



## Technical Bulletin #1762

**Transmission:** *AS68RC*

**Subject:** *Shift Issues, P0796 After Overhaul*

**Application:** *Chrysler*

**Issue Date:** *October, 2016*

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# AS68RC

## Shift Issues, P0796 After Overhaul

Code P0796 indicates a problem with the PCS "C" or linear solenoid #3. The linear solenoid #3 is used to control input pressure to the control valve 3. The control valve 3 uses the input to modulate the line pressure to the appropriate supply pressure for the clutch. The TCM verifies the operation of the control valve 3 by monitoring the Pressure Switch 7. If a fault is detected, the transmission will go into limp in mode, the Torque Converter Clutch (TCC) will be disabled, the limp in gear will vary based on the current gear and other conditions, and the MIL will be illuminated.

Three things will cause this issue:

1. Pressure Switch 7 is closed for more than 160 ms after the transition of the control valve 3 from off to on 3 times. The electric fault of the solenoid has not been detected after the above condition has been established within 10 seconds.
2. Pressure Switch 7 is open for control valve 3 at maximum commanded pressure. The electric fault of the solenoid has not been detected after the above condition has been established within 10 seconds.
3. Pressure Switch 7 is closed for more than 160 ms. The electric fault of the solenoid has not been detected after the above condition has been established within 10 seconds.

One area that is over looked is the sealing rings on input shaft. There are two size sealing ring lands and stator support bores built sometime between 2010 and 2011. The input shaft size is the same just the ring land size is different (figure 1).

**2 Different Size Sealing Ring Lands**



**Figure 1**

**Shift Issues, P0796 After Overhaul**

A sealing ring that is too small will cause code P0796. Be sure to check the rings for proper fit (figure 2).



**Figure 2**





# Technical Bulletin #1763

Transmission: AS68RC

Subject: K3 Clutch Burnt Out/Linear Solenoid B

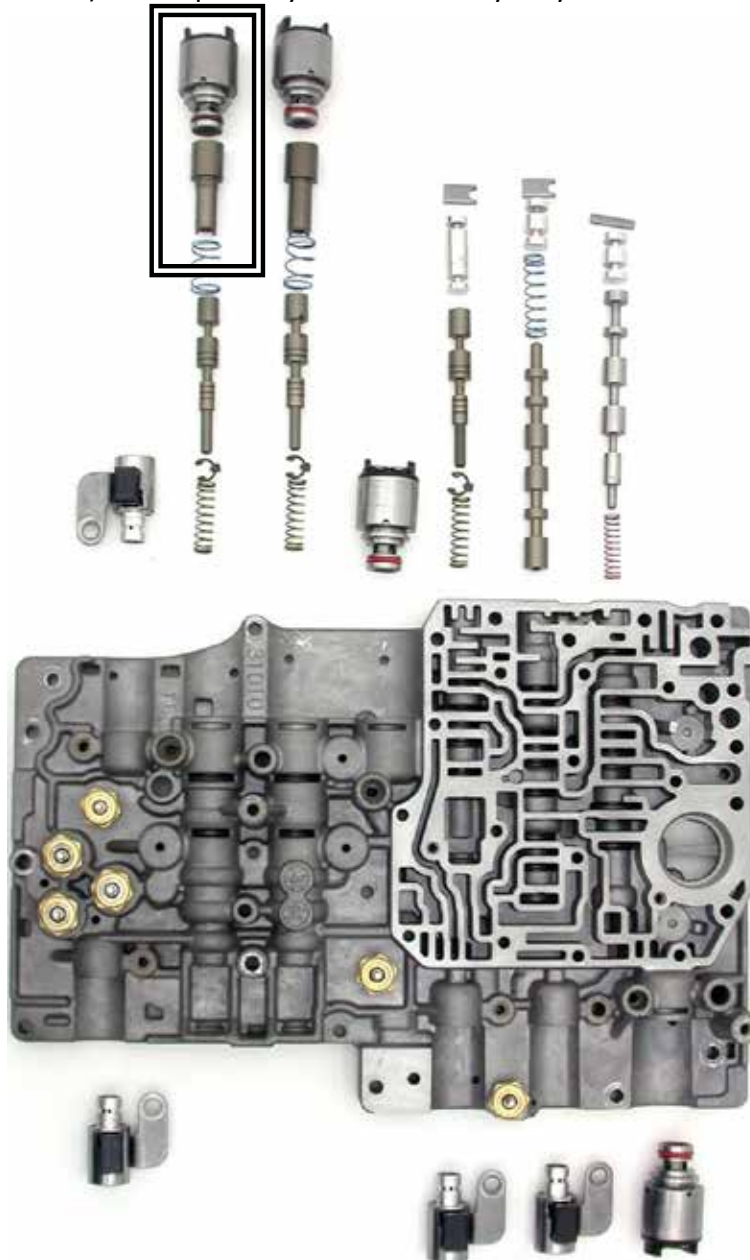
Application: Dodge/Ram Truck

Issue Date: October, 2016

## AS68RC

### K3 Clutch Burnt Out/Linear B Solenoid Replacement

This condition can be caused by the linear solenoid B failure. Allison trim solenoid B (\$120) works well in place of linear solenoid B. Dodge sells the linear solenoids with the valve body only (\$3500)/pressure switches and on/off solenoids (\$200 for either) sold separately. Your costs may vary.







## Technical Bulletin #1764

**Transmission:** *4L80E*

**Subject:** *No Lock-Up Command*

**Application:** *GM*

**Issue Date:** *October, 2016*

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# 4L80E

## No Lock-Up Command

We have found after overhaul the TCM does not send a command for lock-up. This may happen after driving on the highway for a while. When you're done rebuilding a 4L80E transmission you need to do a crankshaft correlation reset. This should be found under functional test on the engine side with your scan tool. This should restore your lock-up command. Or areas would be temp sensors, misfires and knock sensors.







## Technical Bulletin #1765

**Transmission:** *A650E, A750E/F, A761E*

**Subject:** *Relearn Procedure*

**Application:** *Lexus*

**Issue Date:** *October, 2016*

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# A650E, A750E/F, A761E

## Relearn Procedure

After a transmission repair, replacement or PCM replacement, it is necessary to reset the “Learned Values” on these applications. Failure to do so may cause damage to the transmission, due to a longer length of time necessary for the PCM to adapt the shifts to the correct timing.

The following vehicles can be reset manually:

- 1998-2005 model year GS430/400/300, LS 430/400, LX470 and SC430/400/300.
- 2001-2005 model year IS300.

The manual procedure is as follows:

1. Disconnect the negative battery cable for 5 minutes
2. Reconnect the battery cable
3. Start the engine and allow it to reach operating temperature (around 170 degrees Fahrenheit), before test driving.
4. Perform a thorough test drive with several accelerations from stop under LIGHT THROTTLE PRESURE until proper shift quality is observed.

The following vehicles must use a compatible scan tool to reset the PCM. It is recommended to allow the vehicle to reach operating temperature and perform clear code function in all modules (even if codes are not present) to ensure this procedure executes correctly:

- 1999-2003 model year ES300 and RX300 vehicles
- 2003-2005 model year GX470 vehicles.
- 2004-2005 model year RX330

Follow the instructions given by your scan tool. You may have to access this through Enhanced OBD2 functions, if your scanner has this capability. **NOTE:** Not all aftermarket scan tools are capable of resetting “Learned Values” in Lexus or Toyota application vehicles. After reset, follow steps 3 and 4 to complete the relearn process.





## Technical Bulletin #1766

**Transmission:** *B7TA*

**Subject:** *Repeat Code P1768*

**Application:** *1998-2001 Honda Odyssey*

**Issue Date:** *October, 2016*

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# B7TA

## Repeat Code P1768

In 1998 through 2001 model Honda Odyssey with the B7TA automatic transmission there is a 15 amp fuse that powers up terminal C479 of the PCM for 1998 model Odyssey, terminal D5 of the PCM for 1999 - 2000 Odyssey, and terminal B24 for 2001 Odyssey. This terminal in the PCM is used as solenoid power for the A/T Clutch Pressure Control Solenoids and is part of the solenoid circuit. If there is no power to these terminals at the PCM, DTC P1768 will be stored. This terminal **MUST** be checked first when encountering a 1998 - 2001 Honda Odyssey with the B7TA transmission. Failure to check this circuit first may lead the technician to unnecessary time spent chasing wiring or solenoid issues, and even unnecessary replacement of the PCM.

1998 Model Odyssey:

Look at the wiring diagram in Figure 1. We have pointed out and drawn a dotted outline that shows fuse number 4 from the driver's under-dash fuse panel. The fuse in this diagram is the solenoid power circuit. If there is no power from the fuse to terminal 5 of the C479 connector at the PCM there will be no power for the solenoid to be controlled by the PCM. The default action of this is to store DTC P1768 in the computer memory.

1998 Odyssey

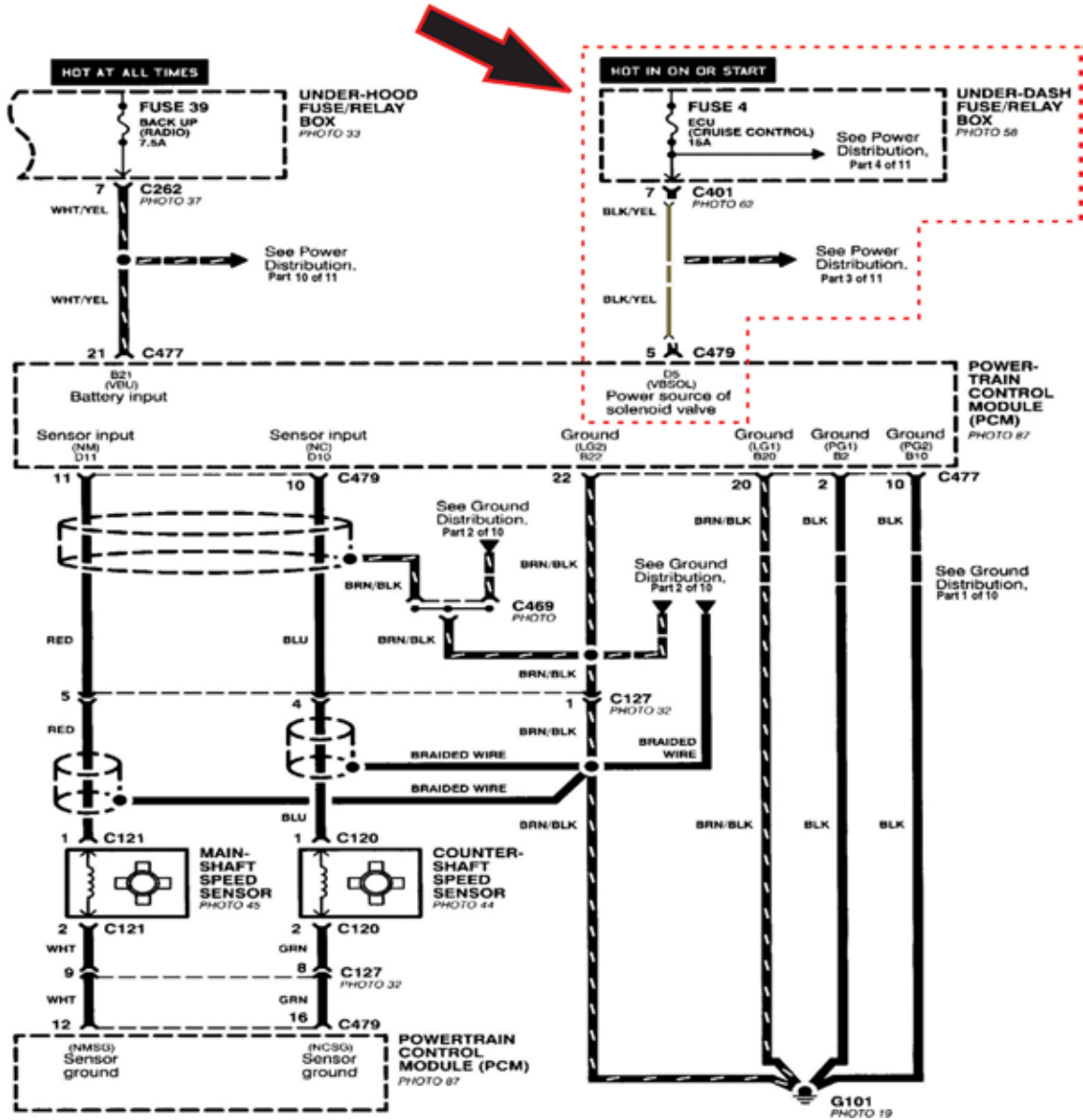
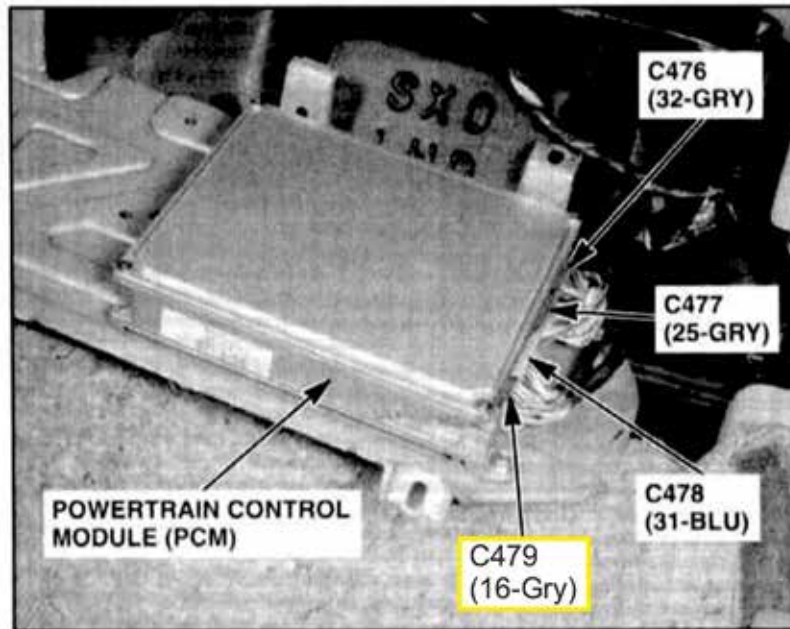


Figure 1

See Figure 2 for the location of the PCM with connector C479, and the connector C479 pin lay out showing terminal number 5. If there is no power at terminal number 5, check the fuse and or repair the open or shorted circuit as necessary.

## 1998 Odyssey Front Passenger's Footrest



PCM CONNECTOR C479 (16P)

1 LC		2 SHB	3 SHC		5 VBSOL
6 ATPR	7 SHA	8 ATPD3	9 ATPD4	10 NC	11 NM
12 NMSG					
13 ATPNP	14 ATP2	15 ATP1		16 NCSG	

Wire side of female terminals

Terminal 5  
BLK/**YEL** wire

- |                          |                             |
|--------------------------|-----------------------------|
| 1. TCC SOL (YEL)         | 9. P/N SWITCH D4 (YEL)      |
| 2. SHIFT SOL B (GRN/WHT) | 10. NC SENSOR (BLU)         |
| 3. SHIFT SOL C (GRN)     | 11. NM SENSOR (RED)         |
| 5. VBSOL (BLK/YEL)       | 12. NM SENSOR GROUND (WHT)  |
| 6. P/N SWITCH R (WHT)    | 13. P/N SWITCH P/N (LT GRN) |
| 7. SHIFT SOL A (BLU/YEL) | 14. P/N SWITCH D2 (BLU)     |
| 8. P/N SWITCH D3 (PNK)   | 15. P/M SWITCH D1 (BRN)     |
|                          | 16. NC SENSOR GROUND (GRN)  |

**Figure 2**

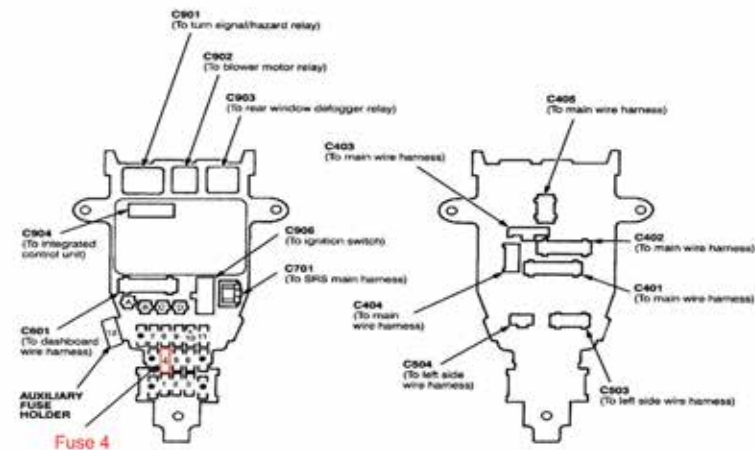
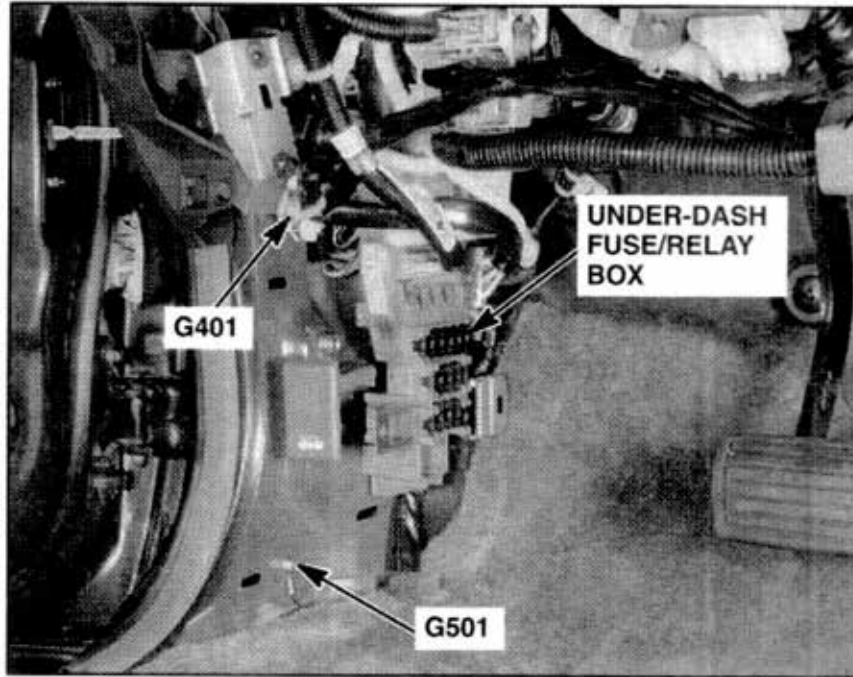
# B7TA Repeat Code P1768

#1766

See Figure 3 for driver's side under-dash fuse panel location and location of fuse number 4.

## 1998 ODYSSEY

### 58. Behind Left Kick Panel



Fuse Number	Fuse Name	Amps	Component or Circuit Protected
1	BACK-UP LIGHTS METER LIGHTS TURN SIGNALS	10	Gauge assembly, Turn signal/hazard relay, Clock, A/T reverse relay, Shift lock solenoid
2	FUEL PUMP	15	PGM-FI main relay, SRS unit
3	SRS	10	SRS unit
4	ECU (CHARGE CONTROL)	15	Charging system, Cruise control, PGM-FI
5	IG COIL	15	Ignition coil
6	FR WIPER RELAY FR WASHER	10	Wiper/washer
7	R/C MIRROR	7.5	Anti-lock brake system (ABS), Power mirrors
8	HEATER CONTROL RELAY A/C CLUTCH RELAY RR COOLING FAN	7.5	Air delivery, A/C compressor controls, Blower controls, Fans, Rear window defogger
9	STARTER SIGNAL	7.5	PGM-FI main relay, Powertrain control module (PCM)
10	DAY LIGHTS	7.5	Daytime running lights control unit (Canada)
11	RADIO	7.5	Cigarette lighter relay
12	AUXILIARY	10	Power windows, Rear wiper/washer, Sunroof

Figure 3

1999 - 2000 Model Odyssey:

Look at the wiring diagram in Figure 4. We have pointed out and drawn a dotted outline that shows fuse number 6 from the driver's side, under-dash fuse panel. The fuse in this diagram is the solenoid power circuit. If there is no power from the fuse to terminal D5 of the PCM connector there will be no power for the solenoid to be controlled by the PCM. The default action of this is to store DTC P1768 in the computer memory.

1999 - 2000 ODYSSEY

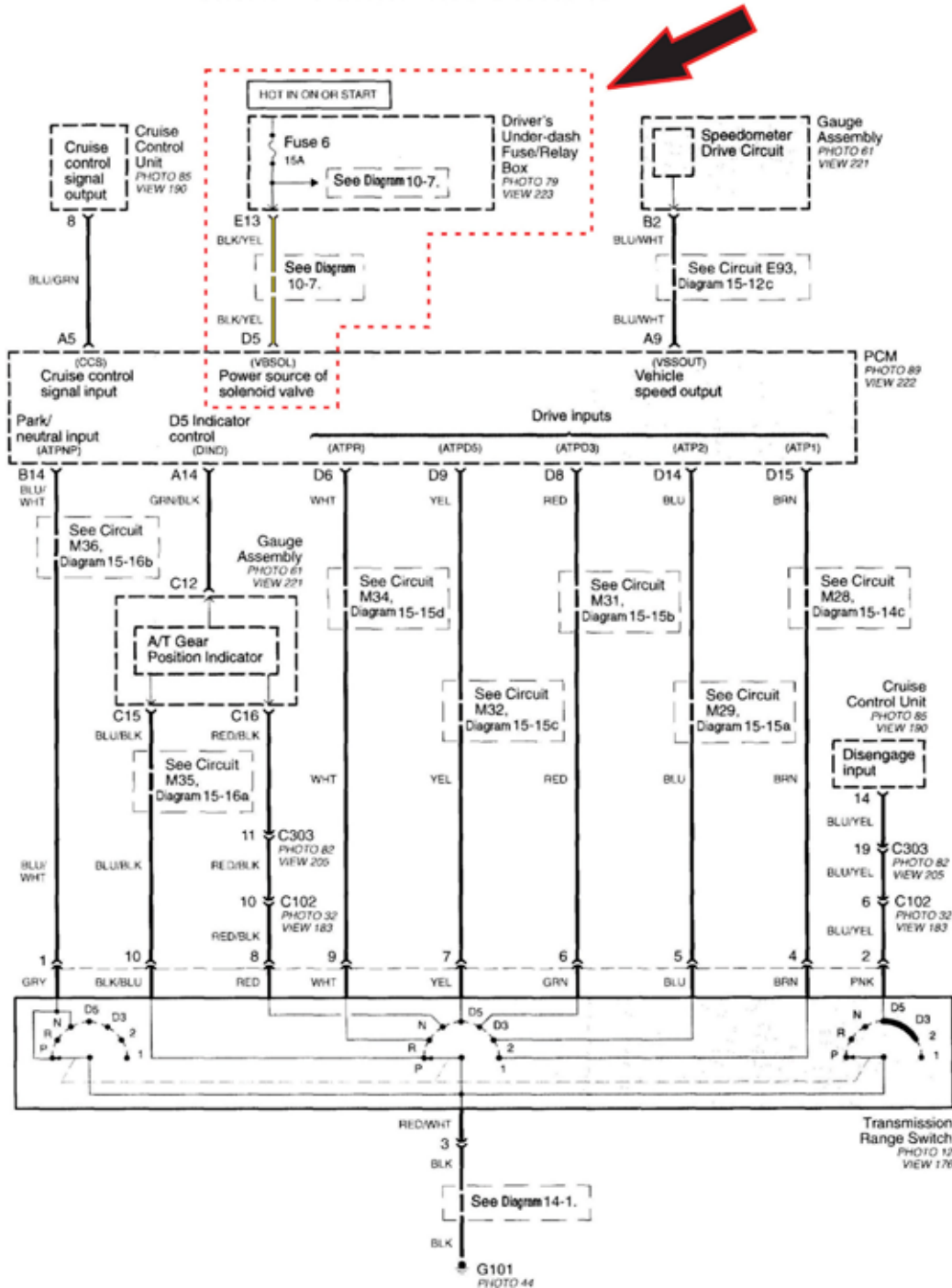


Figure 4

# B7TA

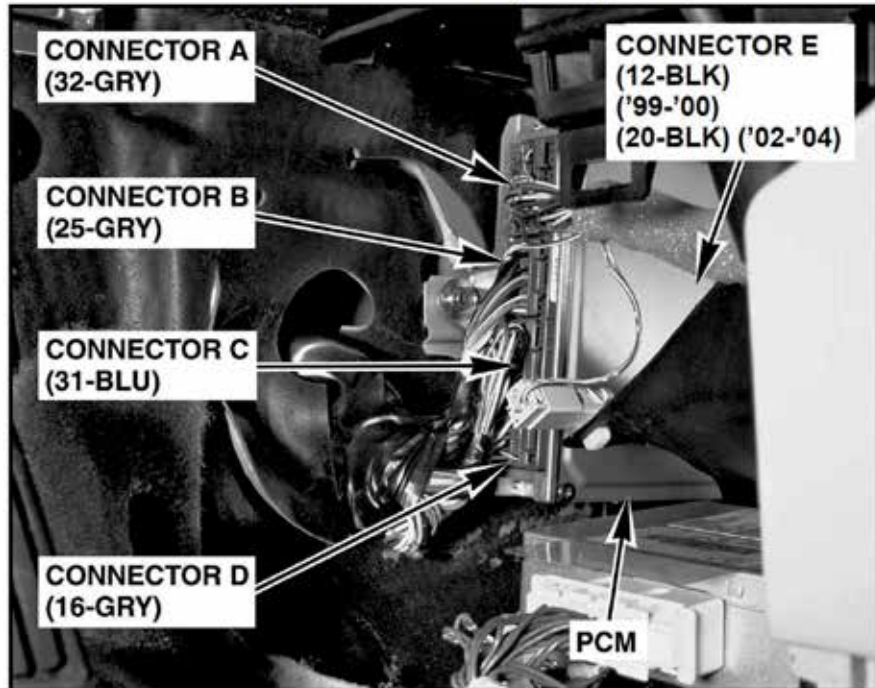
## Repeat Code P1768

#1766

See Figure 5 for the location of the PCM with connector D and the connector D pin layout showing terminal number 5. If there is no power at terminal number 5, check the fuse and or repair the open or shorted circuit as necessary.

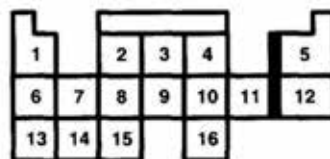
### 1999 - 2000 ODYSSEY

#### 89. Behind Heater Lower Cover (except '01)



**Connector D:**  
- Gray  
- On engine wire harness

Pin D5  
BLK/YEL



- |                   |                    |
|-------------------|--------------------|
| 1 YEL (LC)        | 9 YEL (ATPD5)      |
| 2 GRN/WHT (SHB)   | 10 BLU (NC)        |
| 3 GRN (SHC)       | 11 RED (NM)        |
| 4 —               | 12 WHT (NMSG)      |
| 5 BLK/YEL (VBSOL) | 13 BLU/WHT (OP3SW) |
| 6 WHT (ATPR)      | 14 BLU (ATP2)      |
| 7 BLU/YEL (SHA)   | 15 BRN (ATP1)      |
| 8 RED (ATPD3)     | 16 GRN (NCSG)      |

Figure 5



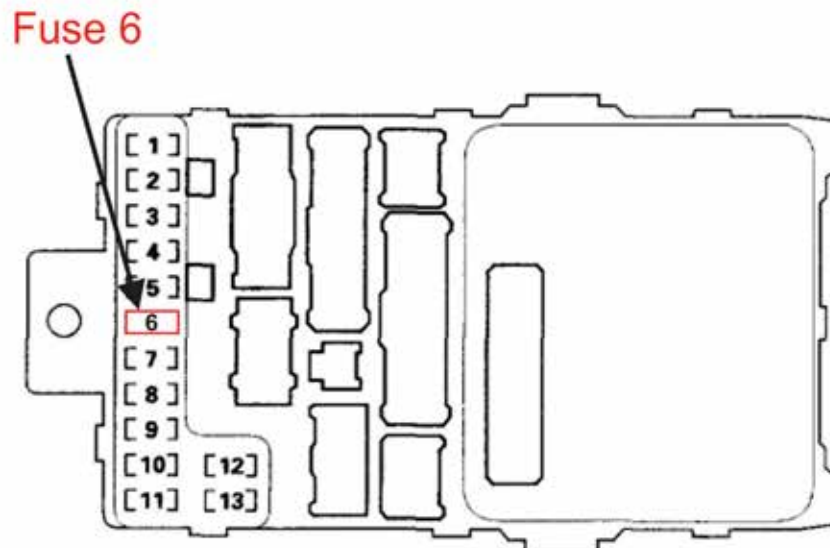
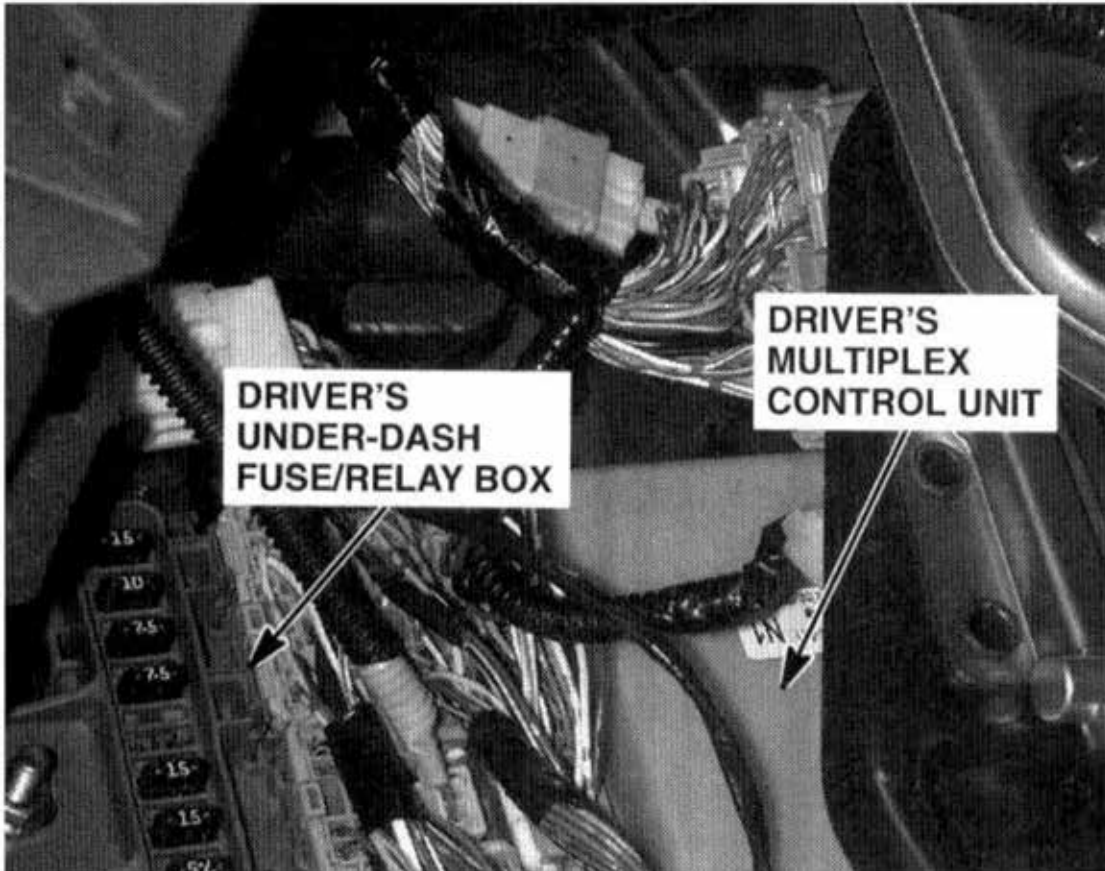
**#1766**

**B7TA**  
**Repeat Code P1768**

See Figure 6 for driver's under-dash fuse panel and location of fuse number 6.

### 1999 - 2000 ODYSSEY

Below left end of dash



**Figure 6**

# B7TA

## Repeat Code P1768

#1766

2001 Model Odyssey:

Look at the wiring diagram in Figure 7. We have pointed out and drawn a dotted outline that shows fuse number 6 from the driver's under-dash fuse panel. The fuse in this diagram is the solenoid power circuit. If there is no power from the fuse to terminal B24 of the PCM connector, there will be no power for the solenoid to be controlled by the PCM. The default action of this is to store DTC P1768 in the computer memory.

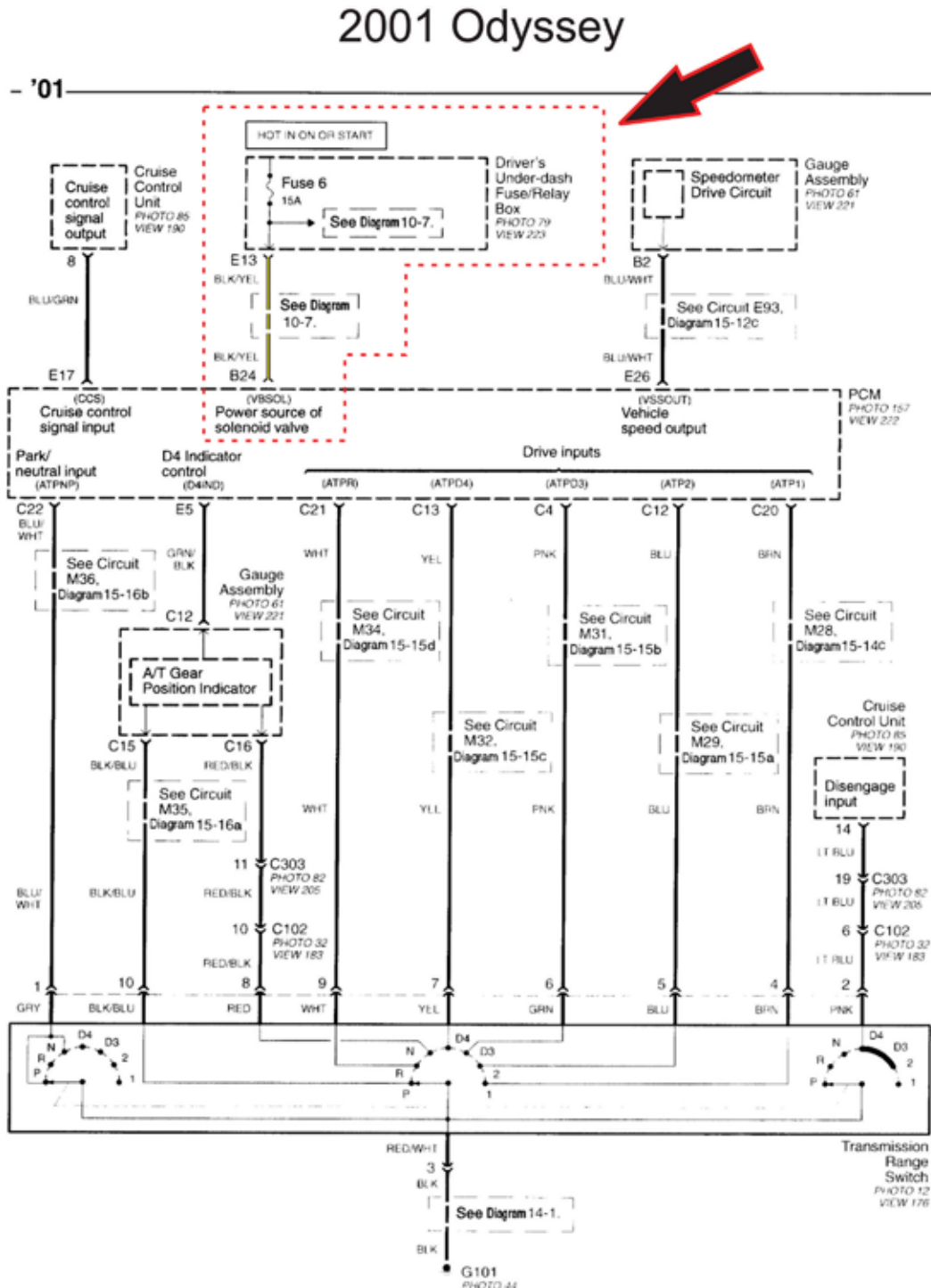


Figure 7

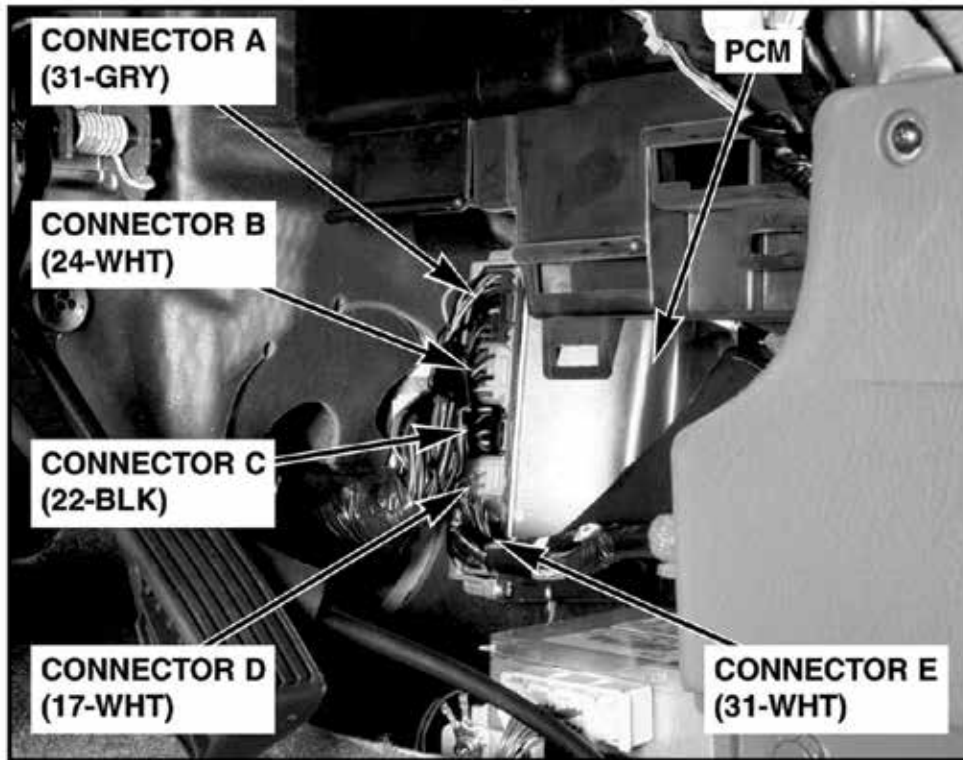
#1766

B7TA  
Repeat Code P1768

See Figure 8 for the location of the PCM with connector B and the connector B pin layout showing terminal number 24. If there is no power at terminal number 24, check the fuse and or repair the open or shorted circuit as necessary.

## 2001 Odyssey

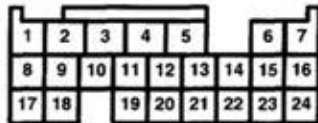
### 157. Behind Heater Lower Cover ('01)



#### Connector B:

- White
- On engine wire harness

Terminal B24  
BLK/**YEL** wire



1	—	13	RED (INJ2)
2	GRN/YEL (VTSOL)	14	BRN (INJ1)
3	PNK (EGR)	15	—
4	—	16	ORN (LSB+)
5	BLK/WHT (PO2SHTC)	17	WHT/BLU (IGPLS6)
6	WHT/GRN (ALTC)	18	BLK/RED (IGPLS5)
7	RED (LSA+)	19	YEL (IGPLS4)
8	BLU (IGPLS3)	20	WHT/BLU (INJ6)
9	RED (IGPLS2)	21	BLK/RED (INJ5)
10	YEL/GRN (IGPLS1)	22	YEL (INJ4)
11	—	23	BLK/BLU (IACV)
12	BLU (INJ3)	24	BLK/YEL (VBSOL)

Figure 8

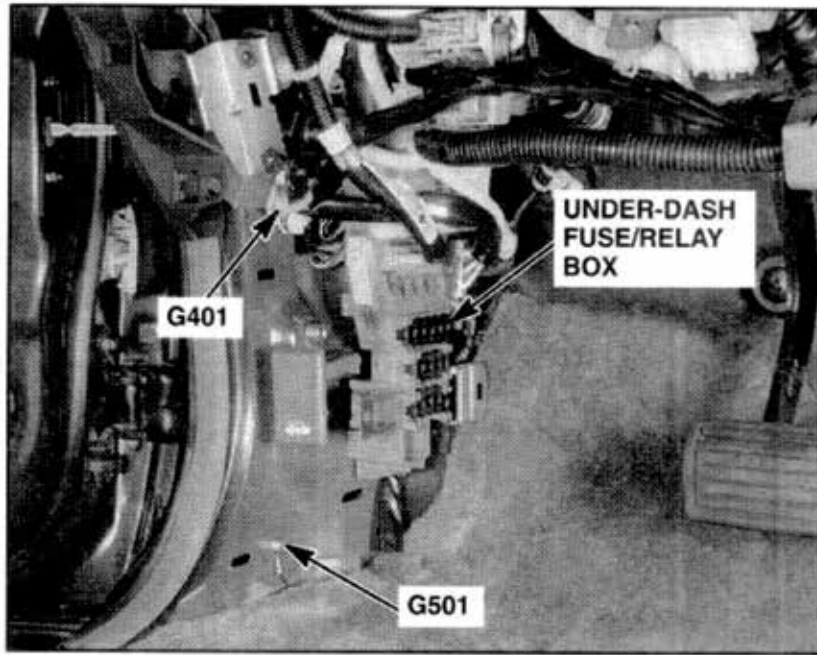
# B7TA Repeat Code P1768

#1766

See Figure 9 for driver's under-dash fuse panel and location of fuse number 6.

## 2001 Odyssey

58. Behind Left Kick Panel



### Fuse 6

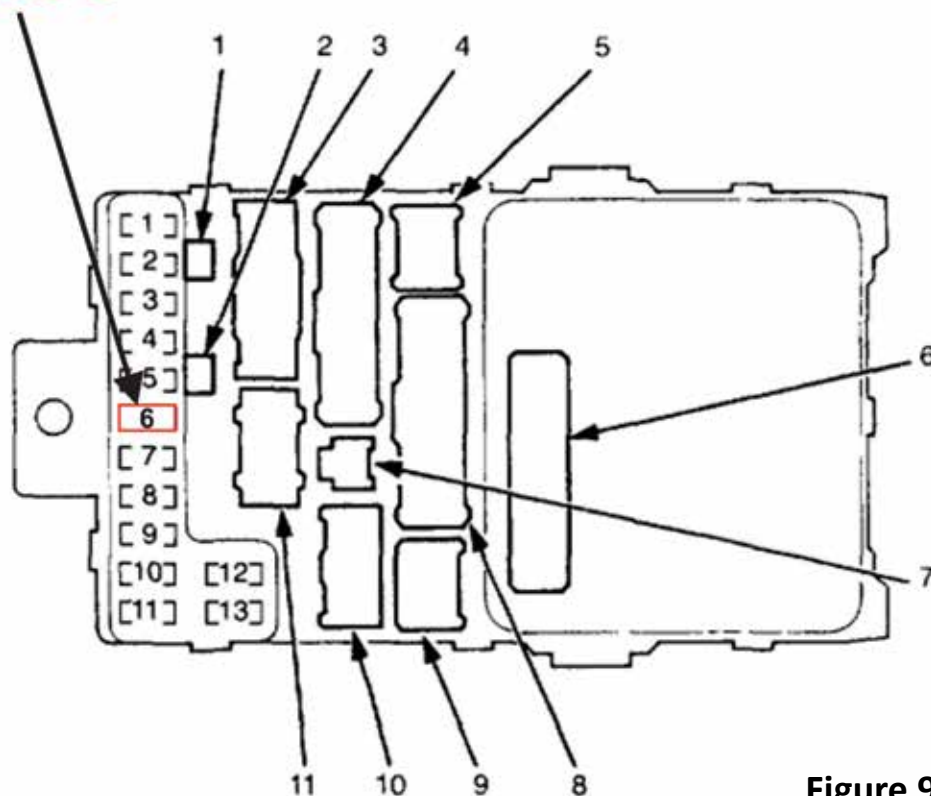


Figure 9