

62TE

Shift Solenoid Pressure Switches

Six solenoids are used to control the friction elements (clutches). The continuity of the solenoids circuits are periodically tested. Each solenoid is turned on or off depending on its current state. An inductive spike should be detected by the PCM during this test. If no spike is detected, the circuit is tested again to verify the failure.

In addition to the periodic testing, the solenoid circuits are tested if a gear ratio or pressure switch error occurs. In this case, one failure will result in the appropriate DTC being set. The MIL will illuminate and the transmission goes into neutral, if the DTC is set above 35 km/h (22 mph), Limp-in mode when vehicle speed is below 35 km/h (22mph).

The Transmission system uses five pressure switches to monitor the fluid pressure in the L/R, 2/4, DC, LC, and OD elements. The pressure switches are continuously monitored for the correct states in each gear.

If a set condition is identified, 1st gear and torque converter lock-up (EMCC) will be inhibited. The vehicle will launch in 2nd gear and shift normally through the gears without allowing EMCC. If during the same key start, the set condition is no longer valid, the transmission will return to normal operation (1st and EMCC available).

Limp-in will not occur unless DTC P0841 is accompanied by a code P0706 and the MIL will illuminate after 5 minutes of substituted operation.

SOLENOID CIRCUIT

