

Possible Component	Reference/Action
Incorrect Pressures	
<ul style="list-style-type: none"> High/low pressures 	<ul style="list-style-type: none"> Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
<ul style="list-style-type: none"> Screws not tightened to specification 	<ul style="list-style-type: none"> Tighten to specification.
<ul style="list-style-type: none"> Separator plate damaged 	<ul style="list-style-type: none"> Inspect for damage. If damaged, install a new separator plate.
<ul style="list-style-type: none"> Contamination 	<ul style="list-style-type: none"> Disassemble and clean.
<ul style="list-style-type: none"> Valve/springs damaged, misassembled, missing, stuck or bore damaged 	<ul style="list-style-type: none"> If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
<ul style="list-style-type: none"> Filter damaged, missing 	<ul style="list-style-type: none"> Inspect for damage, repair as necessary.
Intermediate Servo	
<ul style="list-style-type: none"> Servo retaining screws damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Seals (piston and cover) damaged 	<ul style="list-style-type: none"> Inspect for mislocation, poor seating, damage. Install a new cylinder.
Intermediate Band	
<ul style="list-style-type: none"> Band damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Servo worn or damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Not adjusted correctly 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
Direct One-Way Clutch	
<ul style="list-style-type: none"> Worn, damaged or assembled incorrectly 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.

Shift Concern: Soft/Slipping 3-4 Shift

Possible Component	Reference/Action
228 — ROUTINE	
Powertrain Control System	
<ul style="list-style-type: none"> PCM, vehicle wiring harnesses, shift solenoid A, pressure control solenoid C 	<ul style="list-style-type: none"> Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.

Possible Causes	Reference/Action
(PC CP, Possible Causes) Temperature (TFT) sensor	
	<ul style="list-style-type: none"> • GO to Pinpoint Test A, GO to Pinpoint Test B and GO to Pinpoint Test D.
	<ul style="list-style-type: none"> • Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
<ul style="list-style-type: none"> • High/low pressures 	<ul style="list-style-type: none"> • Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
<ul style="list-style-type: none"> • Screws not tightened to specification 	<ul style="list-style-type: none"> • Tighten to specification.
<ul style="list-style-type: none"> • Separator plate damaged 	<ul style="list-style-type: none"> • Inspect for damage. If damaged, install a new separator plate.
<ul style="list-style-type: none"> • Contamination 	<ul style="list-style-type: none"> • Disassemble and clean.
<ul style="list-style-type: none"> • Valves/springs damaged, misassembled, missing, stuck or bore damaged 	<ul style="list-style-type: none"> • If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Center Support	
<ul style="list-style-type: none"> • Screw not tightened to specification 	<ul style="list-style-type: none"> • Tighten to specification.
<ul style="list-style-type: none"> • Seal rings or bearing damaged 	<ul style="list-style-type: none"> • Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> • Outside diameter of case bore damaged 	<ul style="list-style-type: none"> • Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> • Support damaged or leaking 	<ul style="list-style-type: none"> • Inspect for damage. Repair as necessary.
Direct Clutch Assembly	
<ul style="list-style-type: none"> • Seals, piston damaged 	<ul style="list-style-type: none"> • Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> • Check ball damaged, missing, not seating, off location 	<ul style="list-style-type: none"> • Inspect for mislocation, poor seating, damage. Install a new cylinder.
<ul style="list-style-type: none"> • Friction elements damaged or worn 	<ul style="list-style-type: none"> • Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> • Return springs damaged 	<ul style="list-style-type: none"> • Inspect for damage. Repair as necessary.
Intermediate Servo	

Possible Component	Reference/Action
<ul style="list-style-type: none"> Servo retaining screws damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Seals (piston and cover) damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.

Shift Concern: Soft/Slipping 4-5 Shift

Possible Component	Reference/Action
272 — ROUTINE	
Powertrain Control System	
<ul style="list-style-type: none"> PCM, vehicle wiring harnesses, shift solenoid C, pressure control solenoid B (PC B), transmission fluid temperature (TFT) sensor 	<ul style="list-style-type: none"> Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	<ul style="list-style-type: none"> GO to Pinpoint Test A, GO to Pinpoint Test B and GO to Pinpoint Test D.
	<ul style="list-style-type: none"> Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
<ul style="list-style-type: none"> High/low pressures 	<ul style="list-style-type: none"> Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
<ul style="list-style-type: none"> Screws not tightened to specification 	<ul style="list-style-type: none"> Tighten to specification.
<ul style="list-style-type: none"> Separator plate damaged 	<ul style="list-style-type: none"> Inspect for damage. If damaged, install a new separator plate.
<ul style="list-style-type: none"> Contamination 	<ul style="list-style-type: none"> Disassemble and clean.
<ul style="list-style-type: none"> Valves/springs damaged, misassembled, missing, stuck or bore damaged 	<ul style="list-style-type: none"> If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
<ul style="list-style-type: none"> Filter damaged, missing 	<ul style="list-style-type: none"> Inspect for damage, repair as necessary.
Overdrive Servo	
<ul style="list-style-type: none"> Servo retaining screws damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.

Possible Component	Reference/Action
<ul style="list-style-type: none"> Seals (piston and cover) damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
Overdrive Band	
<ul style="list-style-type: none"> Band damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Servo worn or damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Not adjusted correctly 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.

Shift Concern: Feel — Soft/Slipping 5-4 Shift

Possible Component	Reference/Action
273 — ROUTINE	
Powertrain Control System	
<ul style="list-style-type: none"> PCM, vehicle wiring harnesses, shift solenoid C, pressure control solenoid C (PC C), transmission fluid temperature (TFT) sensor 	<ul style="list-style-type: none"> Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	<ul style="list-style-type: none"> GO to Pinpoint Test A, GO to Pinpoint Test B and GO to Pinpoint Test D.
	<ul style="list-style-type: none"> Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
<ul style="list-style-type: none"> High/low pressures 	<ul style="list-style-type: none"> Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
<ul style="list-style-type: none"> Screws not tightened to specification 	<ul style="list-style-type: none"> Tighten to specification.
<ul style="list-style-type: none"> Separator plate damaged 	<ul style="list-style-type: none"> Inspect for damage. If damaged, install a new separator plate.
<ul style="list-style-type: none"> Contamination 	<ul style="list-style-type: none"> Disassemble and clean.
<ul style="list-style-type: none"> Valves/springs damaged, misassembled, missing, stuck or bore damaged 	<ul style="list-style-type: none"> If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
<ul style="list-style-type: none"> Filter damaged, missing 	<ul style="list-style-type: none"> Inspect for damage, repair as necessary.

Possible Component	Reference/Action
Direct Clutch Assembly	
<ul style="list-style-type: none"> Seals, piston damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Check ball damaged, missing, not seating, off location 	<ul style="list-style-type: none"> Inspect for mislocation, poor seating, damage. Install a new cylinder.
<ul style="list-style-type: none"> Friction elements damaged or worn 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Return springs damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
Direct One-Way Clutch	
<ul style="list-style-type: none"> Worn, damaged or assembled incorrectly 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.

Shift Concern: Feel — Soft/Slipping 4-3 Shift

Possible Component	Reference/Action
229 — ROUTINE	
Powertrain Control System	
<ul style="list-style-type: none"> PCM, vehicle wiring harnesses, shift solenoid A, pressure control solenoid A (PC A), transmission fluid temperature (TFT) sensor 	<ul style="list-style-type: none"> Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	<ul style="list-style-type: none"> GO to Pinpoint Test A, GO to Pinpoint Test B and GO to Pinpoint Test D.
	<ul style="list-style-type: none"> Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
<ul style="list-style-type: none"> High/low pressures 	<ul style="list-style-type: none"> Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
<ul style="list-style-type: none"> Screws not tightened to specification 	<ul style="list-style-type: none"> Tighten to specification.
<ul style="list-style-type: none"> Separator plate damaged 	<ul style="list-style-type: none"> Inspect for damage. If damaged, install a new separator plate.
<ul style="list-style-type: none"> Contamination 	<ul style="list-style-type: none"> Disassemble and clean.
<ul style="list-style-type: none"> Valves/springs damaged, misassembled, missing, stuck or bore damaged 	<ul style="list-style-type: none"> If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves.

Possible Component	Reference/Action
	This will remove the anode. This may result in further main control or transmission damage.
<ul style="list-style-type: none"> Filter damaged, missing 	<ul style="list-style-type: none"> Inspect for damage, repair as necessary.
Intermediate Servo	
<ul style="list-style-type: none"> Servo retaining screws damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Seals (piston and cover) damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
Intermediate Band	
<ul style="list-style-type: none"> Band damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Servo worn or damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Not adjusted correctly 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.

Shift Concern: Soft/Slipping 3-2 Shift

Possible Component	Reference/Action
230 — ROUTINE	
Powertrain Control System	
<ul style="list-style-type: none"> PCM, vehicle wiring harnesses, shift solenoid C, pressure control solenoid B (PC B), intermediate shaft speed sensor, transmission fluid temperature (TFT) sensor 	<ul style="list-style-type: none"> Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	<ul style="list-style-type: none"> GO to Pinpoint Test A, GO to Pinpoint Test B, GO to Pinpoint Test D and GO to Pinpoint Test E.
	<ul style="list-style-type: none"> Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
<ul style="list-style-type: none"> High/low pressures 	<ul style="list-style-type: none"> Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
<ul style="list-style-type: none"> Screws not tightened to specification 	<ul style="list-style-type: none"> Tighten to specification.
<ul style="list-style-type: none"> Separator plate damaged 	<ul style="list-style-type: none"> Inspect for damage. If damaged, install a new separator plate.

Possible Component	Reference/Action
<ul style="list-style-type: none"> Contamination 	<ul style="list-style-type: none"> Disassemble and clean.
<ul style="list-style-type: none"> Valves/springs damaged, misassembled, missing, stuck or bore damaged 	<ul style="list-style-type: none"> If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
<ul style="list-style-type: none"> Filter damaged, missing 	<ul style="list-style-type: none"> Inspect for damage, repair as necessary.
Overdrive Servo	
<ul style="list-style-type: none"> Servo retaining screws damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Seals (piston and cover) damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
Overdrive Band	
<ul style="list-style-type: none"> Band damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Servo worn or damaged 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
<ul style="list-style-type: none"> Not adjusted correctly 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.
Direct One-Way Clutch	
<ul style="list-style-type: none"> Worn, damaged or assembled incorrectly 	<ul style="list-style-type: none"> Inspect for damage. Repair as necessary.

Shift Concern: Feel — Soft/Slipping 2-1 Shift

Possible Component	Reference/Action
231 — ROUTINE	
Powertrain Control System	
<ul style="list-style-type: none"> PCM, vehicle wiring harnesses, shift solenoid C, pressure control solenoid B (PC B), transmission fluid temperature (TFT) sensor 	<ul style="list-style-type: none"> Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	<ul style="list-style-type: none"> GO to Pinpoint Test A, GO to Pinpoint Test B and GO to Pinpoint Test D.
	<ul style="list-style-type: none"> Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	

Possible Component	Reference/Action
<ul style="list-style-type: none"> High/low pressures 	<ul style="list-style-type: none"> Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
<ul style="list-style-type: none"> Screws not tightened to specification 	<ul style="list-style-type: none"> Tighten to specification.
<ul style="list-style-type: none"> Separator plate damaged 	<ul style="list-style-type: none"> Inspect for damage. If damaged, install a new separator plate.
<ul style="list-style-type: none"> Contamination 	<ul style="list-style-type: none"> Disassemble and clean.
<ul style="list-style-type: none"> Valves/springs damaged, misassembled, missing, stuck or bore damaged 	<ul style="list-style-type: none"> If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
<ul style="list-style-type: none"> Filter damaged, missing 	<ul style="list-style-type: none"> Inspect for damage, repair as necessary.