

FAULT SYMPTOMS

SYMPTOM 1 - Intermittent drive and high pitched noise

FAULT - Low fluid level or restricted filter

SYMPTOM 2 - No drive in reverse

Select 'D'

œ No drive

FAULT - Continue with Symptom 3

œ Drives forward

FAULT - Reverse gear interlock valve seized

Select '1'

œ No engine braking

FAULT - Clutch brake 3

SYMPTOM 3 - No drive from rest with 'D' selected

Select '1'

œ Vehicle drives

FAULT - No 2 freewheel

œ No drive

Carry out main line pressure check

œ Normal pressure

FAULT - Clutch A

œ No pressure

FAULT - Blocked filter or pump failure

œ Low pressure

FAULT - Restricted filter or sticking primary regulator

SYMPTOM 4 - Slip in all forward gears

Carry out main line pressure check

œ No pressure

FAULT - Blocked filter or pump failure

œ Low pressure

FAULT - Restricted filter or sticking primary regulator

œ Normal pressure

FAULT - Clutch 'A'

SYMPTOM 5 - Harsh engagement 'N' to 'D'

Check engine idle speed

Carry out main line pressure check

œ High pressure

FAULT - Primary regulator stuck

œ Normal pressure

FAULT - Clutch 'A' or damper for clutch 'A'

SYMPTOM 6 - Fierce shift or flare 1st to 2nd shift

Check engine idle speed

Carry out mainline pressure check

œ High pressure

FAULT - Continue with symptom 5

œ Normal pressure

FAULT - Modulator valve or dampers for clutch brake CB1 and/or clutch brake CB2

FAULT - Clutch brake CB1 and/or clutch brake CB2

SYMPTOM 7 - Fierce shift or flare 2nd to 3rd

Carry out mainline pressure check

œ High pressure

FAULT - Continue with symptom 5

œ Normal pressure

FAULT - Modulator valve or clutch 'B' damper

FAULT - Clutch 'B'

SYMPTOM 8 - No 3rd gear

FAULT - 2-3 shift valve

FAULT - Clutch 'B'


SYMPTOM 9 - No 4th gear 'D' selected

FAULT - 4th to 3rd downshift valve stuck or 3rd to 4th upshift valve stuck

FAULT - Clutch brake 4




SYMPTOM 10 - None or harsh engagement of direct drive clutch

 **NOTE: The direct drive clutch will only engage if 4th gear is engaged at 40 to 45 mph.**

Carry out road test pressure check with gauge connected to torque converter.

- œ Normal pressure
FAULT - Failed direct drive clutch
- œ Pressures correct but remains high
FAULTS POSSIBLE -
Direct drive clutch and torque converter control valve stuck
Hysteresis valve stuck
Direct drive clutch control valve stuck

SYMPTOM 11 - Direct drive clutch shift point incorrect or at low speed

 **NOTE: Direct drive clutch engagement at low speed will cause vibration in the torque converter**

Carry out mainline and torque converter pressure check

- œ Normal pressure
FAULT - Governor valve sticking
- œ Low or incorrect pressure
FAULTS POSSIBLE -
Direct drive clutch and torque converter control valve sticking.
Hysteresis valve stuck.
Direct drive clutch control valve stuck.

SYMPTOM 12 - Drives in 'D' but immediately upshifts to 3rd

FAULT - 2nd to 3rd shift valve stuck.

SYMPTOM 13 - With 'D' selected vehicle starts in 2nd

FAULTS POSSIBLE -
1st and 2nd shift valve stuck.
Governor sleeve sticking.

SYMPTOM 14 - With 'D' selected vehicle starts in 3rd

FAULTS POSSIBLE -
1st to 2nd and 2nd to 3rd shift valves stuck.
Governor sleeve sticking.

SYMPTOM 15 - No kickdown 4th to 3rd

FAULT - 4th to 3rd kickdown valve stuck.

SYMPTOM 16 - Upshifts/downshifts and kickdown shifts at incorrect road speeds

Check throttle kickdown cable adjustment
Carry out main line pressure check

- œ Normal pressure
FAULT - Governor valve sticking
- œ Incorrect pressure
FAULTS POSSIBLE -
Incorrect throttle valve adjustment
Primary regulator sticking

SYMPTOM 17 - No upshifts at light throttle

FAULTS POSSIBLE
Governor valve sticking
Shift valves sticking

SYMPTOM 18 - No engine braking '3' selected 3rd gear

FAULT - Clutch 'C'

SYMPTOM 19 - Delayed or no downshift occurs when making a manual selection from '3' to '2'

FAULTS POSSIBLE -
2nd and 3rd upshift valve sticking.
Governor valve sticking.
'2' Position interlock valve sticking.

SYMPTOM 20 - At speeds below 28 mph when making a manual selection from '2' to '1', downshift is delayed or does not occur

FAULTS POSSIBLE -
Governor sticking.
1st to 2nd shift valve sticking.
'1' Position interlock valve sticking.

SYMPTOM 21 - '1' Selected 1st gear no engine braking

FAULT - Clutch brake 3

SYMPTOM 22 - '2' Selected 2nd gear no engine braking

FAULT - Clutch brake 1

SYMPTOM 23 - Vehicle drives forward in 'N'

FAULT - Clutch 'A' stuck