

DTC P0772 [FN4A-EL]

B3E050219090W34

DTC P0772	Shift solenoid E stuck on
DETECTION CONDITION	<ul style="list-style-type: none"> When any of DTC P0731, P0733, and P0734 are not output, and all of the following conditions are satisfied under each of the following throttle conditions. <ul style="list-style-type: none"> ATF temperature 20 °C {68 °F} or more Driving in 4GR at D range Engine running Turbine speed within 225-4,987 rpm Vehicle speed below 70 km/h {43 mph} Torque converter clutch (TCC) no operating Difference between engine speed and turbine speed below 50 rpm Throttle conditions <ul style="list-style-type: none"> Throttle opening angle (TP PID) is above 10.1% and 5 s or more have passed Throttle opening angle (TP PID) is within 3.1-10.1% and 3 s or more have passed Throttle opening angle is at closed throttle position and 5 s or more have passed <p>Diagnostic support note:</p> <ul style="list-style-type: none"> This is a continuous monitor (CCM). The MIL illuminates if the PCM detects the above malfunction condition in two consecutive drive cycles or in one drive cycle while the DTC for the same malfunction has been stored in the PCM. The PENDING CODE is available if the PCM detects the above malfunction condition during the first drive cycle. FREEZE FRAME DATA is available. The AT warning light illuminates. The DTC is stored in the PCM memory.
POSSIBLE CAUSE	<ul style="list-style-type: none"> ATF level low Deteriorated ATF Shift solenoid E stuck Control valve stuck PCM malfunction

Diagnostic procedure

STEP	INSPECTION	ACTION
1	VERIFY FREEZE FRAME DATA HAS BEEN RECORDED	Yes Go to the next step.
	• Has the FREEZE FRAME DATA been recorded?	No Record the FREEZE FRAME DATA on the repair order, then go to the next step.
2	VERIFY RELATED REPAIR INFORMATION AVAILABILITY	Yes Perform repair or diagnosis according to the available repair information. • If the vehicle is not repaired, go to the next step.
	• Verify related Service Bulletins and/or on-line repair information availability. • Is any related repair information available?	No Go to the next step.
	INSPECT ATF CONDITION	Yes Go to the next step.
	• Turn the ignition switch to the LOCK position.	

3	<ul style="list-style-type: none"> Inspect the ATF condition. <ul style="list-style-type: none"> - Clear red: Normal - Milky: Water mixed in fluid - Reddish brown: Deteriorated ATF Is it normal? (See Automatic Transaxle Fluid (ATF) Condition Inspection.) 	No	If the ATF color is milky or reddish brown, replace ATF, then go to Step 5. (See AUTOMATIC TRANSAXLE FLUID (ATF) REPLACEMENT.)
4	INSPECT ATF LEVEL <ul style="list-style-type: none"> Start the engine. Warm up the ATX. Is the ATF level within the specification? (See Automatic Transaxle Fluid (ATF) Level Inspection.) 	Yes	Go to the next step.
		No	Add ATF to the specified level, then go to Step 7. (See Automatic Transaxle Fluid (ATF) Level Inspection.)
5	INSPECT LINE PRESSURE <ul style="list-style-type: none"> Start the engine. Measure the line pressure. <p>Specification</p> <p>Idle: 330-470 kPa {3.4-4.7 kgf/cm², 48-68 psi}</p> <p>Stall:</p> <p>1,090-1,250 kPa {11.2-12.7 kgf/cm², 159-181 psi} (Z6)</p> <p>1,160-1,320 kPa {11.8-13.5 kgf/cm², 168-191 psi} (LF)</p> <ul style="list-style-type: none"> Are the line pressures within the specifications? (See Line Pressure Test.) 	Yes	Go to the next step.
		No	<ul style="list-style-type: none"> All ranges: Replace the oil pump or control valve body, then go to Step 7. Any ranges: Replace the ATX, then go to Step 7. (See AUTOMATIC TRANSAXLE REMOVAL/INSTALLATION [Z6].) (See AUTOMATIC TRANSAXLE REMOVAL/INSTALLATION [LF].) (See ATX Workshop Manual FN4A-EL.)
6	INSPECT OPERATION OF EACH VALVE AND EACH SPRING <ul style="list-style-type: none"> Turn the ignition switch to the LOCK position. Remove the control valve body. Disassemble the control valve body. Is each valve operation normal and is the return spring normal? (See CONTROL VALVE BODY REMOVAL.) (See CONTROL VALVE BODY INSTALLATION.) (See ATX Workshop Manual FN4A-EL.) 	Yes	Replace the ATX, then go to the next step. (See AUTOMATIC TRANSAXLE REMOVAL/INSTALLATION [Z6].) (See AUTOMATIC TRANSAXLE REMOVAL/INSTALLATION [LF].) (See ATX Workshop Manual FN4A-EL.)
		No	Repair or replace the shift valve and return spring, then go to the next step. (See CONTROL VALVE BODY REMOVAL.) (See CONTROL VALVE BODY INSTALLATION.) (See ATX Workshop Manual FN4A-EL.)
7	VERIFY TROUBLESHOOTING OF DTC P0772 COMPLETED <ul style="list-style-type: none"> Make sure to reconnect all the disconnected connectors. Clear the DTC from the memory using the WDS or equivalent. Start the engine. Warm up the ATX. Drive the vehicle under the following conditions and make sure that gears shift smoothly from 1GR to 4GR. 	Yes	Replace the PCM, then go to the next step. (See PCM REMOVAL/INSTALLATION [ZJ, Z6].) (See PCM REMOVAL/INSTALLATION [LF].)

	<ul style="list-style-type: none"> - ATF temperature: 20 °C {68 °F} or more - Drive in the D range - Vehicle speed (VSS PID): below 70 km/h {43 mph} (4GR only) 	No	Go to the next step.
	• Is the PENDING CODE present?		
8	VERIFY AFTER REPAIR PROCEDURE <ul style="list-style-type: none"> • Perform the "After Repair Procedure". (See AFTER REPAIR PROCEDURE [FN4A-EL].) • Are any DTCs present? 	Yes	Go to the applicable DTC inspection.
		No	DTC troubleshooting completed.