

## NO.6 LOW MAXIMUM SPEED AND POOR ACCELERATION

B3E050319090W10

<b>6</b>	<b>Low maximum speed and poor acceleration</b>
<b>DESCRIPTION</b>	<ul style="list-style-type: none"> <li>• Vehicle acceleration is poor at start.</li> <li>• Delayed acceleration when accelerator pedal is depressed while driving.</li> </ul>
<b>POSSIBLE CAUSE</b>	<ul style="list-style-type: none"> <li>• If the clutch is stuck or does not stay in 3GR, the malfunction is in the engine circuit.</li> </ul> <ol style="list-style-type: none"> <li>1. Clutch slippage, burnt             <ul style="list-style-type: none"> <li>• Line pressure low</li> <li>• Shift solenoid D malfunction</li> <li>• Shift solenoid E malfunction</li> <li>• Shift solenoid A malfunction</li> <li>• Shift solenoid B malfunction</li> <li>• Shift solenoid C malfunction</li> <li>• Pressure control solenoid malfunction</li> <li>• Body GND malfunction</li> <li>• Control valve body malfunction</li> </ul> </li> <li>2. Signal malfunction             <ul style="list-style-type: none"> <li>• Vehicle speed sensor malfunction</li> <li>• Sensor GND malfunction</li> <li>• TP sensor malfunction</li> <li>• Input/turbine speed sensor malfunction</li> </ul> </li> <li>3. Transaxle fixed in 3GR (Operation of fail-safe function)             <ul style="list-style-type: none"> <li>• Short or open circuit in wiring harness</li> <li>• Poor connection of connector</li> <li>• Malfunction of electronic parts of output and input system</li> </ul> </li> <li>4. Transaxle fixed in 4GR (Operation of fail-safe function)             <ul style="list-style-type: none"> <li>• Forward clutch slippage</li> <li>• Vehicle speed sensor malfunction</li> <li>• Shift solenoid A malfunction (Stuck on)</li> <li>• Poor connection of connector</li> </ul> </li> <li>5. Insufficient starting torque (Suspected when in-gear condition, shift control and engine circuit are normal)             <ul style="list-style-type: none"> <li>• Torque converter malfunction (Poor operation, stuck)</li> </ul> </li> <li>6. Engagement of TCC operation range (Operation of fail-safe function)             <ul style="list-style-type: none"> <li>• Transaxle fluid temperature sensor malfunction (Short or open circuit)</li> </ul> </li> <li>7. Transaxle fixed in M range             <ul style="list-style-type: none"> <li>• M range switch malfunction</li> </ul> </li> <li>8. TR switch adjustment incorrect</li> </ol> <p><b>Note</b></p> <ul style="list-style-type: none"> <li>• Before following the troubleshooting steps, make sure that the Automatic Transaxle On-Board Diagnostic and Automatic Transaxle Basic Inspection are conducted.</li> </ul>

### Diagnostic procedure

STEP	INSPECTION	ACTION
1	With the ignition switch at the ON position, does the gear position indicator light indication correspond to the selector lever position?	Yes
		No
		Go to the next step.
		Go to No.27 "GEAR POSITION INDICATOR LIGHT DOES NOT ILLUMINATE IN M RANGE" or No.28 "GEAR POSITION INDICATOR LIGHT

			ILLUMINATES IN D RANGE OR P, N, R POSITIONS"
2	Go to No.12 "LACK/LOSS OF POWER". (See <a href="#">NO.12 LACK/LOSS OF POWER-ACCELERATION/CRUISE [ZJ, Z6].</a> ) (See <a href="#">NO.12 LACK/LOSS OF POWER-ACCELERATION/CRUISE [LF].</a> ) Is the CIS system normal?	Yes	Go to the next step.
		No	Repair or replace any malfunctioning parts.
3	Disconnect the solenoid connector. Does the vehicle operate as follows?  <b>D range: 3GR (fixed)</b>  <b>R position: Reverse</b>	Yes	Go to the next step.
		No	Overhaul the control valve body and repair or replace any malfunctioning parts. (See ATX workshop manual (FN4A-EL).) If any problem remains, overhaul the transaxle and repair or replace any malfunctioning parts. (See ATX workshop manual (FN4A-EL).)
4	Drive the vehicle in D range. Does the vehicle start from stop in first gear?	Yes	Go to the next step.
		No	Inspect the value at the following PCM PIDs using the WDS or equivalent. (See <a href="#">PCM INSPECTION [ZJ, Z6].</a> ) (See <a href="#">PCM INSPECTION [LF].</a> ) • TP • OSS • TSS • TR Repair or replace any malfunctioning parts.
5	Inspect the value at the following PCM PIDs using the WDS or equivalent. (See <a href="#">PCM INSPECTION [ZJ, Z6].</a> ) (See <a href="#">PCM INSPECTION [LF].</a> ) • SSA/SS1 • SSB/SS2 • SSC/SS3 Are the PID values normal?	Yes	Go to the next step.
		No	Inspect the value at the following PCM PIDs using the WDS or equivalent. (See <a href="#">PCM INSPECTION [ZJ, Z6].</a> ) (See <a href="#">PCM INSPECTION [LF].</a> ) • TP • OSS • TSS Repair or replace any malfunctioning parts.
6	Perform the stall test. (See <a href="#">Stall Test.</a> ) Is stall speed normal?	Yes	Reverify symptoms of malfunction.
		No	Overhaul the transaxle and repair or replace any malfunctioning parts. (See ATX workshop manual (FN4A-EL).)
7	• Verify the test results.  - If normal, return to the diagnostic index to service any additional symptoms. - If the malfunction remains, inspect the related Service information and perform repair or diagnosis. • If the vehicle is repaired, troubleshooting is completed. • If the vehicle is not repaired or additional diagnostic information is not available, replace the PCM.		