

NO.14 ENGINE FLARES UP OR SLIPS WHEN UPSHIFTING OR DOWNSHIFTING

B3E050319090W18

14	Engine flares up or slips when upshifting or downshifting
DESCRIPTION	<ul style="list-style-type: none"> • When the accelerator pedal is depressed for driveaway, engine speed increases but vehicle speed increases slowly. • When the accelerator pedal is depressed while driving, engine speed increases but the vehicle does not.
POSSIBLE CAUSE	<ul style="list-style-type: none"> • There is clutch slippage because the clutch is stuck or the line pressure is low. <ol style="list-style-type: none"> 1. Clutch stuck, slippage (forward clutch, 3-4 clutch, 2-4 brake band, one-way clutch) <ul style="list-style-type: none"> • Line pressure low • Shift solenoid D malfunction • Shift solenoid E malfunction • Shift solenoid A malfunction • Shift solenoid B malfunction • Shift solenoid C malfunction • Pressure control solenoid malfunction • Body GND malfunction • Accelerator cable mis-adjustment • Control valve body malfunction 2. Signal malfunction <ul style="list-style-type: none"> • Vehicle speed sensor malfunction • Sensor GND malfunction • TP sensor malfunction or mis-adjustment • Input/turbine speed sensor malfunction 3. Poor operation of mechanical pressure <ul style="list-style-type: none"> • Selector lever position disparity • TR switch position disparity <p>Note</p> <ul style="list-style-type: none"> • Before following the troubleshooting steps, make sure that the Automatic Transaxle On-Board Diagnostic and Automatic Transaxle Basic Inspection are conducted.

Diagnostic procedure

STEP	INSPECTION		ACTION
1	Is shift point normal?	Yes	Go to the next step.
		No	Go to No.9 "ABNORMAL SHIFTING".
2	Inspect the value at the following PCM PID using the WDS or equivalent. (See PCM INSPECTION [ZJ, Z6].) (See PCM INSPECTION [LF].) • TP Is the PID value normal?	Yes	Go to the next step.
		No	Repair or replace any malfunctioning parts.
3	Disconnect the PCM connector. Is the resistance between the ground terminal at the PCM connector and the body ground less than 5.0 ohms ?	Yes	Go to the next step.
		No	Repair the open ground circuit. Reconnect the PCM.
			Overhaul the control valve body and repair or

4	Inspect the LPS PID value. Is the LPS PID value normal? (See PCM INSPECTION [ZJ, Z6].) (See PCM INSPECTION [LF].)	Yes	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).)
		No	Repair or replace any malfunctioning parts.
5	• 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. <ul style="list-style-type: none"> • If the vehicle is repaired, troubleshooting is completed. • If the vehicle is not repaired or additional diagnostic information is not available, replace the PCM. 		