

NO.18 EXCESSIVE SHIFT SHOCK IS FELT WHEN UPSHIFTING AND DOWNSHIFTING

B3E050319090W22

18	Excessive shift shock is felt when upshifting and downshifting
DESCRIPTION	<ul style="list-style-type: none"> Excessive shift shock is felt when depressing the accelerator pedal at upshifting. During cruising, excessive shift shock is felt when depressing the accelerator pedal at downshifting.
POSSIBLE CAUSE	<ul style="list-style-type: none"> Shift shock may worsen when the fail-safe is operating. The shift shock has worsened if the TP sensor, input/turbine speed sensor, or vehicle speed sensor signal malfunctions. 1. Clutch slippage, burnt (Forward clutch, 2-4 brake band, 3-4 clutch) <ul style="list-style-type: none"> Line pressure low, high Shift solenoid D malfunction Shift solenoid E malfunction Shift solenoid A malfunction Shift solenoid B malfunction Shift solenoid C malfunction Pressure control solenoid malfunction Accelerator cable mis-adjustment Control valve body malfunction Body GND malfunction 2. Signal malfunction <ul style="list-style-type: none"> Transaxle temperature sensor malfunction Vehicle speed sensor malfunction Sensor GND malfunction TP sensor malfunction Input/turbine speed sensor malfunction 3. Poor hydraulic operation (Malfunction in range change) <ul style="list-style-type: none"> Pressure switch malfunction Forward accumulator malfunction Servo apply accumulator malfunction 4. Engine mounts installation <ul style="list-style-type: none"> Loose attaching bolts Worn parts <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	Inspect the engine mounts for loose tightening bolts or worn parts.	Yes Go to the next step.
	Are all engine mounts normal?	No Readjust, retighten or replace engine mounts.

2	Perform the stall test. (See Stall Test.) Is the stall speed normal?	Yes	Go to the next step.
		No	Repair or replace any malfunctioning parts.
3	Inspect the value at the following PCM PID using the WDS or equivalent. (See PCM INSPECTION [ZJ, Z6].) (See PCM INSPECTION [LF].) • TP V Is the PID value normal?	Yes	Go to the next step.
		No	Repair or replace any malfunctioning parts.
4	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.
5	Inspect the LPS PID value. Is the LPS PID value normal? (See PCM INSPECTION [ZJ, Z6].) (See PCM INSPECTION [LF].)	Yes	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).)
		No	Repair or replace any malfunctioning parts.
6	<ul style="list-style-type: none"> • Verify the test results. <ul style="list-style-type: none"> - 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. 		