

# AUTOMATIC TRANSAXLE FLUID (ATF) INSPECTION

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## Automatic Transaxle Fluid (ATF) Condition Inspection

1. Inspect the ATF for the following to determine whether the transaxle should be disassembled.

- The ATF is muddy.
- The ATF smells strange or unusual.

### ATF Condition

Condition		Possible cause
Clear dark red	Normal	-
Light red (pink)	Contaminated with water	<ul style="list-style-type: none"> <li>• Damaged oil cooler</li> <li>• Poor filler tube installation:</li> </ul> Problem could occur to parts inside the transaxle by water contamination. It is necessary to overhaul the transaxle and detect defected parts. If necessary, replace the transaxle.
Reddish brown	Has burnt smell and metal particles are found	Defective powertrain components inside the transaxle: Particles cause wide range of problems by plugging up in oil pipe, control valve body and oil cooler. <ul style="list-style-type: none"> <li>• When large amount of metal particles are found, overhaul the transaxle and inspect for defective parts. If necessary, replace the transaxle.</li> <li>• Implement flushing operation as there is a possibility to have particles plugging up the oil pipe or oil cooler.</li> </ul>
	Has no burnt smell	Deteriorated ATF <ul style="list-style-type: none"> <li>• Discoloration by oxidation</li> </ul>

## Automatic Transaxle Fluid (ATF) Level Inspection

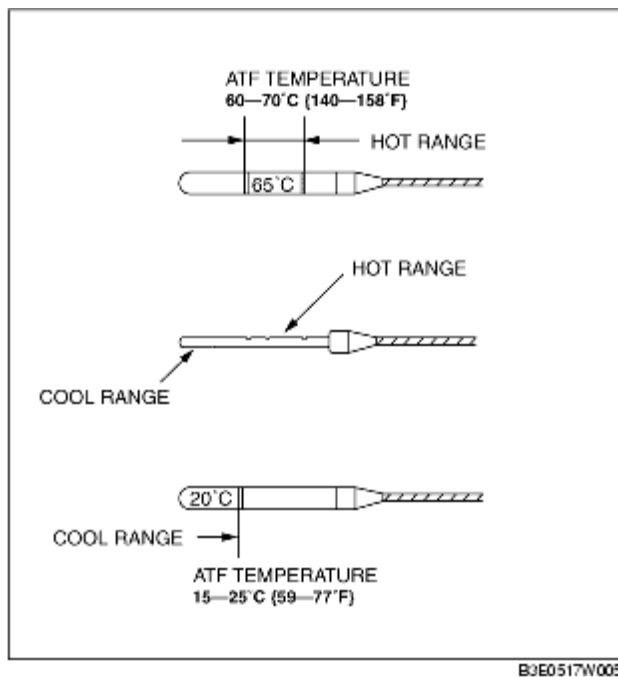
### Caution

- The ATF amount varies according to ATF temperature. Therefore, when checking the ATF level or replacing the ATF, use a thermometer to measure the temperature then adjust the ATF amount to the specified level according to the specified temperature.

1. Place the vehicle on level ground.
2. Apply the parking brake and position wheel chocks securely to prevent the vehicle from rolling.
3. Adjust the length of thermometer probe so that the length is the same as the depth gauge, and hold the probe with a paper holder. Insert into the filler tube and measure the temperature.

- If necessary, inspect the ATF before warming up the engine. In this case, use the cool range (**15-25 °C {59-77 °F}**).

4. Warm up the engine until the ATF reaches **60-70 °C {140-158 °F}**.
5. Shift the selector lever and pause momentarily in each range (P-D) while depressing the brake pedal.
6. Shift the selector lever to P position.
7. Verify that the ATF level is in the HOT range (**65 °C {149 °F}**) while the engine is idling.



- If necessary, add ATF to the specification.

**ATF type**  
**ATF M-V**