

DTC	P0753	Shift Solenoid "A" Electrical Malfunction (Shift Solenoid Valve No. 1)
------------	--------------	---

DTC	P0758	Shift Solenoid "B" Electrical Malfunction (Shift Solenoid Valve No. 2)
------------	--------------	---

DTC	P0763	Shift Solenoid "C" Electrical Malfunction (Shift Solenoid Valve No. 3)
------------	--------------	---

CIRCUIT DESCRIPTION

Shifting from 1st to 5th is performed in combination with ON and OFF of the shift solenoid valves No. 1, No. 2 and No. 3 controlled by ECM. If an open or short circuit occurs in either of the shift solenoid valves, the ECM controls the remaining normal shift solenoid valve to allow the vehicle to be operated smoothly (Fail safe function).

HINT:

Check the shift solenoid valve No. 1 when DTC P0753 is output, check the shift solenoid valve No. 2 when DTC P0758 is output and check the shift solenoid valve No. 3 when DTC P0763 is output.

DTC No.	DTC Detecting Condition	Trouble Area
P0753 P0758 P0763	<p>The ECM checks for an open or short circuit in the shift solenoid valve No. 1, No. 2 or No. 3 circuit when it changes.</p> <p>The ECM records DTC P0753, P0758 or P0763 if condition 1. or 2. is detected once, but it does not light up MIL.</p> <p>After ECM detects condition 1. or 2. continuously 8 times or more in 1-trip, it causes the MIL to light up until condition 1. or 2. disappears.</p> <p>After that, if the ECM detects condition 1. or 2. once, it starts lighting up MIL again.</p> <ol style="list-style-type: none"> 1. Solenoid resistance is 8 Ω or less (short circuit) when the solenoid is energized. 2. Solenoid resistance is 100 kΩ or more (open circuit) when the solenoid is not energized. 	<ul style="list-style-type: none"> • Open or short in shift solenoid valve No. 1/No. 2/No. 3 circuits • Shift solenoid valve No. 1 / No. 2 / No. 3 • ECM

Fail Safe Function:

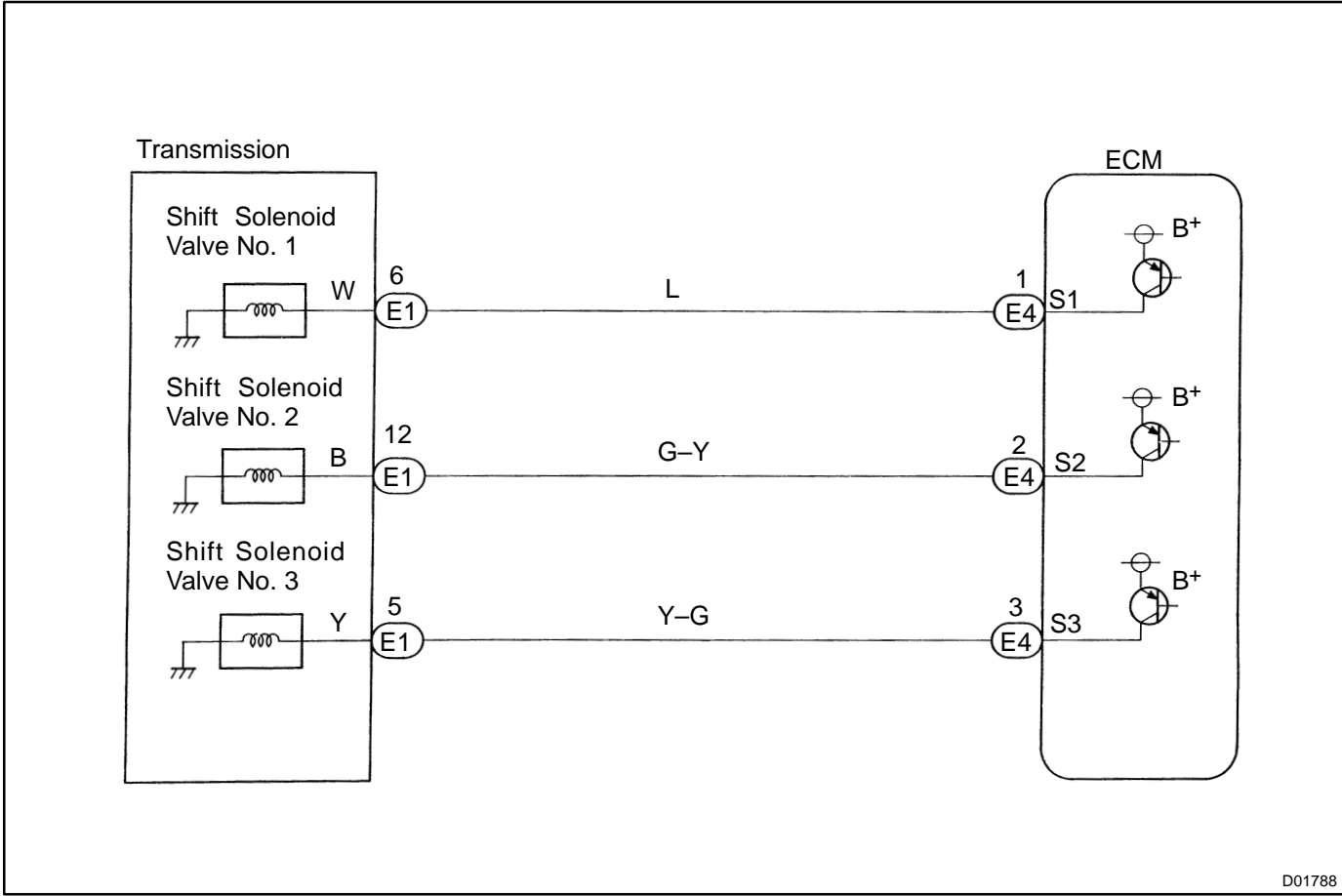
If either of the shift solenoid valve circuits develops an open or short, the ECM turns the other shift solenoid ON and OFF to shift to the gear positions shown in the table below. The ECM also turns the shift solenoid valve SL OFF at the same time. If both solenoids are malfunctioning, hydraulic control cannot be performed electronically and must be done manually.

Manual shifting as shown in the following table must be done (In the case of a short circuit, the ECM stops sending current to the short circuited solenoid).

Position	Normal				Shift Solenoid No. 1 Malfunction				Shift Solenoid No. 2 Malfunction				Shift Solenoid No. 3 Malfunction			
	Shift Solenoid			Gear	Shift Solenoid			Gear	Shift Solenoid			Gear	Shift Solenoid			Gear
	No. 1	No. 2	No. 3		No. 1	No. 2	No. 3		No. 1	No. 2	No. 3		No. 1	No. 2	No. 3	
D	ON	OFF	OFF	1	X	OFF→ON	OFF	5→3	ON	X	OFF	1	ON	OFF	X	1
	OFF	ON	OFF	3	X	ON	OFF	3	OFF	X	OFF→ON	5→4	OFF	ON	X	3
	OFF	OFF	ON	4	X	OFF	ON	4	OFF	X	ON	4	OFF	OFF	X	5
	OFF	OFF	OFF	5	X	OFF	OFF	5	OFF	X	OFF	5	OFF	OFF	X	5
4	ON	OFF	OFF	1	X	OFF→ON	OFF	5→3	ON	X	OFF	1	ON	OFF	X	1
	OFF	ON	OFF	3	X	ON	OFF	3	OFF	X	OFF→ON	5→4	OFF	ON	X	3
	OFF	OFF	ON	4	X	OFF	ON	4	OFF	X	ON	4	OFF	OFF	X	5
3	ON	OFF	OFF	1	X	OFF→ON	OFF→ON	4→3	ON	X	OFF	1	ON	OFF	X	1
	OFF	ON	ON	3	X	ON	ON	3	OFF	X	ON	4	OFF	ON	X	3
	OFF	OFF	ON	4	X	OFF	ON	4	OFF	X	ON	4	OFF	OFF	X	4
2	ON	OFF	ON	1	X	OFF	ON	3	ON	X	ON	1	ON	OFF	X	1
	OFF	ON	ON	3	X	ON	ON	3	OFF	X	ON	3	OFF	ON	X	3
L	ON	OFF	OFF	1	X	OFF	OFF	3	ON	X	OFF	1	ON	OFF	X	1

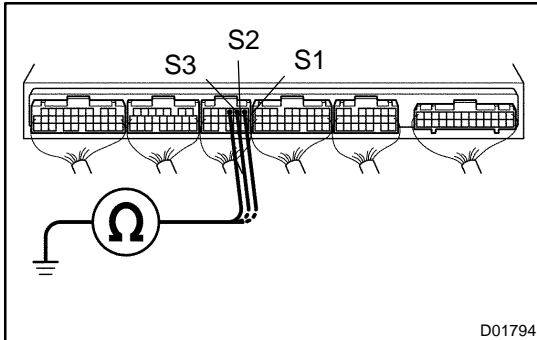
Position	Shift Solenoid No. 1 and No. 2 Malfunction				Shift Solenoid No. 1 and No. 3 Malfunction				Shift Solenoid No. 2 and No. 3 Malfunction				Shift Solenoid No. 1, No. 2 and No. 3 Malfunction			
	Shift Solenoid			Gear	Shift Solenoid			Gear	Shift Solenoid			Gear	Shift Solenoid			Gear
	No. 1	No. 2	No. 3		No. 1	No. 2	No. 3		No. 1	No. 2	No. 3		No. 1	No. 2	No. 3	
D	X	X	OFF→ON	5→4	X	OFF→ON	X	5→3	ON	X	X	1	X	X	X	5
	X	X	OFF→ON	5→4	X	ON	X	3	OFF	X	X	5	X	X	X	5
	X	X	ON	4	X	OFF	X	5	OFF	X	X	5	X	X	X	5
	X	X	OFF	5	X	OFF	X	5	OFF	X	X	5	X	X	X	5
4	X	X	OFF→ON	5→4	X	OFF→ON	X	5→3	ON	X	X	1	X	X	X	5
	X	X	OFF→ON	5→4	X	ON	X	3	OFF	X	X	5	X	X	X	5
	X	X	ON	4	X	OFF	X	5	OFF	X	X	5	X	X	X	5
3	X	X	OFF	4	X	OFF→ON	X	4→3	ON	X	X	1	X	X	X	4
	X	X	ON	4	X	ON	X	3	OFF	X	X	4	X	X	X	4
	X	X	ON	4	X	OFF	X	4	OFF	X	X	4	X	X	X	4
2	X	X	OFF	3	X	OFF	X	3	ON	X	X	1	X	X	X	3
	X	X	ON	3	X	ON	X	3	OFF	X	X	3	X	X	X	3
L	X	X	OFF	3	X	OFF	X	3	ON	X	X	1	X	X	X	3

WIRING DIAGRAM



INSPECTION PROCEDURE

- 1 Measure resistance between terminal S1, S2 or S3 of ECM and body ground.

**PREPARATION:**

Disconnect the connector from ECM.

CHECK:

Measure resistance between terminal S1, S2 or S3 of ECM and body ground.

OK:

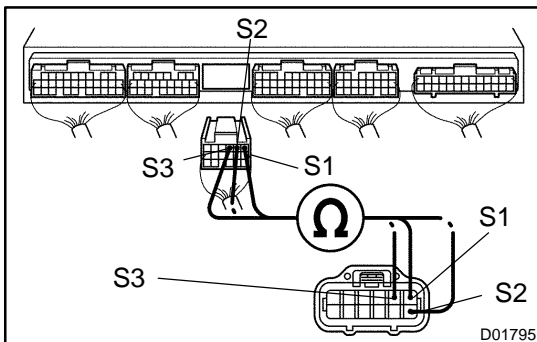
Resistance: 11 – 15 Ω at 20 °C (68 °F)

OK

Check and replace the ECM
(See page [IN-32](#)).

NG

- 2 Check harness and connector between ECM and automatic transmission solenoid connector.

**PREPARATION:**

Disconnect the solenoid connector from the automatic transmission.

CHECK:

Check the harness and connector between terminal S1, S2 or S3 of ECM and terminal S1, S2 or S3 of solenoid connector.

OK:

There is no open and short circuit.

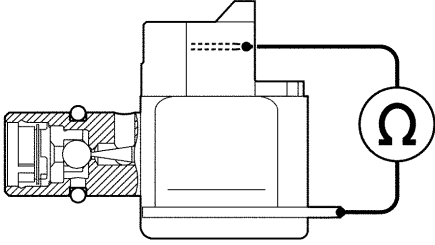
NG

Repair or replace the harness or connector.

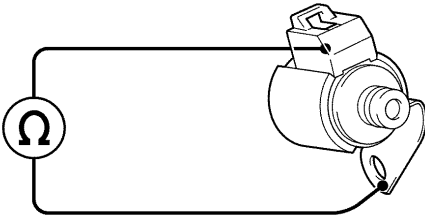
OK

3 Check shift solenoid valve No. 1, No. 2 or No. 3.

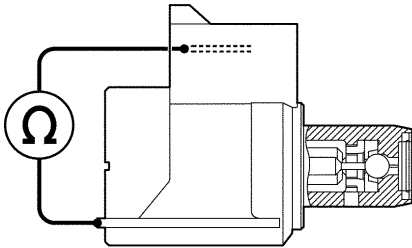
Shift Solenoid Valve No. 1



Shift Solenoid Valve No. 2



Shift Solenoid Valve No. 3



P

D10483

PREPARATION:

- (a) Remove the oil pan.
- (b) Remove the shift solenoid valve No. 1, No. 2 or No. 3.

CHECK:

- (a) Measure resistance between solenoid connector and body ground.
- (b) Connect positive \oplus lead to terminal of solenoid connector, negative \ominus lead to solenoid body.

OK:

- (a) Resistance: 11 – 15 Ω at 20 °C (68 °F)
- (b) The solenoid makes an operating noise.

NG

Replace the solenoid valve.

OK

Repair or replace the solenoid wire.