

DTC	P0753, P0758	Shift Solenoid A/B Electrical Malfunction (Shift Solenoid Valve No.1/No.2)
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CIRCUIT DESCRIPTION

Shifting from 1st to O/D is performed in combination with ON and OFF of the shift solenoid valves No.1 and No.2 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).

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		Gear	SHIFT SOLENOID NO.1 MALFUNCTIONING		Gear	SHIFT SOLENOID NO.2 MALFUNCTIONING		Gear	BOTH SOLENOID MALFUNCTIONING
	Solenoid valve			Solenoid valve			Solenoid valve			
	No.1	No.2		No.1	No.2		No.1	No.2		
D	ON	OFF	1st	X	ON	3rd	ON	X	1st	O/D
	ON	ON	2nd	X	ON	3rd	OFF	X	O/D	O/D
	OFF	ON	3rd	X	ON	3rd	OFF	X	O/D	O/D
	OFF	OFF	O/D	X	OFF	O/D	OFF	X	O/D	O/D
2	ON	OFF	1st	X	ON	3rd	ON	X	1st	O/D
	ON	ON	2nd	X	ON	3rd	OFF	X	O/D	O/D
	OFF	ON	3rd	X	ON	3rd	OFF	X	O/D	O/D
L	ON	OFF	1st	X	OFF	1st	ON	X	1st	1st
	ON	ON	2nd	X	ON	2nd	ON	X	1st	1st

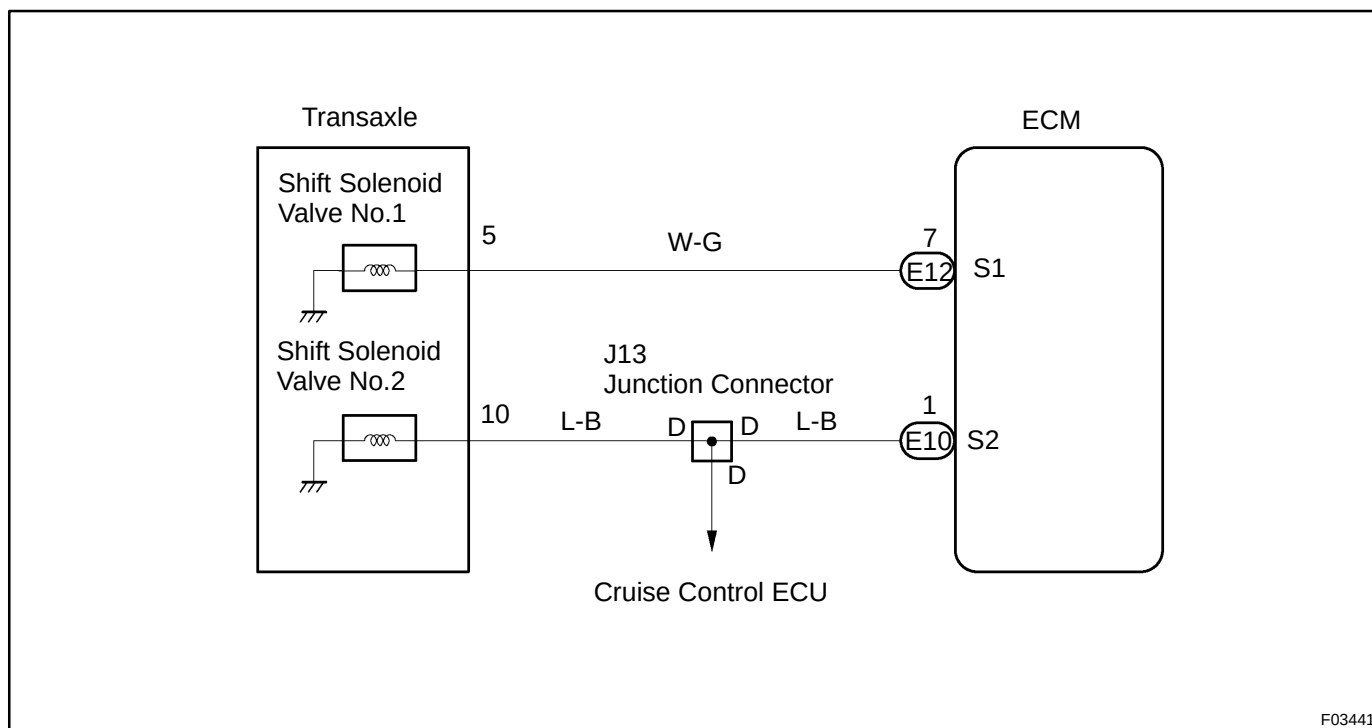
X: Malfunctions

HINT:

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

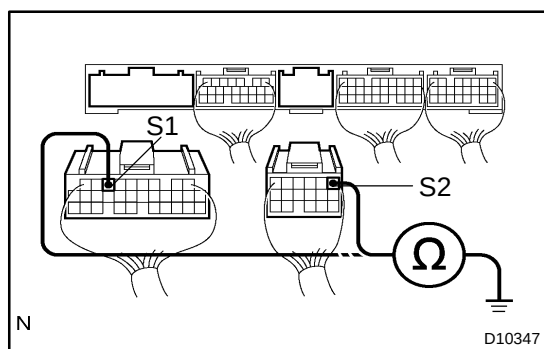
DTC No.	DTC Detecting Condition	Trouble Area
P0753 P0758	The ECM checks for an open or short circuit in the shift solenoid valve No.1 and/or No.2 circuit when it changes. The ECM records DTC P0753 or P0758 if condition (a) or (b) is detected once, but it does not light up MIL. After ECM detects condition (a) or (b) continuously 8 times or more in a trip and the MIL lights up. (a) When the solenoid is energized, the solenoid resistance is 8 Ω or less and is counted. (b) When the solenoid is not energized, the solenoid resistance is 100 kΩ or more and is counted.	• Open or short in shift solenoid valve No.1/No.2 circuit • Shift solenoid valve No.1/No.2 • ECM

WIRING DIAGRAM



INSPECTION PROCEDURE

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

**PREPARATION:**

Disconnect the connector from ECM.

CHECK:

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

OK:

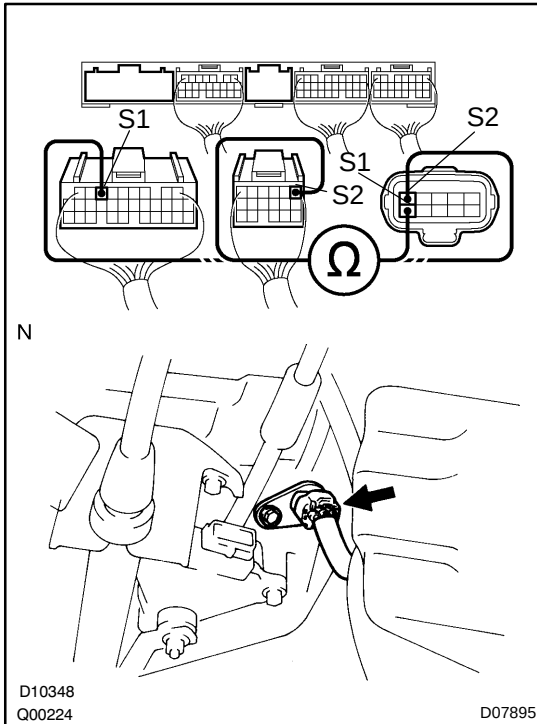
Resistance: 11 - 15 Ω

OK

Check and replace the ECM (See page [IN-31](#)).

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2 Measure resistance of harness and connector between ECM and automatic transaxle solenoid connector.



PREPARATION:

Disconnect the solenoid connector from the automatic trans-axle.

CHECK:

Measure resistance of the harness and connector between terminal S1 or S2 of ECM and terminal S1 or S2 of solenoid connector.

OK:

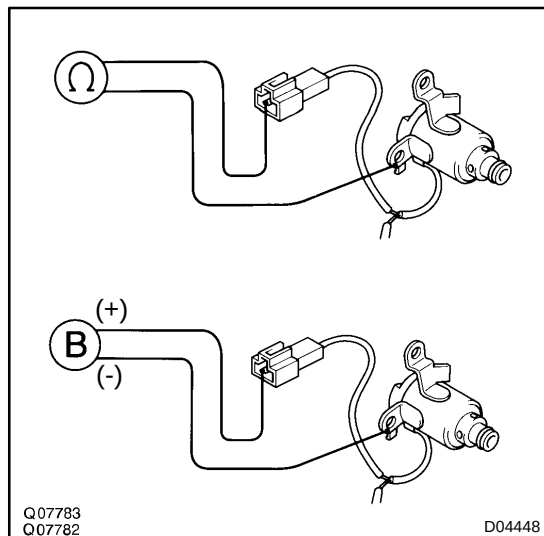
Resistance: 0 Ω

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Repair or replace the harness or connector.

OK

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



PREPARATION:

- (a) Jack up the vehicle.
- (b) Remove the oil pan.
- (c) Disconnect the solenoid connector.
- (d) Remove the shift solenoid valve No.1 or No.2.

CHECK:

- (a) Measure resistance between solenoid connector and body ground.
- (b) Connect the 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.

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Replace the solenoid valve.

OK

Repair or replace the solenoid wire, harness and connector between ECM and automatic transaxle solenoid connector.