

Road Test

NOTE: Warm up the engine to normal operating temperature (the radiator fan comes on).

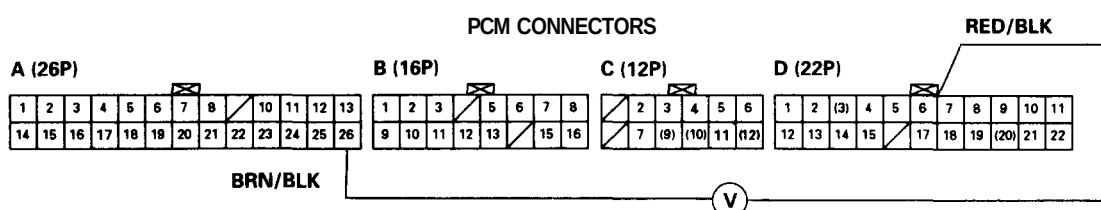
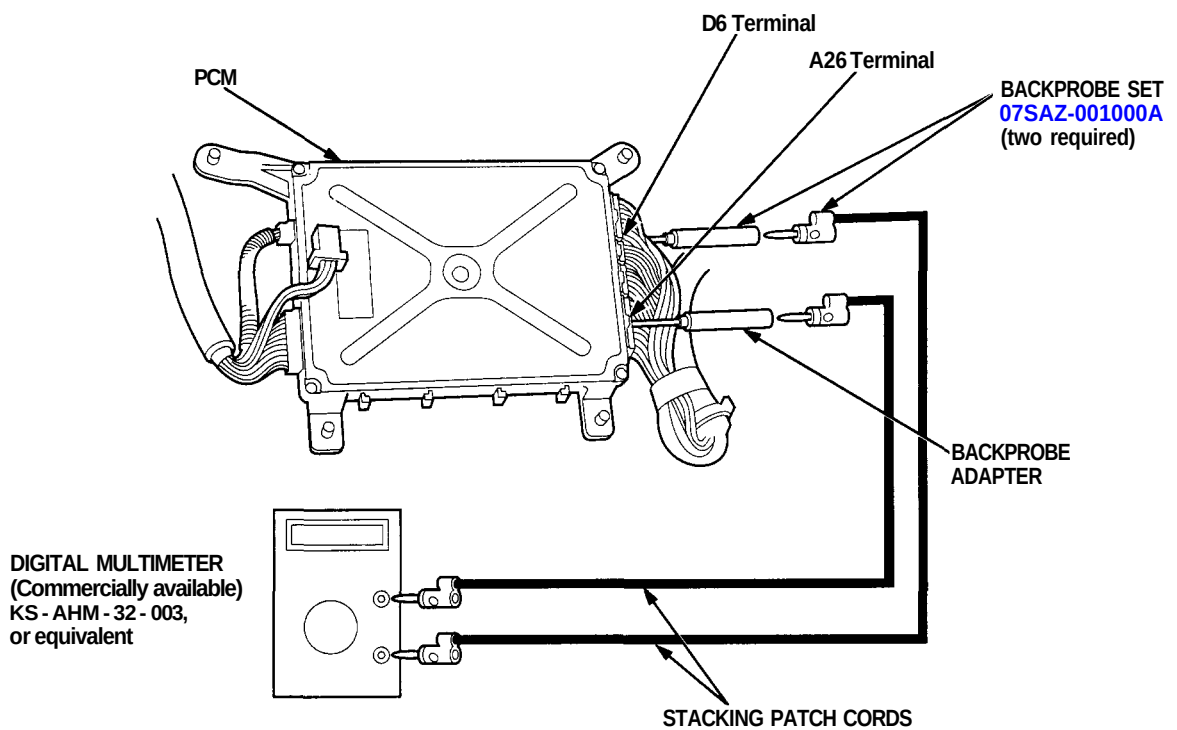
1. Apply parking brake and block the wheels. Start the engine, then shift to **D4** position while pressing the brake pedal. Press the accelerator pedal and release it suddenly. The engine should not stall.
2. Repeat the same test in **D3** position.
3. Test-drive the vehicle on the flat road in **D4** position. Check that the shift points occur at the approximate speeds shown on the next page. Also check for abnormal noise and clutch slippage.

NOTE: Throttle position sensor voltage represents the throttle opening.

- a. Remove the PCM cover to expose the PCM for road testing; refer to page [14-54](#) and [14-55](#).
- b. Set the digital multimeter to check voltage between D6 (+) terminal and A26 (-) terminal of the PCM for the throttle position sensor.

NOTE: Refer to page [14-54](#); How to use the Backprobe Set.

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.





D₄ and D₃ Positions

Upshift

Throttle Opening	Unit of speed	1st→2nd	2nd→3rd	3rd→4th (D ₄ Position)
Throttle position sensor voltage: 0.822 – 0.878 V	mph	10 – 13	21 – 24	32 – 37
	km/h	16 – 21	34 – 39	51 – 60
Throttle position sensor voltage: 2.175 – 2.325 V	mph	25 – 29	48 – 53	73 – 79
	km/h	40 – 47	77 – 85	117 – 127
Fully-opened throttle	mph	38 – 44	70 – 78	103 – 114
	km/h	61 – 71	113 – 126	166 – 183

Downshift

Throttle Opening	Unit of speed	4th→3rd (D ₄ Position)	3rd→2nd	2nd→1st
Throttle position sensor voltage: 0.822 – 0.878 V	mph	—	16 – 19	6 – 9
	km/h	—	26 – 31	10 – 14
Fully-opened throttle	mph	92 – 103	59 – 66	28 – 33
	km/h	148 – 166	95 – 106	45 – 53

Lock-up

Throttle Opening	Unit of speed	D ₄ Position		D ₃ Position	
		Lock-up ON	Lock-up OFF	Lock-up ON	Lock-up OFF
Throttle position sensor voltage: 0.725 – 0.775 V	mph	21 – 25	21 – 25	61 – 66	58 – 63
	km/h	34 – 40	34 – 40	98 – 106	93 – 101
Throttle position sensor voltage: 2.175 – 2.325 V	mph	91 – 97	72 – 78	86 – 92	80 – 86
	km/h	146 – 156	116 – 126	138 – 148	129 – 138
Fully-opened throttle	mph	95 – 106	93 – 104	95 – 106	93 – 104
	km/h	153 – 171	150 – 167	153 – 171	150 – 167

NOTE:

- Lock-up ON: Torque Converter Clutch (Lock-up control) solenoid valve B turns on.
- Lock-up OFF: Torque Converter Clutch (Lock-up control) solenoid valve B turns off.

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Road Test

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4. Accelerate to about 35 mph (57 km/h) so the transmission is in 4th, then shift from **D₄** position to **2** position. The vehicle should immediately begin slowing down from engine braking.

CAUTION: Do not shift from **D₄ or **D₃** position to **2** or **1** position at speeds over 63 mph (100 km/h); you may damage the transmission.**

5. Check for abnormal noise and clutch slippage in the following positions.

1 (1st Gear) Position

- a. Accelerate from a stop at full throttle. Check that there is no abnormal noise or clutch slippage,
- b. Upshifts should not occur with the shift lever in this position.

2 (2nd Gear) Position

- a. Accelerate from a stop at full throttle. Check that there is no abnormal noise or clutch slippage,
- b. Upshifts and downshifts should not occur with the shift lever in this position.

R (Reverse) Position

Accelerate from a stop at full throttle, and check for abnormal noise and clutch slippage.

6. Test in **P** (Park) Position

Park the vehicle on slope (approx. 16°), apply the parking brake, and shift into **P** position. Release the brake; the vehicle should not move.