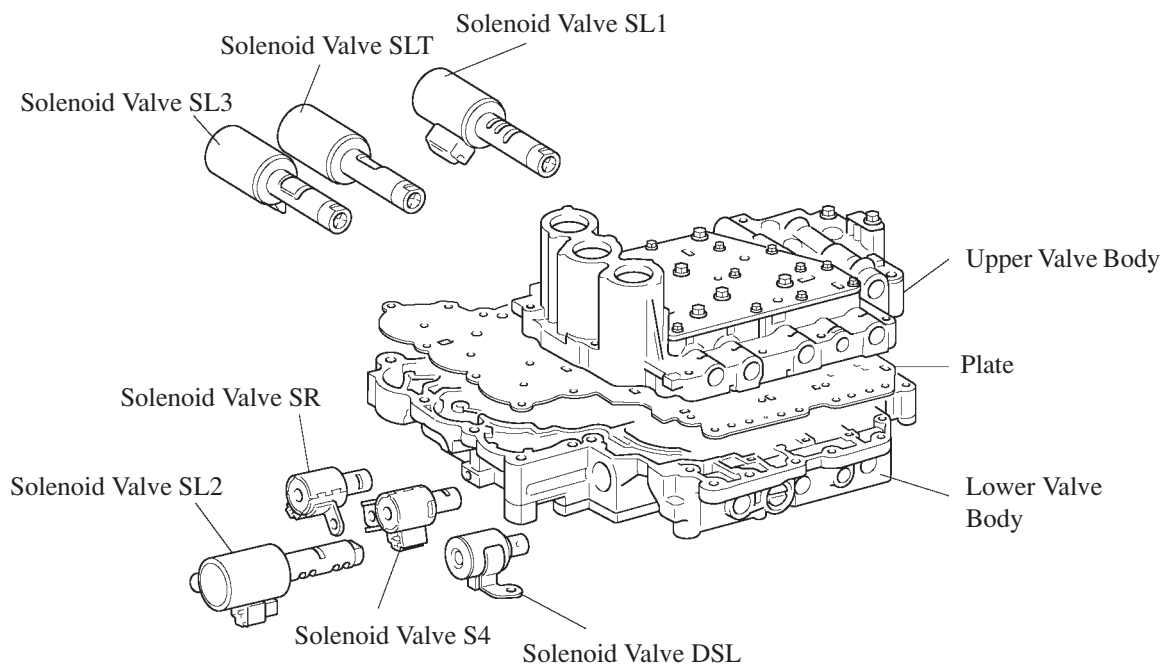


5. Valve Body Unit

General

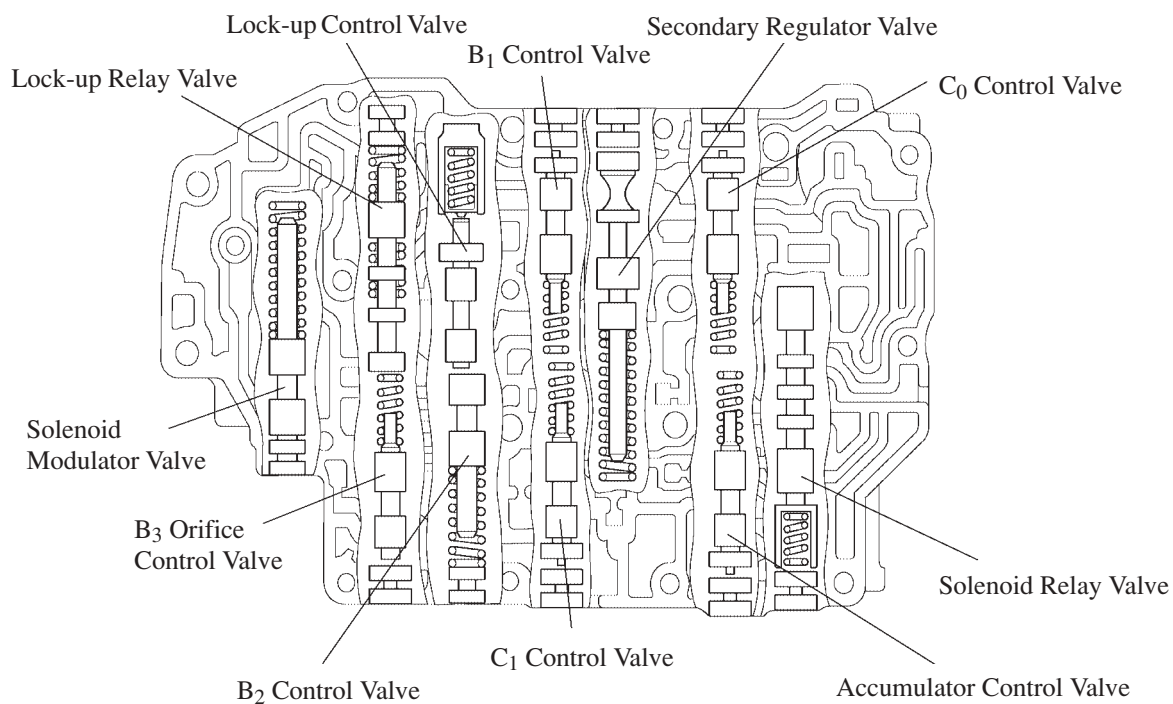
The valve body consists of the upper and lower valve bodies and 7 solenoid valves.

Apply orifice control, which controls the flow volume to the B₃ brake, has been adopted in this unit.

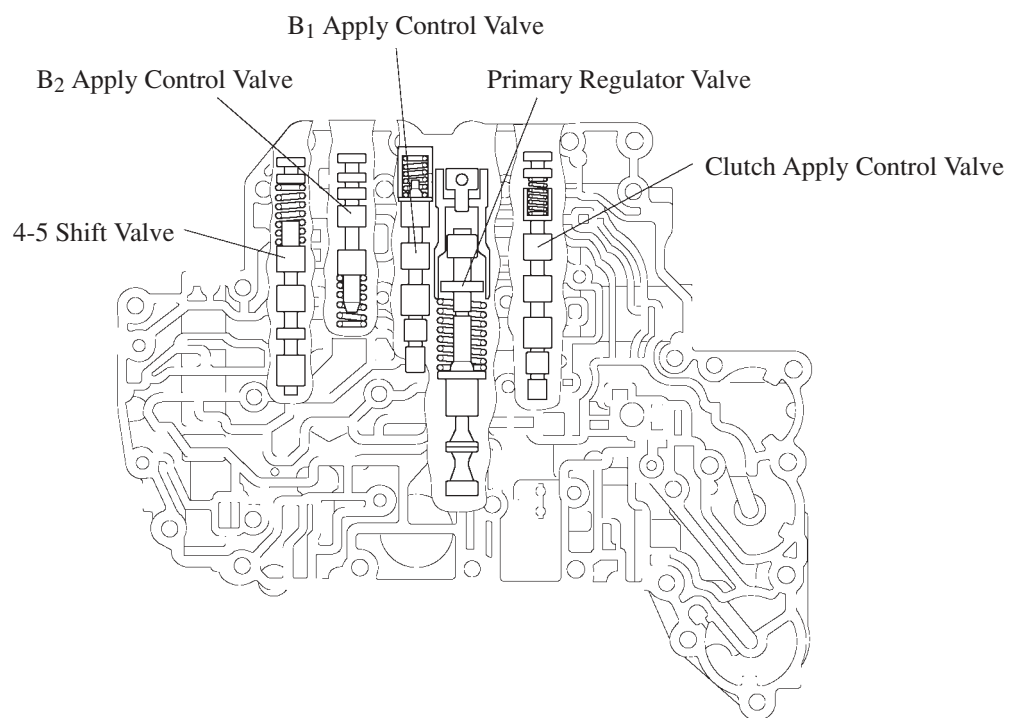


243CH14

► Upper Valve Body ◀



211CH13

► Lower Valve Body ◀

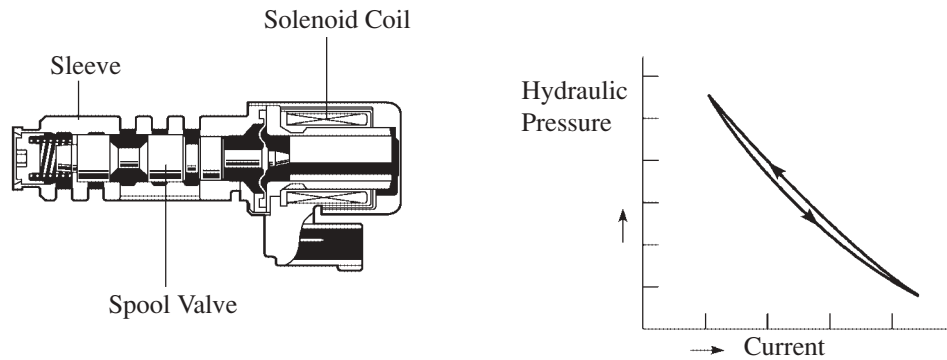
211CH14

Solenoid Valve

1) Solenoid Valves SL1, SL2, SL3, and SLT

In order to provide a hydraulic pressure that is proportion to current that flows to the solenoid coil, the solenoid valves SL1, SL2, SL3, and SLT linearly control the line pressure and clutch and brake engagement pressure based on the signals it receives from the engine ECU.

The solenoid valves SL1, SL2, SL3, and SLT have the same basic structure.



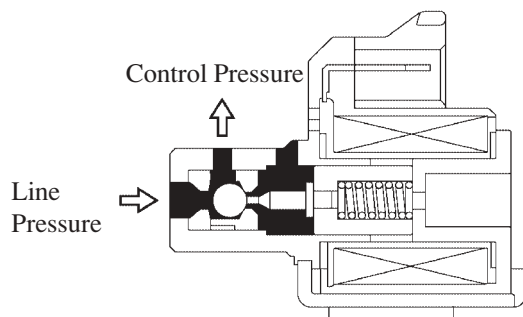
241CH98

► Function of Solenoid Valve SL1, SL2 and SLT ◀

Solenoid Valve	Action	Function
SL1	For clutch and brake engagement pressure control	B ₁ brake pressure control
SL2		<ul style="list-style-type: none"> • C₀ clutch pressure control • Lock-up clutch pressure control
SL3		C ₁ clutch pressure control
SLT	For line pressure control	<ul style="list-style-type: none"> • Line pressure control • Secondary pressure control

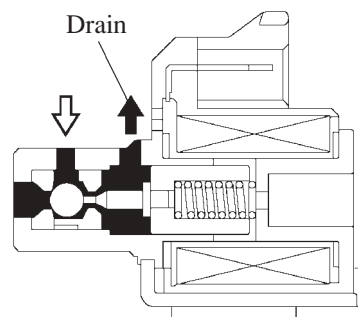
2) Solenoid Valves SR, S4, and DSL

The solenoid valves SR, S4, and DSL use a three-way solenoid valve.



Solenoid Valve ON

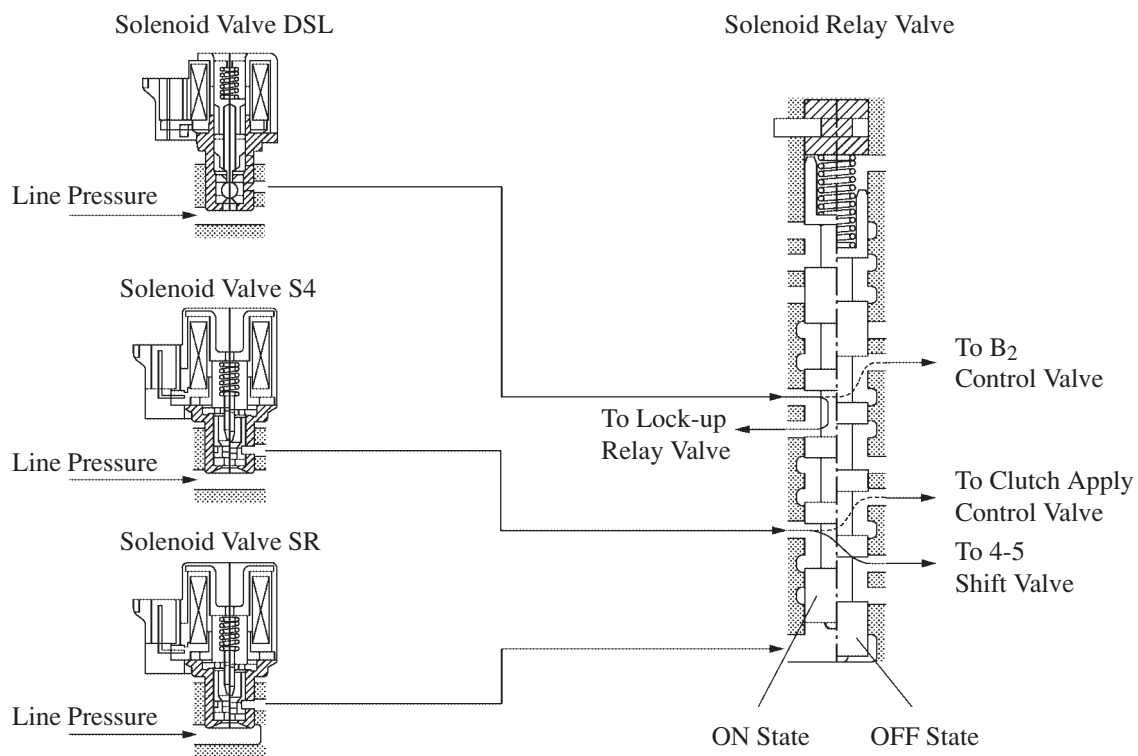
161ES65



Solenoid Valve OFF

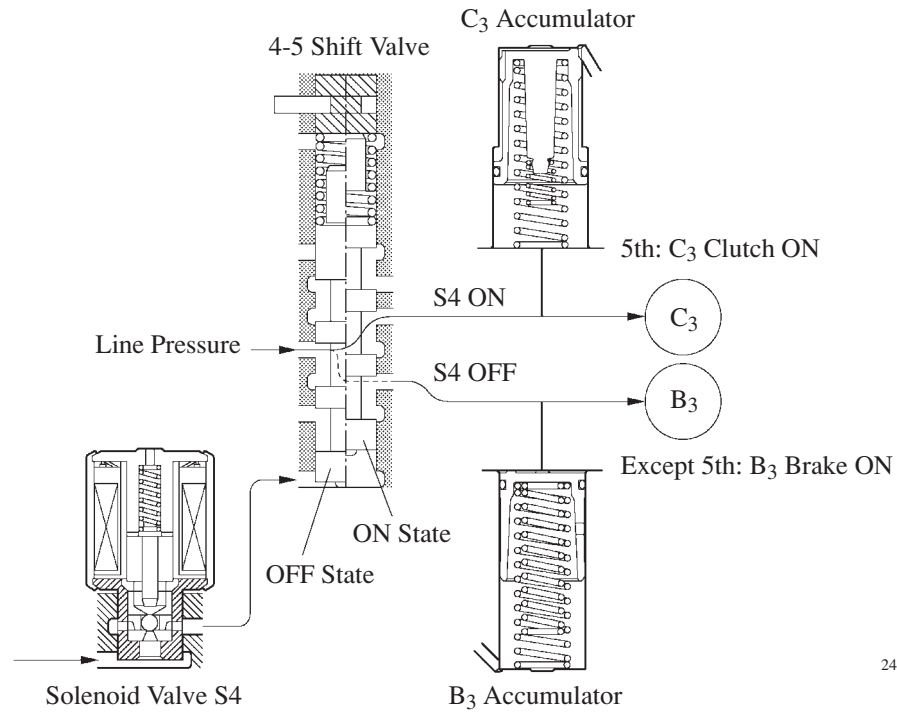
181CH12

The solenoid valve SR controls the solenoid relay valve. Accordingly, the fluid passages from the solenoid valve DSL and S4 have been changed.



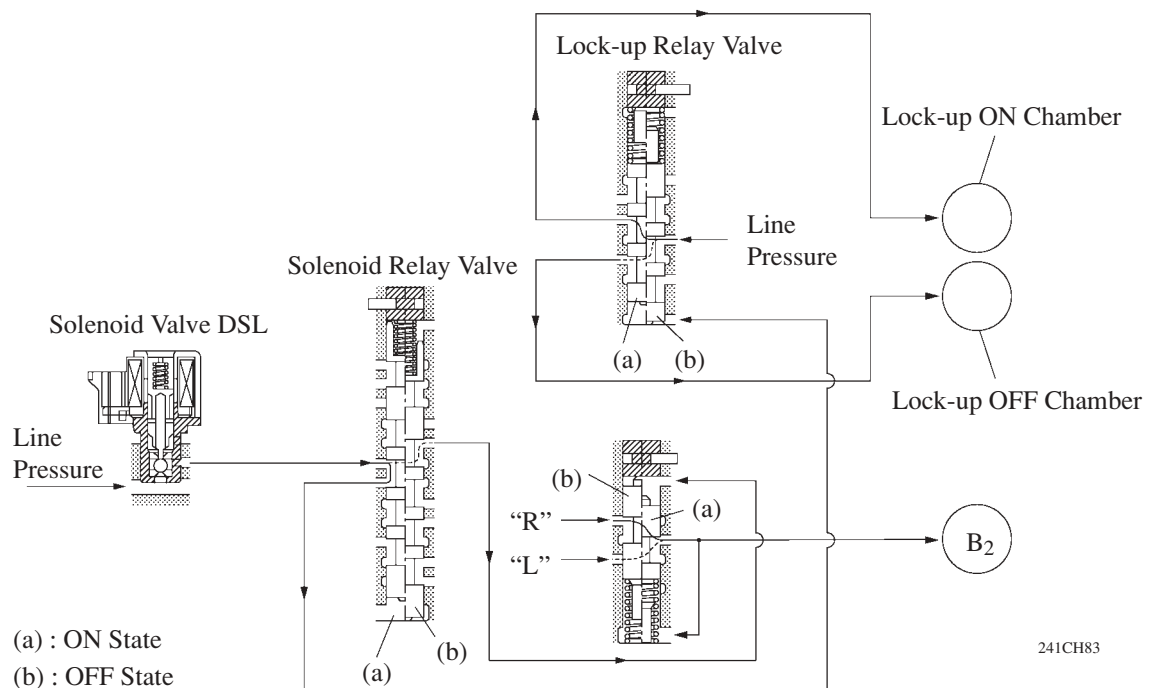
241CH81

The solenoid valves S4 when set to ON controls the 4-5 shift valve to establish the 5th by changing over the fluid pressure applied to B₃ brake and C₃ clutch.



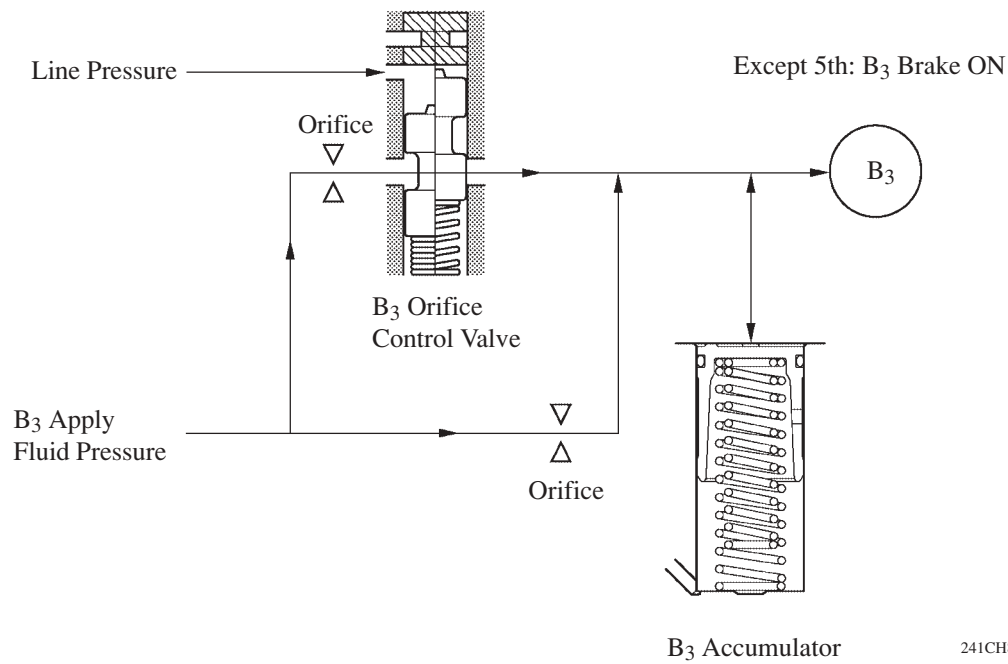
The solenoid valve DSL controls the B₂ control valve via the solenoid relay valve when the transaxle is shifted in the R or L position.

During lock-up, the lock-up relay valve is controlled via the solenoid relay valve.



Apply Orifice Control

This control is effected by the B₃ orifice control valve. The B₃ orifice control valve has been provided for the B₃ brake, which is applied when shifting from 5th to 4th. The B₃ orifice control valve is controlled by the amount of the line pressure in accordance with shifting conditions, and the flow volume of the fluid that is supplied to the B₃ brake is controlled by varying the size of the orifice in the control valve.



241CH84