

SYMPTOM TROUBLESHOOTING ITEM TABLE [FW6A-EL, FW6AX-EL]

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- Use the chart below to verify the symptoms of the trouble in order to diagnose the appropriate area.

Note

- If a tire of a different diameter from the standard tire is installed, the TCM determines that the driving mode is the AAS mode, and may change to a different shift timing from the normal timing.

Troubleshooting item	Description	Page
Vehicle does not move in D, M or R position	<ul style="list-style-type: none"> • Vehicle does not move when accelerator pedal is depressed. • The engine revs up but the vehicle does not move even though the accelerator pedal is depressed. • Tires are locked and do not move even though the accelerator pedal is depressed. 	(See VEHICLE DOES NOT MOVE IN D, M OR R POSITION [FW6A-EL, FW6AX-EL].)
Vehicle moves in P position, or parking gear does not disengage when P is disengaged	<ul style="list-style-type: none"> • Vehicle rolls when on a downward slope in P position. • Vehicle does not move in D, M and R position when accelerator pedal is depressed, and engine remains in stalled condition. 	(See VEHICLE MOVES IN P POSITION, OR PARKING GEAR DOES NOT DISENGAGE WHEN P IS DISENGAGED [FW6A-EL, FW6AX-EL].)
Excessive creep	<ul style="list-style-type: none"> • Vehicle accelerates in D and R position when accelerator pedal is not depressed. 	(See EXCESSIVE CREEP [FW6A-EL, FW6AX-EL].)
No creep at all	<ul style="list-style-type: none"> • Vehicle does not move in D, M or R position when idling on flat paved road. 	(See NO CREEP AT ALL [FW6A-EL, FW6AX-EL].)
Low maximum speed and poor acceleration	<ul style="list-style-type: none"> • Vehicle acceleration is poor at start. • Delayed acceleration when accelerator pedal is depressed while driving. 	(See LOW MAXIMUM SPEED AND POOR ACCELERATION [FW6A-EL, FW6AX-EL].)
No shifting	<ul style="list-style-type: none"> • Single shift position only. • Sometimes shifts correctly. 	(See NO SHIFTING [FW6A-EL, FW6AX-EL].)
Does not shift to 5GR or 6GR	<ul style="list-style-type: none"> • Vehicle does not upshift from 4GR to 5GR or 5GR to 6GR even though vehicle speed is increased. • At a vehicle speed range where the transaxle should shift up to 5GR and 6GR gears in D position based on the shift pattern, the transaxle does not shift to 5GR and 6GR gears by gradually releasing the accelerator pedal. 	(See DOES NOT SHIFT TO 5GR OR 6GR [FW6A-EL, FW6AX-EL].)
Abnormal shifting	<ul style="list-style-type: none"> • Shifts incorrectly (incorrect shift pattern). 	(See ABNORMAL SHIFTING [FW6A-EL, FW6AX-EL].)
Frequent shifting	<ul style="list-style-type: none"> • Downshifting occurs suddenly even when accelerator pedal is depressed slightly in D position. 	(See FREQUENT SHIFTING [FW6A-EL, FW6AX-EL].)
Shift point is high or low	<ul style="list-style-type: none"> • Shift point considerably different from automatic shift diagram. • Shift delays when accelerating. • Shift occurs suddenly when accelerating and engine speed does not increase. 	(See SHIFT POINT IS HIGH OR LOW [FW6A-EL, FW6AX-EL].)
No kickdown	<ul style="list-style-type: none"> • Does not downshift when accelerator pedal is fully depressed within kickdown range. 	(See NO KICKDOWN [FW6A-EL, FW6AX-EL].)
Engine flares up or slips when upshifting or downshifting	<ul style="list-style-type: none"> • When accelerator pedal is depressed, engine speed increases normally but vehicle speed increases slowly. • When accelerator pedal is depressed while driving, engine speed increases but vehicle speed does not. 	(See ENGINE FLARES UP OR SLIPS WHEN UPSHIFTING OR DOWNSHIFTING [FW6A-EL, FW6AX-EL].)
Judder upon torque converter clutch (TCC) operation	<ul style="list-style-type: none"> • Vehicle jolts when TCC is engaged. 	(See JUDDER UPON TORQUE CONVERTER CLUTCH (TCC) OPERATION [FW6A-EL, FW6AX-EL].)
Excessive shift shock from N to D or N to R position	<ul style="list-style-type: none"> • Strong shock is felt when shifting from N to D or N to R position at idle. 	(See EXCESSIVE SHIFT SHOCK FROM N TO D OR N TO R POSITION [FW6A-EL, FW6AX-EL].)

Troubleshooting item	Description	Page
Excessive shift shock is felt when upshifting and downshifting	<ul style="list-style-type: none"> Excessive shift shock is felt when depressing accelerator pedal to accelerate at upshifting. During cruising, excessive shift shock is felt when depressing accelerator pedal at downshifting. 	(See EXCESSIVE SHIFT SHOCK IS FELT WHEN UPSHIFTING AND DOWNSHIFTING [FW6A-EL, FW6AX-EL].)
Excessive shift shock on torque converter clutch (TCC)	<ul style="list-style-type: none"> Strong shock is felt when TCC is engaged. 	(See EXCESSIVE SHIFT SHOCK ON TORQUE CONVERTER CLUTCH (TCC) [FW6A-EL, FW6AX-EL].)
Noise occurs at idle when vehicle is stopped in all positions	<ul style="list-style-type: none"> Transaxle is noisy in all positions when vehicle idling. 	(See NOISE OCCURS AT IDLE WHEN VEHICLE IS STOPPED IN ALL POSITIONS [FW6A-EL, FW6AX-EL].)
Noise occurs at idle when vehicle is stopped in D, M or R position	<ul style="list-style-type: none"> Transaxle is noisy in driving positions when vehicle is idling. 	(See NOISE OCCURS AT IDLE WHEN VEHICLE IS STOPPED IN D, M OR R POSITION [FW6A-EL, FW6AX-EL].)
Transaxle overheats	<ul style="list-style-type: none"> Burnt smell emitted from the transaxle. Smoke is emitted from the transaxle. 	(See TRANSAXLE OVERHEATS [FW6A-EL, FW6AX-EL].)
Engine stalls when shifted to D, M or R position	<ul style="list-style-type: none"> Engine stalls when shifting from N or P position to D, M or R position at idle. 	(See ENGINE STALLS WHEN SHIFTED TO D, M OR R POSITION [FW6A-EL, FW6AX-EL].)
Starter does not work	<ul style="list-style-type: none"> Starter does not work even when in P or N position. 	(See STARTER DOES NOT WORK [FW6A-EL, FW6AX-EL].)
Gear position indicator does not illuminate in M position	<ul style="list-style-type: none"> Gear position indicator in instrument cluster does not illuminate in M position with the ignition switched ON (engine off or on). 	(See GEAR POSITION INDICATOR DOES NOT ILLUMINATE IN M POSITION [FW6A-EL, FW6AX-EL].)
Gear position indicator illuminates in P, R, N and D positions	<ul style="list-style-type: none"> Gear position indicator in instrument cluster illuminates in P, R, N and D positions with the ignition switched ON (engine off or on). 	(See GEAR POSITION INDICATOR ILLUMINATES IN P, R, N AND D POSITIONS [FW6A-EL, FW6AX-EL].)
M position indicator light does not illuminate in M position/M position indicator light illuminates in D position	<ul style="list-style-type: none"> M position indicator light in instrument cluster does not illuminate in M position or M position indicator light in instrument cluster in P, R, N and D positions with the ignition switched ON (engine off or on). 	(See M POSITION INDICATOR LIGHT DOES NOT ILLUMINATE IN M POSITION/M POSITION INDICATOR LIGHT ILLUMINATES IN D POSITION [FW6A-EL, FW6AX-EL].)
ATF seeping from automatic transaxle	<ul style="list-style-type: none"> ATF is seeping from the automatic transaxle case. Foreign matter mixed with ATF is in the automatic transaxle case. 	(See ATF SEEPING FROM AUTOMATIC TRANSAXLE [FW6A-EL, FW6AX-EL].)