

# DTC P1728:00 [FW6A-EL, FW6AX-EL]

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DTC P1728:00	Clutch slippage
<b>DETECTION CONDITION</b>	<ul style="list-style-type: none"> <li>Under the following conditions, turbine/input shaft speed suddenly increases <b>300 rpm or more</b> for <b>1,450 ms</b>:               <ul style="list-style-type: none"> <li>Engine is running.</li> <li>Vehicle speed is <b>5 km/h {3 mph} or more</b>.</li> <li>There is no difference between vehicle speed signal from DSC HU/CM and output shaft speed sensor signal.</li> <li>Not shifting</li> <li>Selector lever position is D position.</li> <li>Turbine/input shaft speed is <b>1,200 rpm or more</b>.</li> <li>Oil pressure switch pattern (1st—6th) is normal.</li> </ul> </li> </ul> <p><b>Diagnostic support note</b></p> <ul style="list-style-type: none"> <li>The check engine light does not illuminate.</li> <li>The automatic transaxle warning light does not illuminate.</li> <li>PENDING CODE is available.</li> <li>FREEZE FRAME DATA is not available.</li> <li>DTC is stored in the TCM memory.</li> </ul>
<b>FAIL-SAFE FUNCTION</b>	<ul style="list-style-type: none"> <li>Inhibits malfunctioning gear.</li> <li>Limits engine torque.</li> <li>Maximizes the line pressure.</li> <li>Inhibits learning control.</li> <li>Inhibits manual mode.</li> <li>Inhibits neutral idle control.</li> <li>Inhibits i-stop control.</li> <li>Inhibits AAS.</li> </ul>
<b>POSSIBLE CAUSE</b>	<ul style="list-style-type: none"> <li>ATF is less than specified value</li> <li>Clutch slippage</li> </ul>
<b>SYSTEM WIRING DIAGRAM</b>	Not applicable

## Diagnostic procedure

STEP	INSPECTION	ACTION
1	<b>VERIFY RELATED SERVICE INFORMATION AVAILABILITY</b> <ul style="list-style-type: none"> <li>Verify related Service Information availability.</li> <li>Is any related Service Information available?</li> </ul>	Yes Perform repair or diagnosis according to the available Service Information. • If the vehicle is not repaired, go to the next step.
		No Go to the next step.
2	<b>INSPECT ATF LEVEL</b> <ul style="list-style-type: none"> <li>Inspect the ATF level. (See AUTOMATIC TRANSAXLE FLUID (ATF) INSPECTION [FW6A-EL, FW6AX-EL].)</li> <li>Is there any malfunction?</li> </ul>	Yes Adjust the ATF level to the specification, then go to the next step. (See AUTOMATIC TRANSAXLE FLUID (ATF) REPLACEMENT [FW6A-EL, FW6AX-EL].)
		No Replace the automatic transaxle, then go to the next step. (See AUTOMATIC TRANSAXLE REMOVAL/ INSTALLATION [FW6A-EL].) (See AUTOMATIC TRANSAXLE REMOVAL/ INSTALLATION [FW6AX-EL].)

STEP	INSPECTION	ACTION	
3	<b>VERIFY DTC TROUBLESHOOTING COMPLETED</b> <ul style="list-style-type: none"> <li>Clear the DTC using the M-MDS. (See ON-BOARD DIAGNOSTIC SYSTEM DTC INSPECTION [FW6A-EL, FW6AX-EL].)</li> <li>Perform the following procedure to ensure that the DTC has been resolved:               <ol style="list-style-type: none"> <li>Drive the vehicle without shifting for <b>20 min or more</b> under the following conditions:                   <ul style="list-style-type: none"> <li>Vehicle speed: <b>5 km/h {3 mph} or more</b></li> <li>Selector lever position: D position</li> </ul> </li> </ol> </li> <li>Perform the DTC inspection using the M-MDS. (See ON-BOARD DIAGNOSTIC SYSTEM DTC INSPECTION [FW6A-EL, FW6AX-EL].)</li> <li>Are any DTCs present?</li> </ul>	Yes	ATF amount in Step 2 is correct <ul style="list-style-type: none"> <li>Go to the applicable DTC inspection. (See ON-BOARD DIAGNOSTIC SYSTEM DTC TABLE [FW6A-EL, FW6AX-EL].)</li> </ul> ATF amount adjusted in Step 2: <ul style="list-style-type: none"> <li>Replace the automatic transaxle, then drive the vehicle to check it, and if there is no problem then the DTC troubleshooting is complete. (See AUTOMATIC TRANSAXLE REMOVAL/ INSTALLATION [FW6A-EL].) (See AUTOMATIC TRANSAXLE REMOVAL/ INSTALLATION [FW6AX-EL].)</li> </ul>
		No	DTC troubleshooting completed.