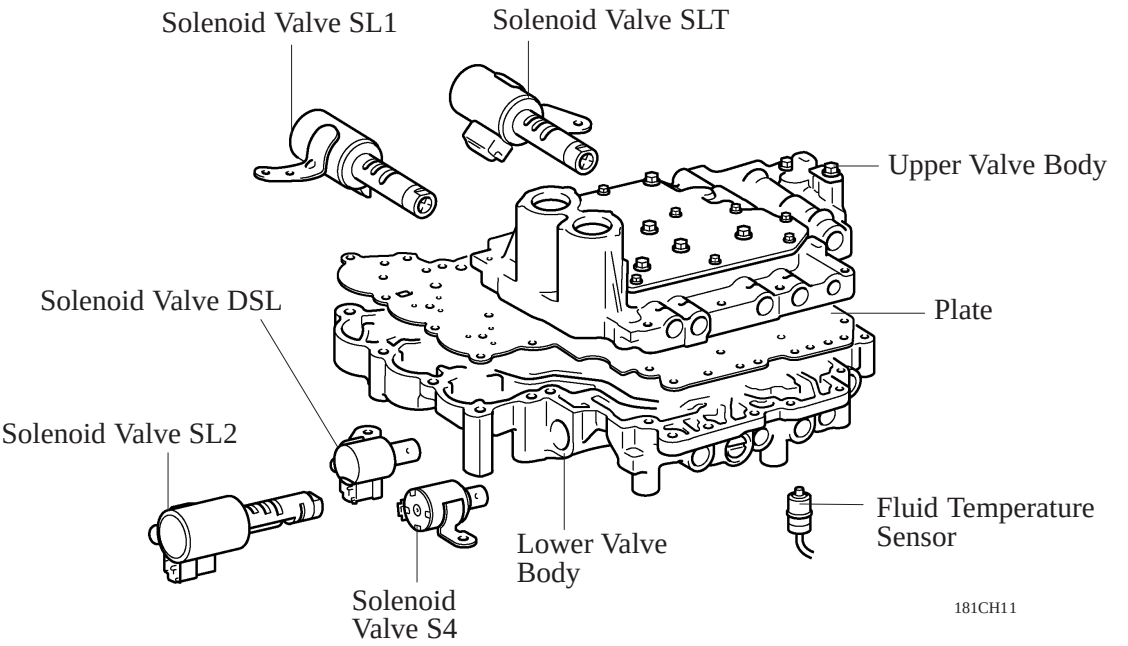
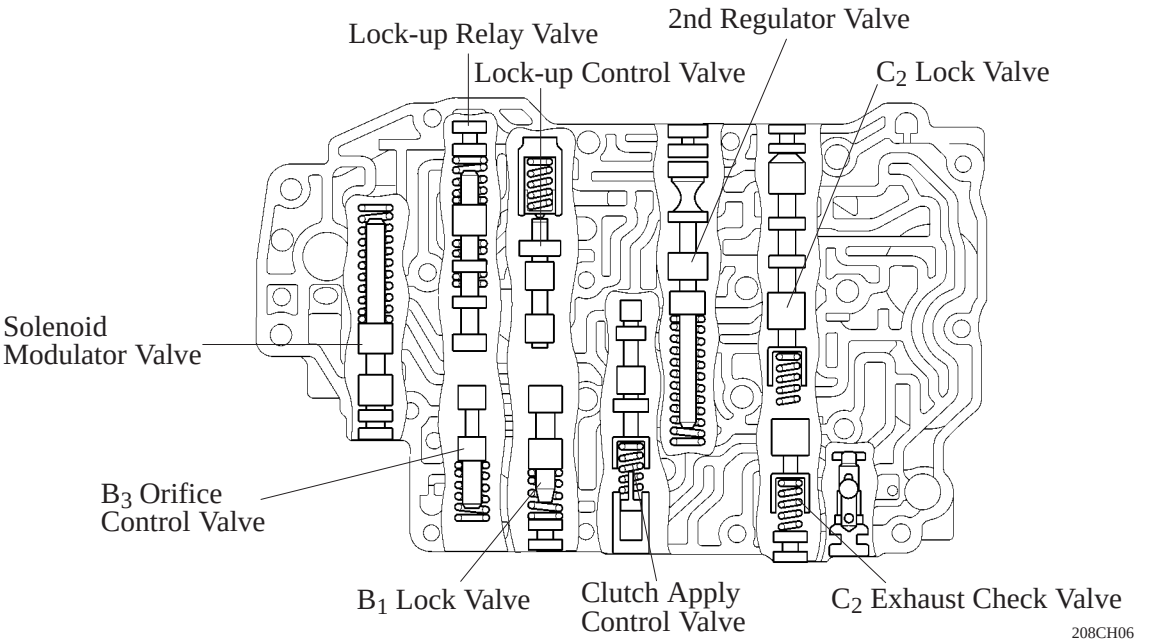
■VALVE BODY UNIT

1. General

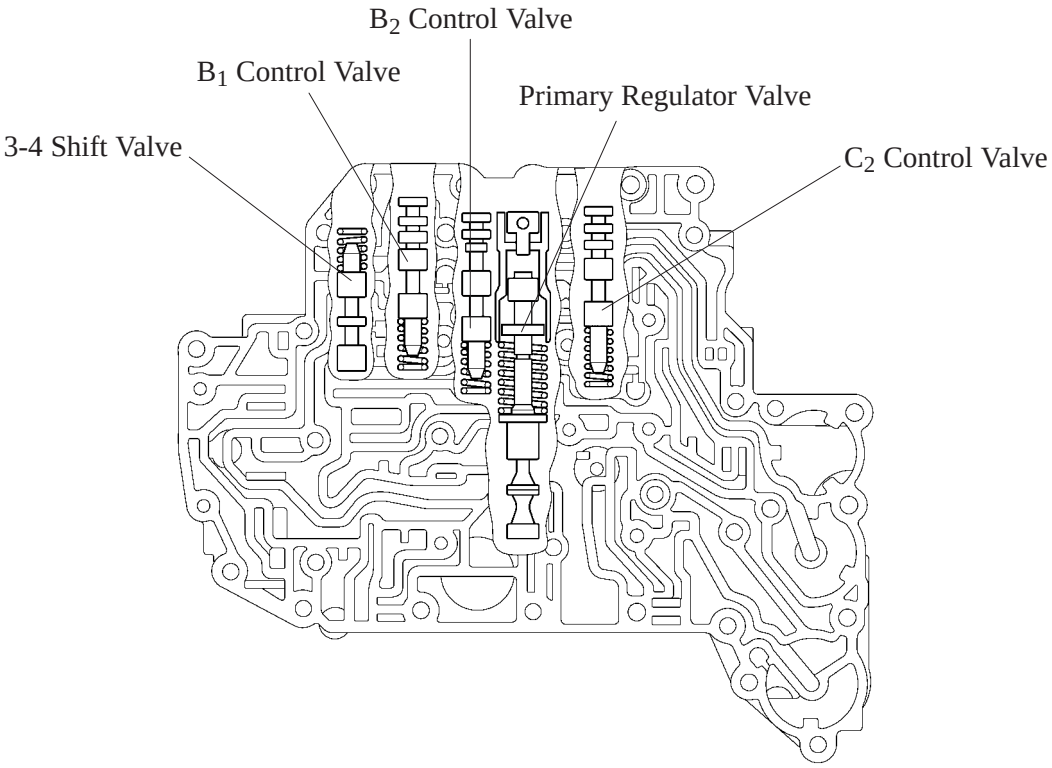
The valve body consists of the upper and lower valve bodies and 5 solenoid valves.
Apply orifice control, which controls the flow volume to the B_3 brake, has been adopted in this unit.



▶ Upper Valve Body ◀



▶ Lower Valve Body ◀



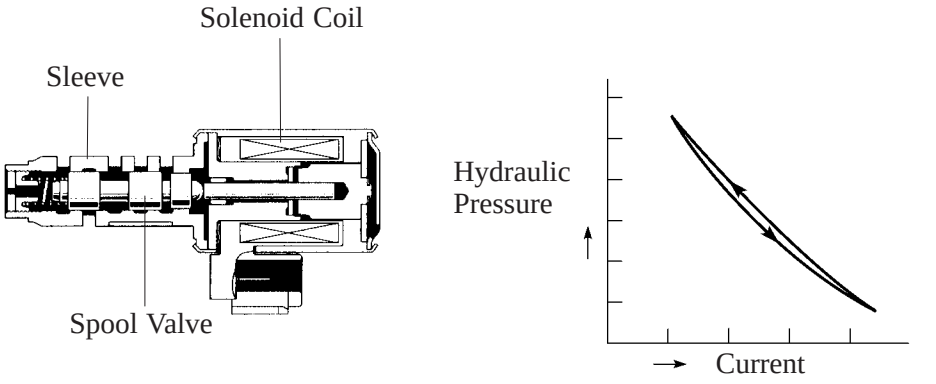
208CH07

2. Solenoid Valve

Solenoid Valves SL1, SL2, and SLT

1) General

In order to provided a hydraulic pressure that is proportion to current that flows to the solenoid coil, the solenoid valve SL1, SL2, and SLT linearly controls the line pressure and clutch and brake engagement pressure based on the signals it receives from the engine & ECT ECU.
The solenoid valves SL1, SL2, and SLT have the same basic structure.



198CH31

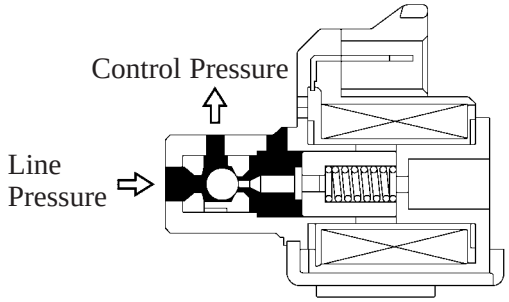
2) Function of Solenoid Valve SL1, SL2, and SLT

Solenoid Valve	Action	Function
SL1	For clutch and brake engagement pressure control	• B_1 brake pressure control • Lock-up clutch pressure control
SL2		C_2 clutch pressure control
SLT	For line pressure control	• Line pressure control • Secondary pressure control

Solenoid Valves S4 and DSL

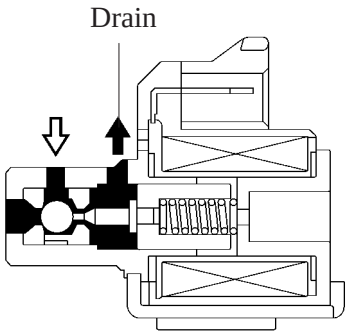
1) General

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



Solenoid Valve ON

161ES65



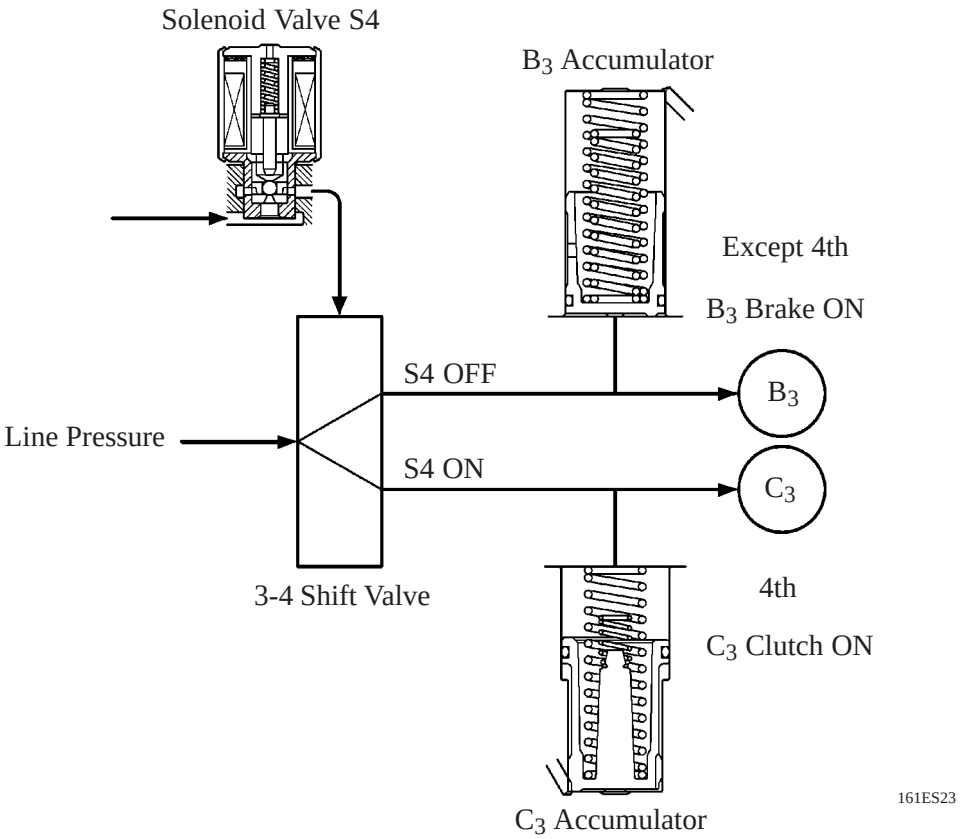
Solenoid Valve OFF

181CH12

CH

2) Function of Solenoid Valve S4

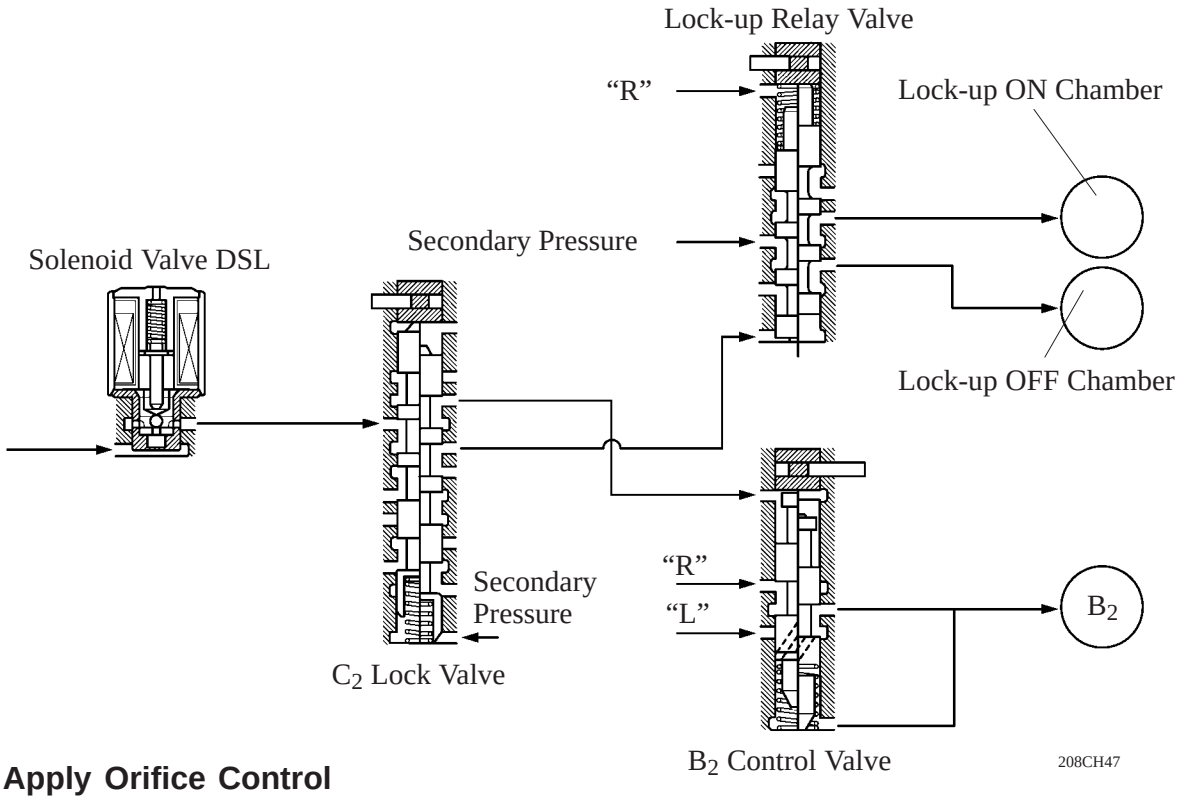
The solenoid valves S4 when set to ON controls the 3-4 shift valve to establish the 4th by changing over the fluid pressure applied to B_3 brake and C_3 clutch.



161ES23

3) Function of Solenoid Valve DSL

The solenoid valve DSL controls the B_2 control valve via the C_2 lock valve when the transaxle is shifted in the R or L position.
During lock-up, the lock-up relay valve is controlled via the C_2 lock valve.



3. Apply Orifice Control

This control is effected by the B_3 orifice control valve. The B_3 orifice control valve has been provided for the B_3 brake, which is applied when shifting from 4th to 3rd. The B_3 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 B_3 brake is controlled by varying the size of the control valve's apply orifice.