## AUTOMATIC TRANSMISSION / TRANSAXLE SERVICE DATA

030G2-01

Engine Idling D D range R range AT stall (Throttle valve fully pened) P range British schedule D range Engine stall revolution D and R range N → D range Engine idle speed (AC OFF) N range Engine idle speed (AC OFF) S range (Throttle valve fully opened) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (31 - 35 mph) 1 → 2 So - 56 km/h (32 - 25 mph) 1 → 2 So - 56 km/h (32 - 25 mph) 1 → 2 So - 56 km/h (32 - 25 mph) 1 → 2 So - 56 km/h (32 - 25 mph) 1 → 2 So - 56 km/h (32 - 25 mph) 1 → 2 So - 56 km/h (32 - 35 mph) 1 → 2 So - 56 km/h (32 - 37 mph) 1 → 2 So - 56 km/h (32 - 37 mph) 1 → 2 So - 56 km/h (32 - 37 mph) 1 → 2 So - 56 km/h (32 - 37 mph) 1 → 2 So - 56 km/h (32 - 37 mph) 1 → 2 So - 56 km/h (32 - 37 mph) 1 → 2 So - 56 km/h (32 - 37 mph) 1 → 2 So - 56 km/h (32 - 37 mph) 1 → 2 So - 56 km/h (32 - 37 mph) 1 → 2 So - 56 km/h (32 - 37 mph) 1 → 2 So - 56 km/h (32 - 37 mph) 1 → 2 So - 56 km/h (32 - 37 mph) 1 → 2 So - 56 km/h (32 - 37 mph) 1 → 2 So -	U241E (1AZ-FE)		
AT stall (Throttle valve fully opened)	Line pressure (Wheel locked)		
AT stall (Throttle valve fully openeds   AT stall (Throttle valve fully openeds   Principle   Princ		Engine idling	
AT stall (Throttle valve fully opened)  AT stall (Throttle valve fully opened)  Bright schedule  Drange (Throttle valve fully opened)  CThrottle valve fully opened)  CThrottle valve fully opened)  AT stall (Throttle valve opener)  AT stall (Throttle valve fully opened)  AT stall (Throttle valve opener)  AT stall (Throttle valve fully opened)  AT stall (Throttle valve opener)  AT stall (Throttle valve fully opened)  AT stall (Throttle valve fully opened)  AT stall (Throttle valve opener)  AT stall (Throttle valve opener)  AT stall (Throttle valve fully opened)  AT stall (Throttle valve opener)  AT stall (Throttle valve opener)  AT stall (Throttle valve fulling opener)  AT stall (Throttle valve fulling opener)  AT stall (Throttle valve opener)  AT stall (Throttle valve fulling opener)  AT stall (Throttle valve fu		_	
D range   S1 - 1,031kPa (9.5 - 10.5 kgfcm², 135 - 150 pa)   Range		g .	673 – 942 kPa (6.9 – 9.9 kgf·cm², 97 – 140 psi)
R range   1,768 - 1,968 RP (18.0 - 20.0 kg/fcm², 256 - 285 ps)			001 1 001kDa (0 5 10 5 kaf am² 105 150 nai\
Engine stall revolution D and R range Time lag N → D range Less than 1.2 seconds Engine it clies speed (A/C OFF) N and B A A A A A A A A A A A A A A A A A A		•	
Time lag	English and House Latter		
N - R range			•
Engine idle speed (A/C OFF) N range   Sto ± 50 rpm	Time lag	_	
(A/C OFF)  N range Circle plate runout  Max.  0.20 mm (0.0078 in.)  Torque converter clutch runout  Max.  0.30 mm (0.0118 in.)  Differential oil seal drive in depth  LH side D range (Throttle valve fully opened)  1 → 2  2 → 3  3 → 4  4 → 3  1 42 − 152 km/h (88 − 94 mph)  3 → 4  4 → 3  1 42 − 152 km/h (88 − 94 mph)  3 → 4  4 → 13 142 − 152 km/h (88 − 94 mph)  3 → 4  4 → 13 142 − 152 km/h (88 − 94 mph)  3 → 4  4 → 13 142 − 152 km/h (88 − 94 mph)  3 → 4  4 → 13 142 − 152 km/h (88 − 94 mph)  3 → 4  4 → 13 142 − 152 km/h (88 − 94 mph)  4 → 3  1 + 47 km/h (25 − 29 mph)  4 → 3  1 + 47 km/h (25 − 29 mph)  4 − 147 km/h (25 − 29 mph)  5 − 68 km/h (31 − 35 mph)  5 − 68 km/h (31 − 35 mph)  5 − 68 km/h (31 − 35 mph)  5 − 68 km/h (38 − 62 mph)  6 − 62 km/h (38 − 62 mph)  6 − 68		N → R range	Less than 1.5 seconds
Drive plate runout	•	.,	250 . 50
Torque converter clutch runout    Max   Differential oil seal drive in depth   LH side   RH side   b ± 0.5 mm (0 ± 0.020 in.)	,	N range	
Differential oil seal drive in depth  LH side RH side 0 ± 0.5 mm (0 ± 0.020 in.) 0 ± 0.5 mm (0 ± 0.020 in.) 0 ± 0.5 mm (0 ± 0.020 in.)  Shift schedule D range (Throttle valve fully opened)  1 → 2 50 − 56 km/h (31 − 35 mph) 3 − 1 140 − 160 km/h (68 − 62 mph) 1 + 2 − 1 152 km/h (68 − 94 mph) 1 + 2 − 1 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 142 − 152 km/h (68 − 94 mph) 1 + 2 − 1 142 − 12 km/h (68 − 94 mph) 1 + 2 − 1 142 − 12 km/h (68 − 94 mph) 1 + 2 − 1 142 − 12 km/h (68 − 94 mph) 1 + 2 − 1 142 − 12 km/h (68 − 9	•		,
RH side   D + 20.5 mm (0 ± 0.020 in.)	Torque converter clutch runout	Max.	0.30 mm (0.0118 in.)
Shift schedule D range (Throttle valve fully opened)  1 → 2 2 → 3 3 → 4 1 → 100 km/h (58 - 62 mph) 149 - 160 km/h (33 - 99 mph) 149 - 160 km/h (33 - 99 mph) 149 - 160 km/h (33 - 99 mph) 149 - 160 km/h (35 - 57 mph) 140 - 160 km/h (25 - 29 mph) 140 - 160 km/h (25 - 29 mph) 141 - 47 km/h (25 - 29 mph) 142 - 152 km/h (88 - 92 km/h (36 - 82 mph) 143 - 30 - 100 km/h (25 - 29 mph) 144 - 47 km/h (25 - 29 mph) 15 - 20 km/h (26 - 25 mph) 15 - 20 km/h (31 - 35 mph) 16 - 20 km/h (26 - 25 mph) 17 - 20 km/h (27 - 25 mph) 18 - 20 km/h (28 - 25 mph) 19 - 20 - 10 km/h (28 - 25 mph) 19 - 20 - 10 km/h (28 - 25 mph) 19 - 20 - 10 km/h (28 - 25 mph) 19 - 20 km/h (28 - 25 mph) 10 - 20 km/h (29 - 25 mph) 10 - 20 - 10 km/h (31 - 35 mph) 10 - 20 km/h (28 - 25 mph) 11 - 27 km/h (25 - 29 mph) 11 - 27 km/h (25 - 29 mph) 12 - 20 - 11 km/h (29 - 32 mph) 12 - 20 - 11 km/h (29 - 32 mph) 13 - 99 km/h (58 - 62 mph) 14 - 47 km/h (29 - 32 mph) 15 - 20 km/h (34 - 37 mph) 16 - 26 km/h (34 - 37 mph) 17 - 20 km/h (34 - 37 mph) 17 - 20 km/h (38 - 25 mph) 18 - 20 km/h (38 - 25 mph) 19 - 20 km/h (38 - 25 mph) 19 - 20 km/h (38 - 25 mph) 10 - 20 km/h (38 - 25 mph) 10 - 20 km/h (38 - 25 mph) 10 - 20 km/h (38 - 25 mph) 11 - 20 km/h (29 - 32 mph) 11 - 20 km/h (38 - 25 mph) 12 - 20 km/h (38 - 25 mph) 12 - 20 km/h (38 - 25 mph) 13 - 20 km/h (38 - 25 mph) 14 - 47 km/h (29 - 32 mph) 15 - 20 km/h (38 - 25 mph) 16 - 20 km/h (38 - 25 mph) 17 - 20 km/h (38 - 25 mph) 17 - 20 km/h (38 - 25 mph) 18 - 20 km/h (38 - 25 mph) 19 - 20 km/h (38 - 25 mph) 10 - 20 km/h (38	Differential oil seal drive in depth		,
D range       Throttle valve fully opened)       1 → 2 by 3 - 100 km/h (58 - 62 mph)         1 → 2 change       3 → 4 change       4 → 3 change         3 → 4 change       4 → 3 change       4 → 3 change         4 → 3 change       4 → 3 change       4 → 3 change         (Throttle valve fully closed)       3 → 4 change       4 → 3 change         2 range       4 → 3 change       3 → 2 change       4 → 3 change         (Throttle valve fully opened)       1 → 2 change       50 - 56 km/h (31 - 35 mph)       35 - 40 km/h (22 - 25 mph)         1 - 2 change       4 → 3 change       4 → 3 change       4 → 3 change       4 → 3 change         (Throttle valve fully opened)       3 → 2 change       50 - 56 km/h (31 - 35 mph)       35 - 40 km/h (22 - 25 mph)         1 - 2 change       4 → 3 change       4 → 3 change       4 - 4 change       4 - 4 change         (Throttle valve fully opened)       3 → 2 change       4 - 4 change       4 - 4 change       4 - 4 change         (Lock-up point       50 - 56 km/h (58 - 62 mph)       4 - 5 change		RH side	$0 \pm 0.5 \text{ mm } (0 \pm 0.020 \text{ in.})$
(Throttle valve fully opened)  1 → 2	Shift schedule		
2 - 3   33 - 100 km/h (58 - 62 mph)   3 - 4   149 - 160 km/h (93 - 99 mph)   49 - 160 km/h (93 - 99 mph)   40 - 152 km/h (88 - 94 mph)   40 - 152 km/h (89 - 94 mph)   40 - 152 km/h (89 - 94 mph)   40 - 152 km/h (89 - 94 mph)   40 - 152 km/h (80 - 95 mph)   40 - 104 km/h (25 - 29 mph)   40 - 104 km/h (26 - 20 mph)   40 - 104 km/h (26	D range		
3 - 4   149 - 160 km/h (93 - 99 mph)   142 - 152 km/h (86 - 94 mph)   3 - 2   26 - 92 km/h (53 - 57 mph)   4 - 47 km/h (25 - 29 mph)   35 - 40 km/h (22 - 25 mph)   35 - 40 km/h (93 - 99 km/h (58 - 62 mph)   4 - 47 km/h (25 - 29 mph)   4 - 47 km/h (29 - 32 mph)   4 - 47 km/h (25 - 29 mph)   4 - 47 km/h (	(Throttle valve fully opened)		1 ,
4 → 3   142 − 152 km/h (88 − 94 mph)   86 − 92 km/h (53 − 57 mph)   147 km/h (25 − 29 mph)   35 − 40 km/h (9 − 12 mph)   35 − 40 km/h (9 − 32 mph)   35 − 40 km/h (9 − 32 mph)   36 − 51 km/h (9 − 32 mph)   36 − 51 km/h (9 − 32 mph)   36 − 51 km/h (9 − 32 mph)   36 − 62 km/h (35 − 39 mph)   36 − 62 km/h (34 − 37 mph)   373 − 412 kPa (3.8 − 4.2 kgf·cm², 54 − 60 psi)   373 − 412 kPa (3.8 − 4.2 kgf·cm², 54 − 60 psi)   373 − 412 kPa (3.8 − 4.2 kgf·cm², 97 − 111 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 135 − 150 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 135 − 150 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 135 − 150 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 135 − 150 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)   373 − 412 kPa (9.5 − 10.5 kgf·cm², 256 − 285 psi)			1
3 → 2   86 − 92 km/h (53 − 57 mph)   41 − 47 km/h (25 − 29 mph)   42 − 51 km/h (29 − 32 mph)   43 − 51 km/h (29 − 32 mph)   44 − 51 km/h (29 − 32 mph)   44 − 51 km/h (29 − 32 mph)   44 − 60 km/h (34 − 37 mph)   44 − 60			l ' '
(Throttle valve fully closed)  2 → 1			· · ·
(Throttle valve fully closed) 3 → 4 4 → 3 15 − 40 km/h (22 − 25 mph) 15 − 20 km/h (9 − 12 mph) 2 range (Throttle valve fully opened) 1 → 2 3 → 2 3 → 9 km/h (58 − 62 mph) 4 − 47 km/h (25 − 29 mph) 4 − 51 km/h (29 − 32 mph) 4 − 51 km/h (29 − 32 mph) 4 − 51 km/h (35 − 39 mph) 5 − 60 km/h (34 − 37 mph) 4 − 60 km/h (34 − 37 mph) 5 − 60 km/h (35 − 39 mph) 5 − 60 km/h (34 − 37 mph) 5 − 60 km/h (34 − 37 mph) 5 − 60 km/h (34 − 37 mph) 5 − 60 km/h (35 − 39 mph) 5 − 60 km/h (35 − 30 mph) 5 −			
2 range (Throttle valve fully opened)  1 → 2  2 range (Throttle valve fully opened)  1 → 2  50 − 56 km/h (31 − 35 mph)  30 − 2  20 − 1  L range (Throttle valve fully opened)  30 − 2  30 − 99 km/h (58 − 62 mph)  41 − 47 km/h (25 − 29 mph)  46 − 51 km/h (29 − 32 mph)  46 − 51 km/h (29 − 32 mph)  46 − 51 km/h (34 − 37 mph)  56 − 62 km/h (35 − 39 mph)  56 − 62 km/h (35 − 39 mph)  56 − 62 km/h (34 − 37 mph)  56 − 62 km/h (34 − 37 mph)  57 − 60 km/h (34 − 37 mph)  58 − 60 km/h (34 − 37 mph)  59 − 7.8 kgf·cm², 54 − 60 psi)  67 − 7.4 kPa (6.9 − 7.8 kgf·cm², 135 − 150 psi)  67 − 7.4 kPa (6.9 − 7.8 kgf·cm², 135 − 150 psi)  7. mange  67 − 7.4 kPa (6.9 − 7.8 kgf·cm², 135 − 150 psi)  7. mange  6. mange  6. mange  6. mange  7. mange  6. mange  6. mange  6. mange  6. mange  7. mange  8. mange  9. ma	(Throttle valve fully closed)		l ' '
2 range (Throttle valve fully opened)  1 → 2 50 - 56 km/h (31 - 35 mph)  3 → 2 93 - 99 km/h (58 - 62 mph)  41 - 47 km/h (25 - 29 mph)  41 - 47 km/h (25 - 29 mph)  41 - 47 km/h (25 - 29 mph)  42 → 1 41 - 47 km/h (25 - 29 mph)  43 → 2 93 - 99 km/h (58 - 62 mph)  44 - 51 km/h (29 - 32 mph)  45 - 51 km/h (29 - 32 mph)  46 - 51 km/h (34 - 37 mph)  46 - 51 km/h (34 - 37 mph)  47 - 40 km/h (34 - 37 mph)  48 - 50 km/h (34 - 37 mph)  48 - 50 km/h (34 - 37 mph)  48 - 50 km/h (34 - 37 mph)  49 - 40 km/h (34 - 37 mph)  40 - 51 km/h (39 - 39 mph)  51 - 60 km/h (34 - 37 mph)  52 - 412 kPa (3.8 - 4.2 kgf·cm², 54 - 60 psi)  63 - 742 kPa (6.9 - 7.8 kgf·cm², 97 - 111 psi)  63 - 742 kPa (6.9 - 7.8 kgf·cm², 135 - 150 psi)  63 - 742 kPa (6.9 - 7.8 kgf·cm², 135 - 150 psi)  63 - 742 kPa (18.0 - 20.0 kgf·cm², 256 - 285 psi)  40 - 51 km/h (29 - 32 mph)  41 - 47 km/h (25 - 29 mph)  42 - 51 km/h (29 - 32 mph)  43 - 51 km/h (29 - 32 mph)  44 - 51 km/h (29 - 32 mph)  54 - 60 km/h (34 - 37 mph)  55 - 62 km/h (35 - 39 mph)  56 - 62 km/h (35 - 39 mph)  57 - 742 kPa (6.9 - 7.8 kgf·cm², 54 - 60 psi)  67 - 742 kPa (6.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (6.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 135 - 150 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm², 14 - 10 psi)  67 - 742 kPa (8.9 - 7.8 kgf·cm²,	(Throthe varve rully closed)		· ' '
(Throttle valve fully opened)  1 → 2	2 range		
L range ((Throttle valve fully opened)  2 → 1  41 - 47 km/h (25 - 29 mph)  46 - 51 km/h (28 - 62 mph) 46 - 51 km/h (29 - 32 mph)  Lock-up point  Drock-up point  Drock-up ON Lock-up OFF  Throttle valve opening 5 %  Drange R range AT stall (Throttle valve fully opened)  D range R range AT stall (Throttle valve fully opened) D range R range Brange AT stall (Throttle valve fully opened) D range R range R range Brange AT stall revolution  D and R range  N → D range N → R range Brange Companie (Jess than 1.2 seconds Less than 1.5 seconds Engine idle speed (A/C OFF) N range Drive plate runout Max. Differential oil seal drive in depth  LH side  V + 2 + 1 + 47 km/h (25 - 29 mph) AT + 47 km/h (25 - 29 mph) AT + 46 pmh) A + 51 km/h (29 - 32 mph) Brangh Bran	(Throttle valve fully opened)	1 → 2	50 – 56 km/h (31 – 35 mph)
Crimottle valve fully opened   3 → 2 2 → 1	• • • •	3 → 2	93 – 99 km/h (58 – 62 mph)
(Throttle valve fully opened)  3 → 2 2 → 1 46 − 51 km/h (29 − 32 mph)  Lock-up point O/D gear		2 → 1	41 – 47 km/h (25 – 29 mph)
2 → 1 46 - 51 km/h (29 - 32 mph)  Lock-up point O/D gear	L range		
Cock-up point	(Throttle valve fully opened)		
O/D gear         Lock-up ON Lock-up OFF         56 - 62 km/h (35 - 39 mph)         56 - 62 km/h (34 - 37 mph)           U241E (2AZ-FE, w/o kick down switch)           Engine idling D range R range AT stall (Throttle valve fully opened) D range R range         373 - 412 kPa (3.8 - 4.2 kgf·cm², 54 - 60 psi)           AT stall (Throttle valve fully opened) D range R range         931 - 1,031kPa (9.5 - 10.5 kgf·cm², 135 - 150 psi)           Engine stall revolution         D and R range         2,550 ± 150 rpm           Time lag         N → D range N → D range R range         Less than 1.2 seconds           Less than 1.5 seconds         Less than 1.5 seconds			46 – 51 km/h (29 – 32 mph)
Lock-up OFF 54 - 60 km/h (34 - 37 mph)  U241E (2AZ-FE, w/o kick down switch)  Engine idling D range R range AT stall (Throttle valve fully opened) D range R range R range AT stall revolution  Engine stall revolution  D and R range N → D range R range AT range Drive plate runout  Max. To prove plate runout  Differential oil seal drive in depth  Line pressure (Wheel locked)  Engine idling D range R range 373 - 412 kPa (3.8 - 4.2 kgf·cm², 54 - 60 psi) 673 - 742 kPa (6.9 - 7.8 kgf·cm², 97 - 111 psi)  931 - 1,031kPa (9.5 - 10.5 kgf·cm², 135 - 150 psi) 1,768 - 1,968 kPa (18.0 - 20.0 kgf·cm², 256 - 285 psi)  Engine stall revolution  D and R range Less than 1.2 seconds Less than 1.5 seconds  Less than 1.5 seconds  10.20 mm (0.0079 in.)  10.30 mm (0.0118 in.)  Differential oil seal drive in depth  LH side 0 ± 0.5 mm (0 ± 0.020 in.)		·	
U241E (2AZ-FE, w/o kick down switch)  Line pressure (Wheel locked)  Engine idling D range R range AT stall (Throttle valve fully opened) D range R range R range B range AT stall (Throttle valve fully opened) D range R range B ran	O/D gear	•	l ' '
Engine idling D range R range AT stall (Throttle valve fully opened) D range R range R range R range R range B range R range		<u>'</u>	54 – 60 km/h (34 – 37 mph)
Engine idling D range R range AT stall (Throttle valve fully opened) D range R range Brange D range R range D range R range D range Brange D range Brange D range D range Brange D range D range D range Brange D range D ran	U241E (2AZ-FE, w/o kick down swit	ch)	
D range R range AT stall (Throttle valve fully opened) D range R range D range R range AT stall (Throttle valve fully opened) D range R range S N → D range R range D range R range N → D range R range D range R range N → D range R range D range R range N → D range R range range D range R range R range D range R ran	Line pressure (Wheel locked)		
AT stall (Throttle valve fully opened) D range R range $= (673 - 742 \text{ kPa } (6.9 - 7.8 \text{ kgf} \cdot \text{cm}^2, 97 - 111 \text{ psi}))$ AT stall (Throttle valve fully opened) D range R range $= (673 - 742 \text{ kPa } (6.9 - 7.8 \text{ kgf} \cdot \text{cm}^2, 97 - 111 \text{ psi}))$ Begine stall revolution D and R range $= (1.768 - 1.968 \text{ kPa } (18.0 - 20.0 \text{ kgf} \cdot \text{cm}^2, 256 - 285 \text{ psi}))$ Engine stall revolution D and R range $= (1.768 - 1.968 \text{ kPa } (18.0 - 20.0 \text{ kgf} \cdot \text{cm}^2, 256 - 285 \text{ psi}))$ Less than 1.2 seconds Less than 1.5 seconds  Engine idle speed (A/C OFF) N range Drive plate runout Max. Drive plate runout Max. Torque converter clutch runout Max. Differential oil seal drive in depth  LH side $= (1.9 - 7.8 \text{ kgf} \cdot \text{cm}^2, 97 - 111 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 256 - 285 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $= (1.9 - 1.05  k$			
AT stall (Throttle valve fully opened) D range R range $931 - 1,031$ kPa $(9.5 - 10.5 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $1,768 - 1,968 \text{ kPa} (18.0 - 20.0 \text{ kgf} \cdot \text{cm}^2, 256 - 285 \text{ psi})$ Engine stall revolution D and R range $2,550 \pm 150 \text{ rpm}$ Time lag $N \rightarrow D$ range Less than $1.2 \text{ seconds}$ Less than $1.5 \text{ seconds}$ Engine idle speed $(A/C \text{ OFF})$ N range $650 \pm 50 \text{ rpm}$ Drive plate runout Max. $0.20 \text{ mm} (0.0079 \text{ in.})$ Torque converter clutch runout Max. $0.30 \text{ mm} (0.0118 \text{ in.})$ Differential oil seal drive in depth LH side $0 \pm 0.5 \text{ mm} (0 \pm 0.020 \text{ in.})$		_	
D range R range $931 - 1,031$ kPa $(9.5 - 10.5 \text{ kgf} \cdot \text{cm}^2, 135 - 150 \text{ psi})$ $1,768 - 1,968 \text{ kPa} (18.0 - 20.0 \text{ kgf} \cdot \text{cm}^2, 256 - 285 \text{ psi})$ Engine stall revolution D and R range $2,550 \pm 150 \text{ rpm}$ Time lag $N \rightarrow D$ range Less than $1.2 \text{ seconds}$ Engine idle speed $(A/C \text{ OFF})$ N range $650 \pm 50 \text{ rpm}$ Drive plate runout $Max$ . $0.20 \text{ mm} (0.0079 \text{ in.})$ Torque converter clutch runout $Max$ . $0.30 \text{ mm} (0.0118 \text{ in.})$ Differential oil seal drive in depth $D = 0.020 \text{ in.}$		•	0/3 - /42 кРа (б.9 - /.8 kgt·cm², 97 - 111 psi)
Engine stall revolution D and R range $2,550 \pm 150 \text{ rpm}$ Time lag $N \rightarrow D$ range $N \rightarrow R$ range Less than 1.2 seconds Less than 1.5 seconds  Engine idle speed $(A/C \text{ OFF})$ N range $(A/C \text{ OFF})$ N range Drive plate runout $(A/C \text{ OFF})$ Max. $(A/C \text{ OFF})$ Max. $(A/C \text{ OFF})$ Max. $(A/C \text{ OFF})$ Max. $(A/C \text{ OFF})$ Drive plate runout $(A/C \text{ OFF})$ Less than 0.20 mm (0.0079 in.) $(A/C \text{ OFF})$ Max. $(A/C \text{ OFF}$			031 1 031kPa (0.5 10.5 kaf am² 135 150 aci)
Engine stall revolution D and R range $2,550 \pm 150 \text{ rpm}$ Time lag $N \rightarrow D$ range Less than $1.2$ seconds Less than $1.5$ seconds  Engine idle speed (A/C OFF) N range $650 \pm 50 \text{ rpm}$ Drive plate runout Max. $0.20 \text{ mm} (0.0079 \text{ in.})$ Torque converter clutch runout Max. $0.30 \text{ mm} (0.0118 \text{ in.})$ Differential oil seal drive in depth LH side $0 \pm 0.5 \text{ mm} (0 \pm 0.020 \text{ in.})$		g .	
Time lag $N \rightarrow D$ range $N \rightarrow D$ range Less than 1.2 seconds Less than 1.5 seconds  Engine idle speed (A/C OFF) $N$ range $650 \pm 50$ rpm  Drive plate runout $Max$ . $0.20$ mm $(0.0079$ in.)  Torque converter clutch runout $Max$ . $0.30$ mm $(0.0118$ in.)  Differential oil seal drive in depth $D$ LH side $D$	Engine stell sevel the		
N → R range Less than 1.5 seconds  Engine idle speed (A/C OFF) N range $650 \pm 50 \text{ rpm}$ Drive plate runout Max. $0.20 \text{ mm} (0.0079 \text{ in.})$ Torque converter clutch runout Max. $0.30 \text{ mm} (0.0118 \text{ in.})$ Differential oil seal drive in depth LH side $0 \pm 0.5 \text{ mm} (0 \pm 0.020 \text{ in.})$			,
Engine idle speed (A/C OFF)  N range $650 \pm 50 \text{ rpm}$ Drive plate runout  Max. $0.20 \text{ mm } (0.0079 \text{ in.})$ Torque converter clutch runout  Max. $0.30 \text{ mm } (0.0118 \text{ in.})$ Differential oil seal drive in depth  LH side $0 \pm 0.5 \text{ mm } (0 \pm 0.020 \text{ in.})$	Time lag		
(A/C OFF) N range $650 \pm 50 \text{ rpm}$ Drive plate runout Max. $0.20 \text{ mm} (0.0079 \text{ in.})$ Torque converter clutch runout Max. $0.30 \text{ mm} (0.0118 \text{ in.})$ Differential oil seal drive in depth LH side $0 \pm 0.5 \text{ mm} (0 \pm 0.020 \text{ in.})$		N → R range	Less than 1.5 seconds
Drive plate runout Max. Torque converter clutch runout Max. Differential oil seal drive in depth $0.20 \text{ mm } (0.0079 \text{ in.})$ $0.30 \text{ mm } (0.0118 \text{ in.})$	Engine idle speed (A/C OFF)	N range	650 ± 50 rpm
Torque converter clutch runout Max. $0.30 \text{ mm } (0.0118 \text{ in.})$ Differential oil seal drive in depth LH side $0 \pm 0.5 \text{ mm } (0 \pm 0.020 \text{ in.})$			
Differential oil seal drive in depth LH side $0 \pm 0.5  \text{mm}  (0 \pm 0.020  \text{in.})$	•		, ,
· · · · · · · · · · · · · · · · · · ·			` '
	Emoronia on soai anve in deput	RH side	$0 \pm 0.5 \text{ mm} (0 \pm 0.020 \text{ in.})$ $0 \pm 0.5 \text{ mm} (0 \pm 0.020 \text{ in.})$

<del>''</del>	
1 . 0	F7 C4 (m/h /05 40 mnh)
	57 – 64 km/h (35 – 40 mph)
	, ( ) ,
	171 – 183 km/h (106 – 114 mph)
	162 – 174 km/h (101 – 108 mph)
	98 – 105 km/h (61 – 65 mph)
	43 – 49 km/h (27 – 30 mph)
	40 – 46 km/h (25– 29 mph)
4 → 3	17 – 23 km/h (11 – 14 mph)
	57 – 64 km/h (35 – 40 mph)
	106 – 113 km/h (66 – 70 mph)
2 → 1	43 – 49 km/h (27 – 30 mph)
	, ,
2 → 1	52 – 58 km/h (32 – 36 mph)
Throttle valve opening 5 %	
Lock-up ON	64 – 70 km/h (40 – 43 mph)
Lock-up OFF	62 – 68 km/h (39 – 42 mph)
Engine idling	
	373 – 412 kPa (3.8 – 4.2 kgf·cm², 54 – 60 psi)
=	673 - 742 kPa (6.9 - 7.8 kgf·cm², 97 - 111 psi)
	1073 - 742 ki a (0.3 - 7.0 kgi dili , 97 - 111 pai)
	931 – 1,031kPa (9.5 – 10.5 kgf·cm², 135 – 150 psi)
_	1,768 – 1,968 kPa (18.0 – 20.0 kgf·cm², 256 – 285 psi)
	•
N → D range	
	Less than 1.5 seconds
N → R range	LC33 triair 1.0 3CCOrius
N → R range	Essa man 1.5 seconds
$N \rightarrow R$ range N range	650 ± 50 rpm
N range	650 ± 50 rpm
N range Max.	650 ± 50 rpm 0.20 mm (0.0079 in.)
N range Max. Max.	650 ± 50 rpm 0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)
N range Max. Max. LH side	650 ± 50 rpm 0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.) 0 ± 0.5 mm (0 ± 0.020 in.)
N range Max. Max.	650 ± 50 rpm 0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.) 0 ± 0.5 mm (0 ± 0.020 in.)
N range Max. Max. LH side	650 ± 50 rpm 0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.) 0 ± 0.5 mm (0 ± 0.020 in.)
N range Max. Max. LH side	650 ± 50 rpm 0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.) 0 ± 0.5 mm (0 ± 0.020 in.)
N range Max. Max. LH side RH side	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  57 - 64 km/h (35 - 40 mph)
N range Max. Max. LH side RH side	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)
N range  Max.  Max.  LH side  RH side $1 \rightarrow 2$ $2 \rightarrow 3$	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  57 - 64 km/h (35 - 40 mph)
N range  Max.  Max.  LH side  RH side $1 \rightarrow 2$ $2 \rightarrow 3$ $3 \rightarrow 4$	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  57 - 64 km/h (35 - 40 mph) 106 - 114 km/h (66 - 71 mph)
N range  Max.  Max.  LH side  RH side $1 \rightarrow 2$ $2 \rightarrow 3$ $3 \rightarrow 4$ $4 \rightarrow 3$	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  57 - 64 km/h (35 - 40 mph) 106 - 114 km/h (66 - 71 mph) 171 - 183 km/h (106 - 114 mph)
N range  Max.  Max.  LH side  RH side $ 1 \rightarrow 2 2 \rightarrow 3 3 \rightarrow 4 4 \rightarrow 3 3 \rightarrow 2 $	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  57 - 64 km/h (35 - 40 mph) 106 - 114 km/h (66 - 71 mph) 171 - 183 km/h (106 - 114 mph) 126 - 138 km/h (78 - 86 mph)
N range  Max.  Max.  LH side  RH side $ 1 \rightarrow 2 2 \rightarrow 3 3 \rightarrow 4 4 \rightarrow 3 3 \rightarrow 2 2 \rightarrow 1 $	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  57 - 64 km/h (35 - 40 mph) 106 - 114 km/h (66 - 71 mph) 171 - 183 km/h (106 - 114 mph) 126 - 138 km/h (78 - 86 mph) 74 - 80 km/h (46 - 50 mph)
N range  Max.  Max.  LH side  RH side $ 1 \rightarrow 2 2 \rightarrow 3 3 \rightarrow 4 4 \rightarrow 3 3 \rightarrow 2 2 \rightarrow 1 $	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  57 - 64 km/h (35 - 40 mph) 106 - 114 km/h (66 - 71 mph) 171 - 183 km/h (106 - 114 mph) 126 - 138 km/h (78 - 86 mph) 74 - 80 km/h (46 - 50 mph) 0 - 13 km/h (0 - 8 mph) 40 - 46 km/h (25 - 29 mph)
N range  Max.  Max.  LH side  RH side $ 1 \rightarrow 2 2 \rightarrow 3 3 \rightarrow 4 4 \rightarrow 3 3 \rightarrow 2 2 \rightarrow 1 3 \rightarrow 4 $	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  57 - 64 km/h (35 - 40 mph) 106 - 114 km/h (66 - 71 mph) 171 - 183 km/h (106 - 114 mph) 126 - 138 km/h (78 - 86 mph) 74 - 80 km/h (46 - 50 mph) 0 - 13 km/h (0 - 8 mph) 40 - 46 km/h (25 - 29 mph)
N range  Max.  Max.  LH side  RH side $ 1 \rightarrow 2 2 \rightarrow 3 3 \rightarrow 4 4 \rightarrow 3 3 \rightarrow 2 2 \rightarrow 1 3 \rightarrow 4 4 \rightarrow 3 $	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  57 - 64 km/h (35 - 40 mph) 106 - 114 km/h (66 - 71 mph) 171 - 183 km/h (106 - 114 mph) 126 - 138 km/h (78 - 86 mph) 74 - 80 km/h (46 - 50 mph) 0 - 13 km/h (0 - 8 mph) 40 - 46 km/h (25 - 29 mph) 17 - 23 km/h (11 - 14 mph)
N range  Max.  Max.  LH side  RH side $ 1 \rightarrow 2 2 \rightarrow 3 3 \rightarrow 4 4 \rightarrow 3 3 \rightarrow 2 2 \rightarrow 1 3 \rightarrow 4 4 \rightarrow 3 1 \rightarrow 2 $	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  57 - 64 km/h (35 - 40 mph) 106 - 114 km/h (66 - 71 mph) 171 - 183 km/h (106 - 114 mph) 126 - 138 km/h (78 - 86 mph) 74 - 80 km/h (46 - 50 mph) 0 - 13 km/h (0 - 8 mph) 40 - 46 km/h (25 - 29 mph) 17 - 23 km/h (11 - 14 mph)  57 - 64 km/h (35 - 40 mph)
N range  Max.  Max.  LH side  RH side $ 1 \rightarrow 2 2 \rightarrow 3 3 \rightarrow 4 4 \rightarrow 3 3 \rightarrow 2 2 \rightarrow 1 3 \rightarrow 4 4 \rightarrow 3 1 \rightarrow 2 3 \rightarrow 2 3 \rightarrow 2 3 \rightarrow 2$	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  57 - 64 km/h (35 - 40 mph) 106 - 114 km/h (66 - 71 mph) 171 - 183 km/h (106 - 114 mph) 126 - 138 km/h (78 - 86 mph) 74 - 80 km/h (46 - 50 mph) 0 - 13 km/h (0 - 8 mph) 40 - 46 km/h (25 - 29 mph) 17 - 23 km/h (11 - 14 mph)  57 - 64 km/h (35 - 40 mph) 106 - 113 km/h (66 - 70 mph)
N range  Max.  Max.  LH side  RH side $ 1 \rightarrow 2 2 \rightarrow 3 3 \rightarrow 4 4 \rightarrow 3 3 \rightarrow 2 2 \rightarrow 1 3 \rightarrow 4 4 \rightarrow 3 1 \rightarrow 2 3 \rightarrow 2 3 \rightarrow 2 3 \rightarrow 2$	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  57 - 64 km/h (35 - 40 mph) 106 - 114 km/h (66 - 71 mph) 171 - 183 km/h (106 - 114 mph) 126 - 138 km/h (78 - 86 mph) 74 - 80 km/h (46 - 50 mph) 0 - 13 km/h (0 - 8 mph) 40 - 46 km/h (25 - 29 mph) 17 - 23 km/h (11 - 14 mph)  57 - 64 km/h (35 - 40 mph)
N range  Max.  Max.  LH side  RH side $ 1 \rightarrow 2 2 \rightarrow 3 3 \rightarrow 4 4 \rightarrow 3 3 \rightarrow 2 2 \rightarrow 1 3 \rightarrow 4 4 \rightarrow 3 1 \rightarrow 2 3 \rightarrow 2 3 \rightarrow 2 3 \rightarrow 2$	650 ± 50 rpm  0.20 mm (0.0079 in.) 0.30 mm (0.0118 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  0 ± 0.5 mm (0 ± 0.020 in.)  57 - 64 km/h (35 - 40 mph) 106 - 114 km/h (66 - 71 mph) 171 - 183 km/h (106 - 114 mph) 126 - 138 km/h (78 - 86 mph) 74 - 80 km/h (46 - 50 mph) 0 - 13 km/h (0 - 8 mph) 40 - 46 km/h (25 - 29 mph) 17 - 23 km/h (11 - 14 mph)  57 - 64 km/h (35 - 40 mph) 106 - 113 km/h (66 - 70 mph) 0 - 13 km/h (0 - 8 mph)
	$2 \rightarrow 3$ $3 \rightarrow 4$ $4 \rightarrow 3$ $3 \rightarrow 2$ $2 \rightarrow 1$ $3 \rightarrow 4$ $4 \rightarrow 3$ $1 \rightarrow 2$ $3 \rightarrow 2$ $2 \rightarrow 1$ $3 \rightarrow 2$ $2 \rightarrow 1$ Throttle valve opening 5 % $Lock-up ON$ $Lock-up ON$ $Lock-up OFF$ Engine idling $D \text{ range}$ $R \text{ range}$ $R \text{ range}$ $R \text{ range}$ $D \text{ and } R \text{ range}$

U241E (2AZ-FE, w/ kick down swit	 :ch)	
Shift schedule(When kick down swi	<u> </u>	
D range	ton turns only	
(Throttle valve fully opened)	1 → 2	57 – 64 km/h (35 – 40 mph)
, , ,	2 → 3	
	$3 \rightarrow 4$	171 – 183 km/h (106 – 114 mph)
		162 – 174 km/h (101 – 108 mph)
	3 → 2	98 – 105 km/h (61 – 65 mph)
	2 → 1	43 – 49 km/h (27 – 30 mph)
2 range		
(Throttle valve fully opened)	1 → 2	, \
	3 → 2	106 – 113 km/h (66 – 70 mph)
	2 → 1	43 – 49 km/h (27 – 30 mph)
Lock-up point	Throttle valve opening 5 %	
O/D gear	Lock-up ON	64 – 70 km/h (40 – 43 mph)
	Lock-up OFF	62 – 68 km/h (39 – 42 mph)
U140E (1MZ-FE, w/o kick down sw	vitch)	
Line pressure (Wheel locked)		
(	Engine idling	
	D range	373 - 412 kPa (3.8 - 4.2 kgf⋅cm², 54 - 60 psi)
	R range	673 – 742 kPa (6.9 – 7.8 kgf·cm², 97 – 111 psi)
	AT stall (Throttle valve fully opened)	1
	D range	931 – 1,031kPa (9.5 – 10.5 kgf·cm², 135 – 150 psi)
	R range	1,768 - 1,968 kPa (18.0 - 20.0 kgf·cm², 256 - 285 psi)
Engine stall revolution	D and R range	2,680 ± 150 rpm
Time lag	N → D range	
Time lag	N → R range	
Engine idle anod		Esse than 1.5 essence
Engine idle speed (A/C OFF)	Nirongo	650   50 rpm
,	N range	650 ± 50 rpm
Drive plate runout	Max.	0.20 mm (0.0079 in.)
Torque converter clutch runout	Max.	0.30 mm (0.0118 in.)
Differential oil seal drive in depth	LH side	$0 \pm 0.5 \text{ mm } (0 \pm 0.020 \text{ in.})$
	RH side	$0 \pm 0.5 \text{ mm } (0 \pm 0.020 \text{ in.})$
Shift schedule		
D range		
(Throttle valve fully opened)		57 – 62 km/h (35 – 39 mph)
		108 – 111 km/h (67 – 69 mph)
	3 → 4	, \
	4 → 3	, , , , , , , , , , , , , , , , , , , ,
	3 → 2	, \ 1 /
	2 → 1	1 /
(Throttle valve fully closed)	$3 \rightarrow 4$	, ( 1 )
0.4000	4 → 3	18 – 23 km/h (11 – 14 mph)
2 range	4 0	57 60 km/b (05 00 mph)
(Throttle valve fully opened)		57 – 62 km/h (35 – 39 mph)
	$3 \rightarrow 2$ $2 \rightarrow 1$	111 – 114 km/h (69 – 71 mph) 43 – 47 km/h (27 – 29 mph)
L range	2 → 1	40 - 41 MII/II (21 - 29 III/II)
(Throttle valve fully opened)	3 → 2	111 – 114 km/h (69 – 71 mph)
(Thiothe valve larry openea)	2 → 1	50 – 54 km/h (31 – 34 mph)
Look up point		o ormani
Lock-up point	Throttle valve opening 5 %	55 50 km/b (24 27 mph)
O/D gear	Lock-up ON Lock-up OFF	
114.40E (4M7.EE	· · · · · · · · · · · · · · · · · · ·	49 - 30 MIMI (30 - 33 MPH)
U140E (1MZ-FE, w/ kick down swit	icn)	T
Line pressure (Wheel locked)		
	Engine idling	
	D range	373 – 412 kPa (3.8 – 4.2 kgf·cm², 54 – 60 psi)
	R range	673 - 742 kPa (6.9 - 7.8 kgf·cm <sup>2</sup> , 97 - 111 psi)
	AT stall (Throttle valve fully opened)	204 4004 D 40 5 40 5 4 5 5 5 5 5
	D range	931 – 1,031kPa (9.5 – 10.5 kgf·cm², 135 – 150 psi)
İ	R range	1,768 - 1,968 kPa (18.0 - 20.0 kgf·cm <sup>2</sup> , 256 - 285 psi)

U140E (1MZ-FE, w/o kick down switch)		
Engine stall revolution	D and R range	2,680 ± 150 rpm
Time lag	$N \rightarrow D$ range	Less than 1.2 seconds
	$N \rightarrow R$ range	Less than 1.5 seconds
Engine idle speed		
(A/C OFF)	N range	650 ± 50 rpm
Drive plate runout	Max.	0.20 mm (0.0079 in.)
Torque converter clutch runout	Max.	0.30 mm (0.0118 in.)
Differential oil seal drive in depth	LH side	0 ± 0.5 mm (0 ± 0.020 in.)
	RH side	$0 \pm 0.5 \text{ mm } (0 \pm 0.020 \text{ in.})$
Shift schedule		
D range		
(Throttle valve fully opened)	1 → 2	, , , , , , , , , , , , , , , , , , , ,
	2 → 3	(p.)
	3 → 4	, ( , , ,
	4 → 3	
		72 – 78 km/h (45 – 48 mph)
		28 – 34 km/h (17 – 21 mph)
(Throttle valve fully closed)		38 – 43 km/h (24 – 27 mph)
	4 → 3	18 – 23 km/h (11 – 14 mph)
2 range	4 0	57 04 lass/b (05 40 seeb)
(Throttle valve fully opened)	1 → 2	57 – 64 km/h (35 – 40 mph) 111 – 118 km/h (69 – 73 mph)
	$3 \rightarrow 2$ $2 \rightarrow 1$	, , ,
L range	271	26 – 54 KIII/II (17 – 21 IIIpii)
(Throttle valve fully opened)	3 → 2	111 – 118 km/h (69 – 73 mph)
(Throthe valve fally opened)	2 → 1	50 – 56 km/h (31 – 35 mph)
Shift schedule(When kick down switch turns ON		
D range	')	
(Throttle valve fully opened)	1 → 2	57 – 64 km/h (35 – 40 mph)
, ,,	2 → 3	. ,
	3 → 4	· · · · ·
	4 → 3	158 – 170 km/h (98 – 106 mph)
	3 → 2	101 – 107 km/h (63 – 66 mph)
	2 → 1	43 – 49 km/h (27 – 30 mph)
2 range		
(Throttle valve fully opened)	1 → 2	, , , , , , , , , , , , , , , , , , , ,
	3 → 2	111 – 118 km/h (69 – 73 mph)
	2 → 1	43 – 49 km/h (27 – 30 mph)
Lock-up point	Throttle valve opening 5 %	
O/D gear	Lock-up ON	55 – 61 km/h (34 – 38 mph)
	Lock-up OFF	49 – 55 km/h (30 – 34 mph)