

### Diagnosis - Complaint Related Diagnostic Chart

Complaint/Problem	Possible cause	Test step/Remedy <sup>1)</sup>
<b>Customer complaint: Transmission does not shift into 5GR or 4GR (vague complaint)</b>	<b>Determine exact complaint by performing a test drive</b>	<b>11</b>
Transmission occasionally does not shift into 5GR, no DTC in memory	Sockets on TB switch AP potentiometer connector (S29/4x2) spread	Repair sockets on connector
Transmission shifts into 5GR only under WOT	Vacuum line from intake manifold and DI control module (N1/3) not connected or leaking	Connect/replace vacuum line
Transmission shifts 4 → 5 → 4 at approximately 2200 rpm or DTC's can only be read with engine running	Wires (socket 8 and 9) reversed on interior/engine connector (X26)	Correct wiring/pin layout
Transmission shifts 3 → 5, DTC 9	Valve block connector (Y3/1x1) on transmission not reconnected after repair work and engine idled > 100 rpm	Erase DTC 9 If DTC 9 reappears 23⇒ 9.0
Transmission occasionally does not shift into 5GR, transmission shifts 4 → 5 → 4	Loose contact on TB switch AP potentiometer connector (S29/4x2), incorrect TCM (N15/1) installed	Repair loose contact, install correct TCM.
No 5GR	Load signal DI control module (N1/3) Wiring between N1/3 and N15/1	23⇒ 7.0
No 5GR	Accelerator pedal signal Wiring Connector	23⇒ 2.0

<sup>1)</sup> Observe Preparation for Test, see 22.

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No 5GR	RPM signal DI control module (N1/3) Engine systems (MAS) control module (N16) CFI control module (N3) Wiring	23⇒ 5.0
No 5GR	Vehicle speed signal (VSS) Instrument cluster Wiring	23⇒ 2.0
No 4GR	Valve block control valve (Y3/1y2) TCM (N15/1)	23⇒ 9.0
No 4GR	No control voltage Overvoltage protection relay module (K1/2)	23⇒ 1.0

<sup>1)</sup> Observe Preparation for Test, see 22.

**The following signals are not recognizable via the data link connector (X11/4)**

Complaint/Problem	Signal	Test step/Remedy <sup>1)</sup>
No 5GR	TR "D" signal	23⇒ 3.0
No kickdown or downshift	Kickdown signal	23⇒ 8.0

<sup>1)</sup> Observe Preparation for Test, see 22.