

Stall Speed

Test

CAUTION:

- To prevent transmission damage, do not test stall speed for more than 10 seconds at a time.
- Do not move the shift lever while increasing the engine speed.
- Be sure to remove the pressure gauge before testing stall speed.

1. Engage the parking brake and block all four wheels.
2. Connect the tachometer, and start the engine.
3. Make sure the A/C switch is OFF.
4. After the engine has warmed up to normal operating temperature (the radiator fan comes on), shift into **2** position.
5. Fully depress the brake pedal and accelerator for 6 to 8 seconds, and note engine speed.
6. Allow 2 minutes for cooling, then repeat the test in **1**, **D4** and **R** position.

NOTE:

- Stall speed tests should be used for diagnostic purposes only.
- Stall speed should be the same in **D4**, **2**, **1** and **R** position.

Stall Speed RPM: 1,850 – 2,150 rpm

TROUBLE	PROBABLE CAUSE
Stall rpm high in D4 , 2 , 1 and R position	<ul style="list-style-type: none">• Low fluid level or oil pump output• Clogged ATF strainer• Pressure regulator valve stuck closed• Slipping clutch
Stall rpm high in 1 position	<ul style="list-style-type: none">• Slippage of 1st clutch, 1st-hold clutch or 1st gear one-way clutch
Stall rpm high in 2 position	<ul style="list-style-type: none">• Slippage of 2nd clutch, 1st-hold clutch or 2nd gear one-way clutch
Stall rpm high in D4 position	<ul style="list-style-type: none">• Slippage of 1st clutch, 2nd clutch, 1st gear one-way clutch or 2nd gear one-way clutch
Stall rpm high in R position	<ul style="list-style-type: none">• Slippage of reverse clutch
Stall rpm low in D4 , 2 , 1 and R position	<ul style="list-style-type: none">• Engine output low• Torque converter one-way clutch slipping