

Road Test

NOTE: Warm up the engine to normal operating temperature (the radiator fan comes on).

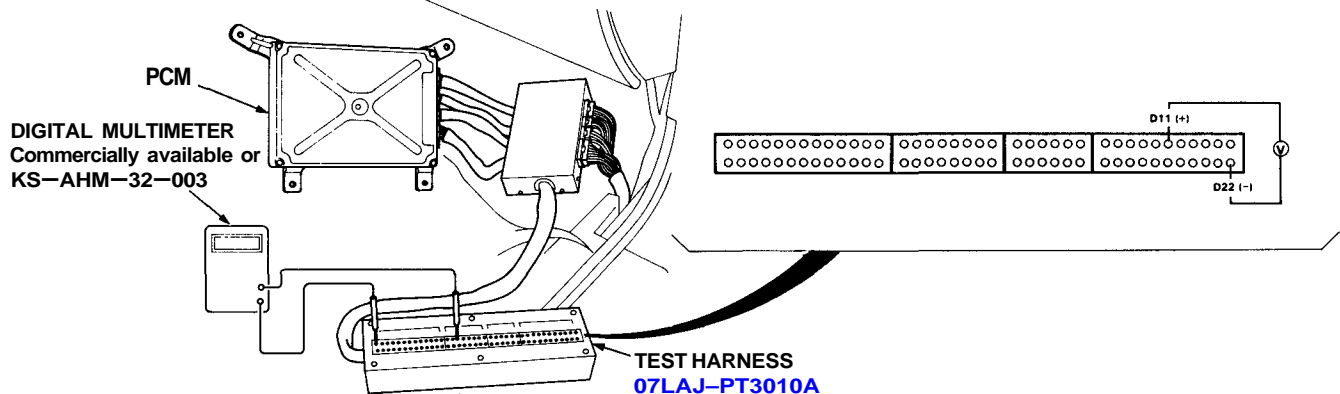
1. Apply parking brake and block the wheels. Start the engine, then move the selector lever to **D₄** position while depressing the brake pedal. Depress the accelerator pedal, and release it suddenly. Engine should not stall.
2. Repeat same test in **D₃** position.
3. Shift the selector lever to **D₄** position and check that the shift points occur at approximate speeds shown. Also check for abnormal noise and clutch slippage.

NOTE: Throttle position sensor voltage represents the throttle opening.

- 2. Connect the Test Harness between the PCM and connector (see [section 11](#)).
- 3. Set the digital multimeter to check voltage between D11 (+) terminal and D22 (–) terminal for the throttle position sensor.

CAUTION:

- All SRS wiring harnesses are covered with yellow outer insulation.
- Before disconnecting any part of the SRS wire harness, install the short connectors (see [section 23](#)).
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.



U.S. L/LS Model: **D₄** position

● Upshift

		1st → 2nd	2nd → 3rd	3rd → 4th	Lock-up Clutch ON
Throttle position sensor voltage: 0.822–0.878 V Coasting down-hill from a stop	mph	9–12	15.5–19	23–27.5	16.5–20
	km/h	15–19	25–30	37–44	27–32
Throttle position sensor voltage: 2.175–2.325 V Acceleration from a stop	mph	20–24	36.5–42	51.5–57.5	71.5–77
	km/h	32–39	59–68	83–93	115–124
Full-throttle Acceleration from a stop	mph	36.5–42	65–73.5	92.5–103.5	95–106
	km/h	59–68	105–118	149–167	153–171

● Downshift

		Lock-up Clutch OFF	4th → 3rd	3rd → 2nd	2nd → 1st
Throttle position sensor voltage: 0.822–0.878 V Coasting or braking to a stop	mph	15.5–19	17.5–21	—	5.5–9 (3rd → 1st)
	km/h	25–30	28–34	—	9–14 (3rd → 1st)
Throttle position sensor voltage: 2.175–2.325 V When car is slowed by increased grade, wind, etc.	mph	58.5–64	—	—	—
	km/h	94–103	—	—	—
Full-throttle When car is slowed by increased grade, wind, etc.	mph	90–100.5	85–95.5	54–61	24.5–30
	km/h	145–162	138–154	87–98	39–48



U.S. GS Model: **D₄** position

● Upshift

		1st→2nd	2nd→3rd	3rd→4th	Lock-up Clutch On
Throttle position sensor voltage: 0.822–0.878 V Coasting down-hill from a stop	mph	9–12	15.5–19	23–27.5	16.5–20
	km/h	15–19	25–30	37–44	27–32
Throttle position sensor voltage: 2.175–2.325 V Acceleration from a stop	mph	23.5–27.5	41–46.5	58–64	72–77.5
	km/h	38–44	66–75	93–103	115–124
Full-throttle Acceleration from a stop	mph	35.5–41	64.5–73	94.5–105.5	97–108
	km/h	57–66	104–117	152–169	155–173

● Downshift

		Lock-up Clutch OFF	4th→3rd	3rd→2nd	2nd→1st
Throttle position sensor voltage: 0.822–0.878 V Coasting or braking to a stop	mph	15.5–19	17.5–21	—	5.5–9 (3rd→1st)
	km/h	25–30	28–34	—	9–14 (3rd→1st)
Throttle position sensor voltage: 2.175–2.325 V When car is slowed by increased grade, wind, etc.	mph	57–62.5	—	—	—
	km/h	91–100	—	—	—
Full-throttle When car is slowed by increased grade, wind, etc.	mph	92–102.5	86.5–97	54.5–61.5	24.5–30
	km/h	147–164	139–155	88–99	39–48

CANADA Model: **D₄** position

● Upshift

		1st→2nd	2nd→3rd	3rd→4th	Lock-up Clutch On
Throttle position sensor voltage: 0.822–0.878 V Coasting down-hill from a stop	km/h	15–19	25–30	37–44	27–32
	mph	9–12	15.5–19	23–27.5	16.5–20
Throttle position sensor voltage: 2.175–2.325 V Acceleration from a stop	km/h	34–40	61–70	88–97	115–124
	mph	21–25	38–43.5	54.5–60.5	71.5–77
Full-throttle Acceleration from a stop	km/h	61–70	109–122	155–173	159–177
	mph	38–43.5	67.5–76	96.5–107.5	99–110

● Downshift

		Lock-up Clutch OFF	4th→3rd	3rd→2nd	2nd→1st
Throttle position sensor voltage: 0.822–0.878 V Coasting or braking to a stop	km/h	25–30	28–34	—	9–14 (3rd→1st)
	mph	15.5–19	17.5–21	—	5.5–9 (3rd→1st)
Throttle position sensor voltage: 2.175–2.325 V When car is slowed by increased grade, wind, etc.	km/h	94–103	—	—	—
	mph	58.5–64	—	—	—
Full-throttle When car is slowed by increased grade, wind, etc.	km/h	151–168	142–159	92–103	42–51
	mph	94–104.5	88.5–99	57–64	26–31.5

4. Accelerate to about 35 mph (57 km/h) so the transmission is in 4th, then shift **D₄** to **2**. The car should immediately begin slowing down from engine braking.

CAUTION: Do not shift from **D₄** or **D₃** to **2** or **1** at speeds over 62 mph (100 km/h); you may damage the transmission.

5. Check for abnormal noise and clutch slippage in the following position.

1 (1st Gear) Position

- 1. Accelerate from a stop at full throttle. Check that there is no abnormal noise or clutch slippage.
- 2. Upshifts should not occur with the selector in this position.

2 (2nd Gear) Position

- 1. Accelerate from a stop at full throttle. Check that there is no abnormal noise or clutch slippage.
- 2. Upshifts and downshifts should not occur with the selector in this position.

R (Reverse) Position

Accelerate from a stop at full throttle, and check for abnormal noise and clutch slippage.

6. Test in **P** (Parking) Position

Park car on slope (approx. 16°), apply the parking brake, and shift into **P** position. Release the brake; the car should not move.