

Dedicated Harness:

13X201
13X202
13X204

| SOLENOID TEST: (Engine off) | | | | |
|------------------------------------|-----------------------|----------------|---------------------------|---------------------|
| Solenoid | TranX Setting | Output Channel | Current Cold-Hot | Resistance Cold-Hot |
| Shift Solenoid A | Gear 1 | 1 | 0.7 - 0.3 | 18 - 44 Ω |
| Shift Solenoid B | Gear 2 | 2 | 0.7 - 0.3 | 18 - 44 Ω |
| Lock-Up | Gear 5 | 5 | 1.1 - 0.5 | 9 - 22 Ω |
| Timing | Gear 6 | 6 | 0.7 - 0.3 | 18 - 44 Ω |
| EPC Solenoid | Gear 7 select duty | 7 | 2.5 - 1.0 (@ 50% duty) | 2.3 - 5.5 Ω |

CAUTION:
 Always come to a COMPLETE STOP & TURN ENGINE OFF before changing test modes

| SHIFT/MONITOR TEST | | | | | |
|---------------------------|------------------|------------------|---------|---------------------|--------------|
| GEAR | Shift Solenoid A | Shift Solenoid B | Lock-Up | Timing (Function 3) | EPC (pulsed) |
| 1st | ON | ON | ON/OFF | ON/OFF | Select Duty |
| 2nd | OFF | ON | ON/OFF | ON/OFF | Select Duty |
| 3rd | OFF | OFF | ON/OFF | ON/OFF | Select Duty |
| 4th | ON | OFF | ON/OFF | ON | Select Duty |

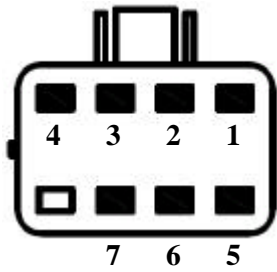
Notes:

- ◆ **Timing** is normally activated in **4th gear**. If used in lower gears, shifts may be harsh.
- ◆ **Lock Up** is normally activated in 3rd and 4th Gears.
- ◆ See other side for **connector diagram**.
- ◆ Polarity = Common **Negative**

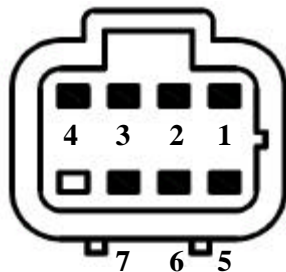
Transmission: **Nissan/Jatco RE4 (non-pulsed Lock-Up)**

CONNECTORS:

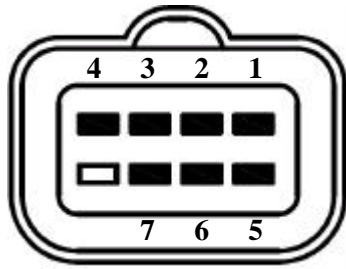
(Looking into harness connectors)



13X002



13X001



13X004

| TOT Sensor | |
|--|-------------|
| Connect Multimeter to Sensor Module Test Points 5 & 6 | |
| Resistance | Temperature |
| 2.5 kΩ | 68° F |
| Voltage | Temperature |
| 1.56 V | 68° F |
| 0.45 V | 176° F |

COMMENTS :

The Temperature Sensor is a thermistor, which changes resistance in relation to the temperature of the transmission fluid. Resistance check should be made with ignition off and transmission disconnected from ECU. Voltage check should be made with ignition on and ECU connected to transmission.

| Wiring Chart | | | | |
|---------------------------|-------------------------|------------------|----------------------------|-----------------------|
| Case Connector Pin Number | TranX 2000 Harness Wire | Vehicle Function | TranX 2000 Output Location | TranX 2000 25 Way Pin |
| 1 | Green | Solenoid B | Channel 2 | 8 |
| 2 | Blue | Solenoid A | Channel 1 | 7 |
| 3 | Brown | Timing Solenoid | Channel 5 | 4 |
| 4 | Yellow | EPC | Channel 7 | 1 |
| 5 | Purple | Lockup Solenoid | Channel 6 | 3 |
| 6 | Red/Blue Stripe | TOT Sensor | Sensor 5 Test Point | 19 |
| 7 | White/Red Stripe | TOT Sensor | Sensor 6 Test Point | 20 |
| 8 | OPEN | OPEN | N/A | N/A |