

DEDICATED HARNESS SET:

09X203

SOLENOID TEST: (Engine off)				
Solenoid	TranX Setting	Output Channel	Current Cold-Hot	Resistance Cold-Hot
Solenoid A (1-2/3-4)	Gear 1	1	0.9 - 0.5	14 - 22 Ω
Solenoid B (2-3)	Gear 2	2	0.9 - 0.5	14 - 22 Ω
Lock-Up	Gear 5	5	0.9 - 0.5	14 - 22 Ω
Band Apply	Gear 6	6	2.0 - 0.5	6 - 20 Ω
EPC (pulsed)	Gear 7	7	0.0 - 2.0 select duty	2 - 6 Ω

CAUTION:

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

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

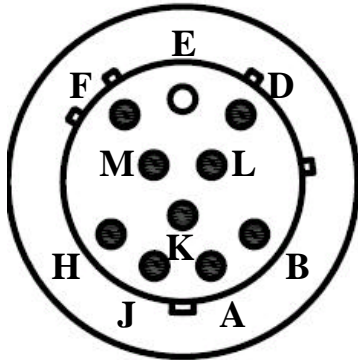
Notes:

- ◆ **Lock Up** is normally activated in 2nd, 3rd and 4th Gears.
- ◆ Band Apply smoothes shift to 2nd and 3rd gears. Without engaging prior to shift, shift will be harsh.
- ◆ Polarity = Common **Positive**

Transmission: **BMW 4L30E (GM)**

CONNECTOR:

(Looking into harness connector)



TOT Sensor	
Connect Multimeter to Sensor Module Test Points 5 & 6	
Resistance	Temperature
700 kΩ	0° F
25 kΩ	75° F
400 Ω	300° F

COMMENTS :

The Temperature Sensor is a thermistor, which changes resistance in relation to the temperature of the transmission fluid. As fluid temperature increases, thermistor resistance decreases.

Wiring Chart				
Case Connector Pin Number	TranX 2000 Harness Wire	Vehicle Function	TranX 2000 Output Location	TranX 2000 25 Way Pin
B	Red	+12V to Solenoids		12
A	Violet	Lockup Solenoid	Channel 5	3
J	Brown	Band Apply Solenoid	Channel 6	4
H	Blue	Shift Solenoid B	Channel 1	7
K	Black	+12V to Solenoids		13
L	Orange	TOT Sensor	Sensor 5 Test Point	19
M	White	TOT Sensor Return	Sensor 6 Test Point	20
D	Yellow	EPC Solenoid	Channel 7	1
F	Green	Shift Solenoid B	Channel 2	8