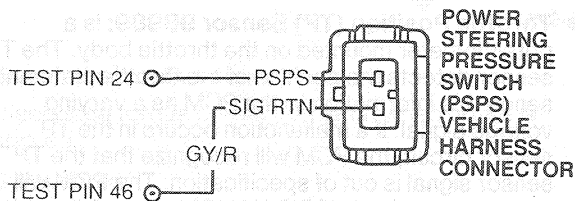
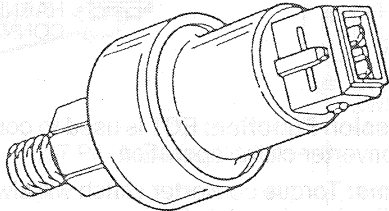


DESCRIPTION AND OPERATION (Continued)

- **Power Steering Pressure (PSP) Switch 3N824:** Is used on certain applications to signal the powertrain control module (PCM) when the power steering pressure exceeds a specific limit. Then PCM will adjust idle speed to compensate for this added load on the engine. For transaxle, this increase in engine rpm increases EPC pressure to the transaxle.



(TEST PIN 2 FOR 3.0L SHO-TEST
PIN 28 FOR 2.5L AXODE, 3.0L AXODE,
3.8L AXODE, 4.6L AOD)

D10633-A

Transmission Function:

Used as an input to the PCM to assist in determining proper EPC pressure during increased engine loads.

Symptoms:

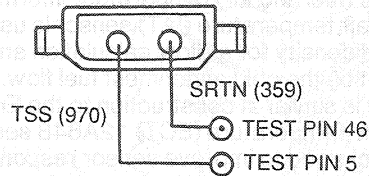
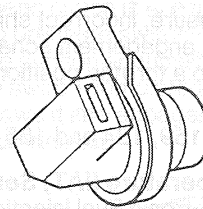
Failed ON—EPC slightly high, firm engagements, firm shifts, harsh coastdown shifts.

Failed OFF—EPC pressure slightly low during increased loading of the vehicle power steering.

DTC's: 519, 521

- **Transmission Speed Sensor (TSS) 7M101:** Is a magnetic pickup that sends a signal to the powertrain control module (PCM) that indicates transaxle turbine shaft input speed.

DESCRIPTION AND OPERATION (Continued)



D10634-A

Transmission Function:

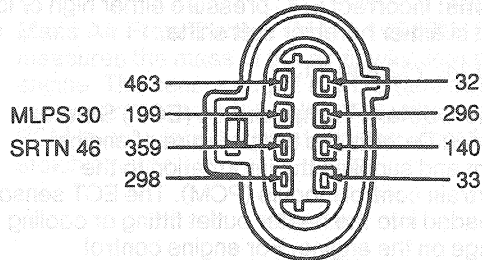
Provides converter turbine speed information for torque converter clutch (TCC) strategy. Also used in determining static pressure settings.

Symptoms:

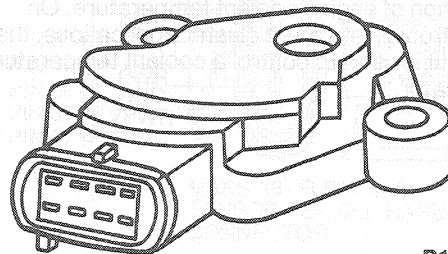
Increased engine rpm on engagements, harsh shifts (converter engaged).

DTC: 639

- **Manual Lever Position (MLP) 7A247:** The powertrain control module (PCM) sends a voltage signal to the manual lever position (MLP) sensor. The MLP sensor incorporates a series of step-down resistors which act as a voltage divider. The PCM monitors this voltage which corresponds to the position of the manual lever. The MLP is located on the outside of the transaxle at the manual lever.



VEHICLE HARNESS CONNECTOR



D10635-A

Transmission Function:

Determine desired gear and EPC pressure.