

DESCRIPTION AND OPERATION (Continued)

SOLENOID APPLICATION CHART — AXODE (AX4S)

GEAR SELECTOR POSITION	POWERTRAIN CONTROL MODULE (PCM) COMMANDED GEAR	AXODE (AX4S) SOLENOIDS			
		ENG BRAKE	SS1	SS2	SS3
P/R/N	P/R/N	NO	OFF ^a	ON ^a	OFF
OD	1	NO	OFF	ON	OFF
OD	2	YES	ON	ON	OFF
OD	3	NO	OFF	OFF	ON
OD	4	YES	ON	OFF	ON
D or 3rd w/ OD OFF (SHO)					
1	1	NO	OFF	ON	OFF
2	2	YES	ON	ON	OFF
3	3	YES	OFF	OFF	OFF
SHO ONLY MANUAL	2	YES	ON	ON	OFF
2 ^b	3 ^b	YES	OFF	OFF	OFF
MANUAL 1	1	YES	OFF	ON	OFF
1 ^b	2	YES	OFF	OFF	OFF
1	3	c	c	c	c
1	4	c	c	c	c

- a Not contributing to powerflow.
- b When a manual pull-in occurs above a calibrated speed the transaxle will downshift from the higher gear until the vehicle speed drops below this calibrated speed.
- c Not allowed by hydraulics.

Shift Solenoid Failure "ALWAYS OFF"

Failed OFF due to PCM and/or vehicle wiring concerns, and/or solenoid electrically stuck off and/or hydraulically stuck off.

SS1 ALWAYS OFF	GEAR SELECTOR POSITION			
	OD	D or 3rd w/OD OFF (SHO)	2 SHO	1
PCM GEAR COMMANDED	ACTUAL GEAR OBTAINED			
1	1	1	1	1
2	1	1	1	1
3	3	3	3	1
4	3			

SS2 ALWAYS OFF	GEAR SELECTOR POSITION			
	OD	D or 3rd w/OD OFF (SHO)	2 SHO	1
PCM GEAR COMMANDED	ACTUAL GEAR OBTAINED			
1	3	3	3	2
2	2	2	2	2
3	3	3	3	
4	4			

SS3 ALWAYS OFF	GEAR SELECTOR POSITION			
	OD	D or 3rd w/OD OFF (SHO)	2 SHO	1
PCM GEAR COMMANDED	ACTUAL GEAR OBTAINED			
1	1	1	1	1
2	2	2	2	2
3	3	3	3	
4	2			

Shift Solenoid Failure "ALWAYS ON"

Failed ON due to PCM and/or vehicle wiring concerns; solenoid electrically or mechanically stuck on.

SS1 ALWAYS ON	GEAR SELECTOR POSITION			
	OD	D or 3rd w/OD OFF (SHO)	2 SHO	1
PCM GEAR COMMANDED	ACTUAL GEAR OBTAINED			
1	2	2	2	2
2	2	2	2	2
3	4	2		
4	4			