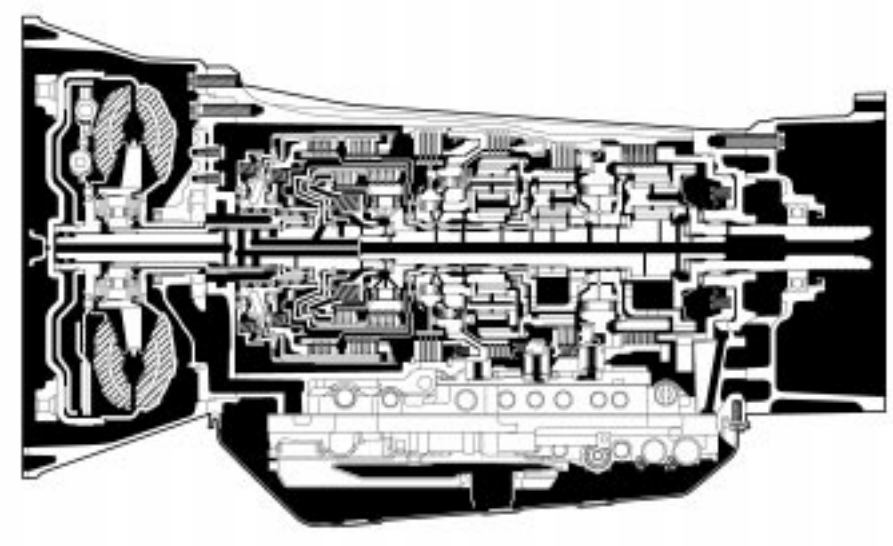
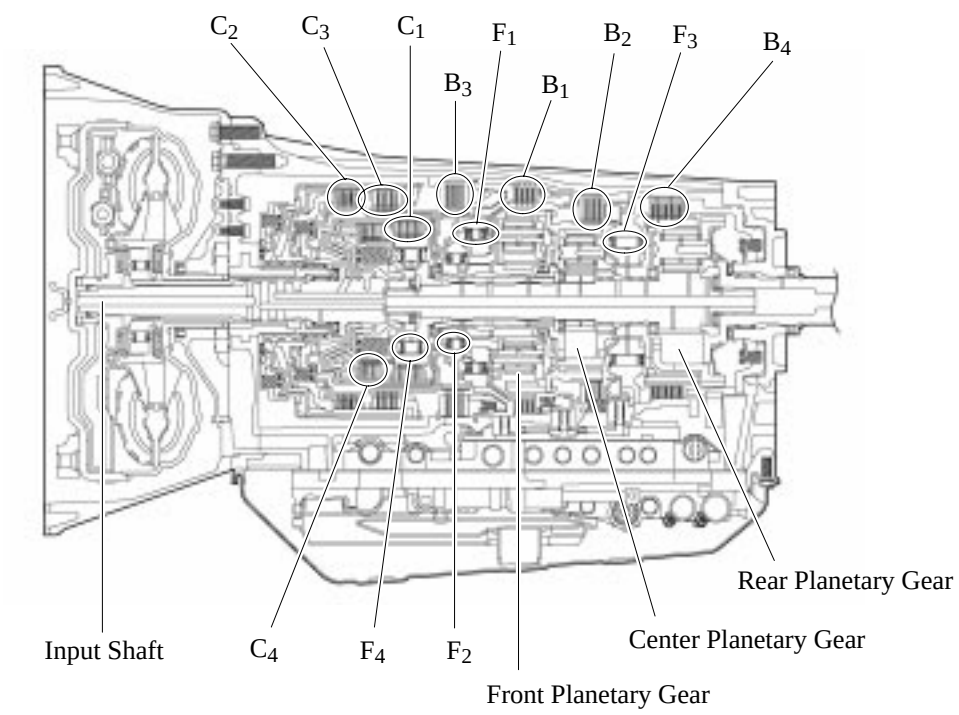


AB60F (For 4WD) 04E1CH02Z

▶SPECIFICATIONS

Engine Type		3UR-FE	
Transmission Type		**AB60E**	**AB60F**
Gear Ratio	1st	3.333	↔
	2nd	1.960	↔
	3rd	1.353	↔
	4th	1.000	↔
	5th	0.728	↔
	6th	0.588	↔
	Reverse	3.061	↔
Fluid Type		Toyota Genuine ATF WS	↔
Fluid Capacity Liters (US qts, Imp. qts)	Without ATF Cooler	10.4 (11.0, 9.2)	↔
	With ATF Cooler	11.0 (11.6, 9.7)	↔
Weight (Reference)* kg (lb)	Without ATF Cooler	107.2 (236.3)	↔
	With ATF Cooler	107.8 (237.7)	↔

*: The figure shown is the weight of the part including the fluid.



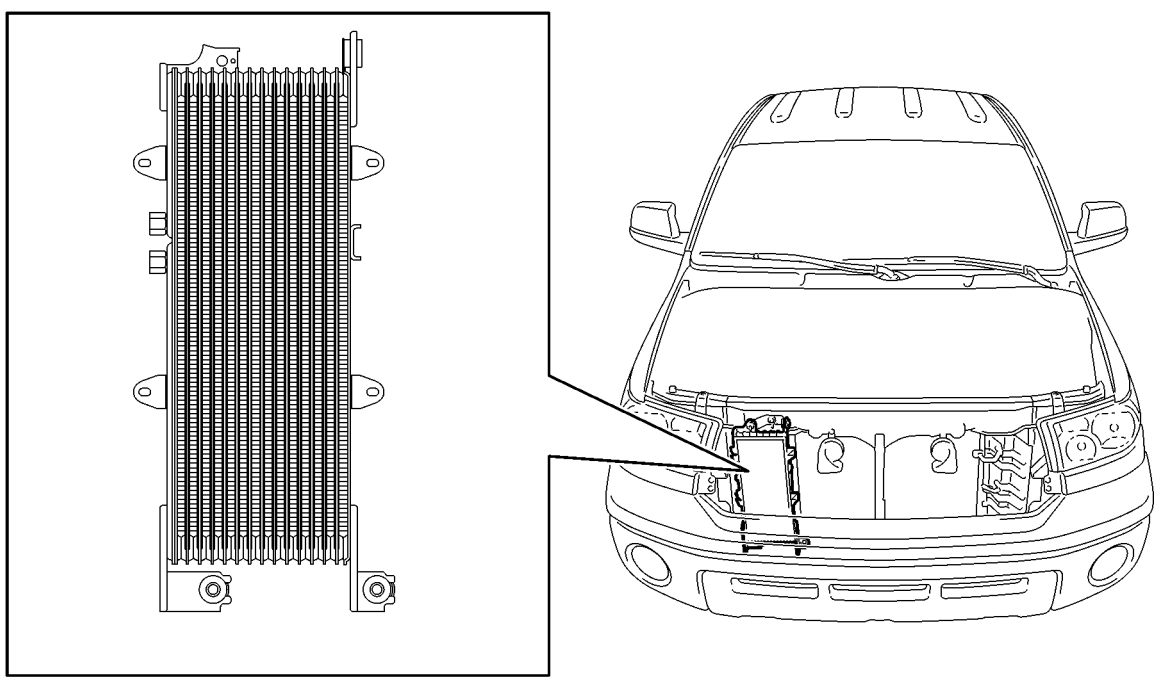
04E1CH04Z

Engine Type				3UR-FE
Transmission Type				AB60E, AB60F
C_1	No.1 Clutch	The No. of Discs		6
C_2	No.2 Clutch			5
C_3	No.3 Clutch			5
C_4	No.4 Clutch			4
B_1	No.1 Brake			4
B_2	No.2 Brake			4
B_3	No.3 Brake			4
B_4	No.4 Brake			7
F_1	No.1 One-way Clutch	The No. of Sprags		30
F_2	No.2 One-way Clutch			25
F_3	No.3 One-way Clutch			33
F_4	No.4 One-way Clutch			28
Front Planetary Gear		The No. of Sun Gear Teeth		42
		The No. of Pinion Gear Teeth	Inner	19
			Outer	18
		The No. of Ring Gear Teeth		90
Center Planetary Gear		The No. of Sun Gear Teeth		30
		The No. of Pinion Gear Teeth		20
		The No. of Ring Gear Teeth		70
Rear Planetary Gear		The No. of Sun Gear Teeth		30
		The No. of Pinion Gear Teeth		20
		The No. of Ring Gear Teeth		70

●ATF COOLER

An air-cooled type ATF cooler is used to maintain ATF cooling performance under high loads.

ATF Cooler Core

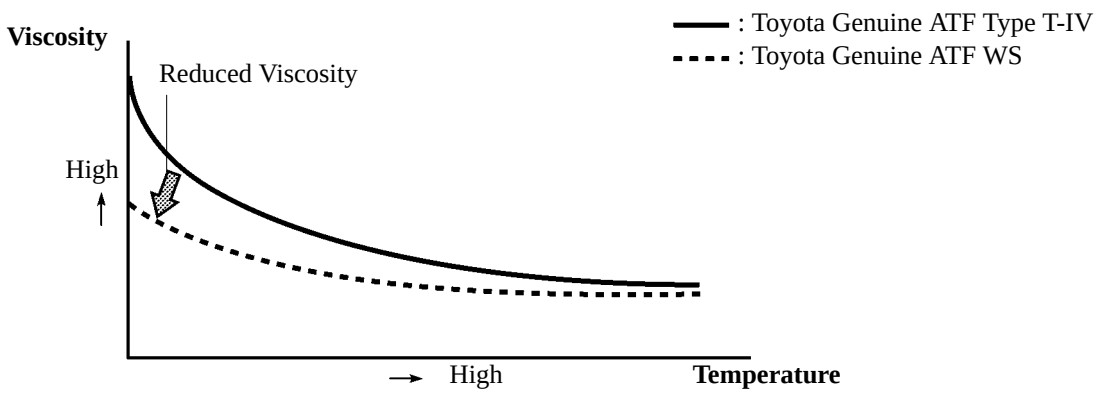


04E0CH55C

●TOYOTA GENUINE ATF WS

▶Toyota genuine ATF WS is used to reduce the resistance of the ATF and improve fuel economy by reducing its viscosity in the practical operating temperature range. At higher-fluid temperatures, the viscosity is the same as that of Toyota genuine ATF Type T-IV, to ensure the durability of the automatic transmission.

▶There is no interchangeability between the Toyota genuine ATF WS and other types of ATF (Toyota Genuine ATF Type T-IV, D-II).



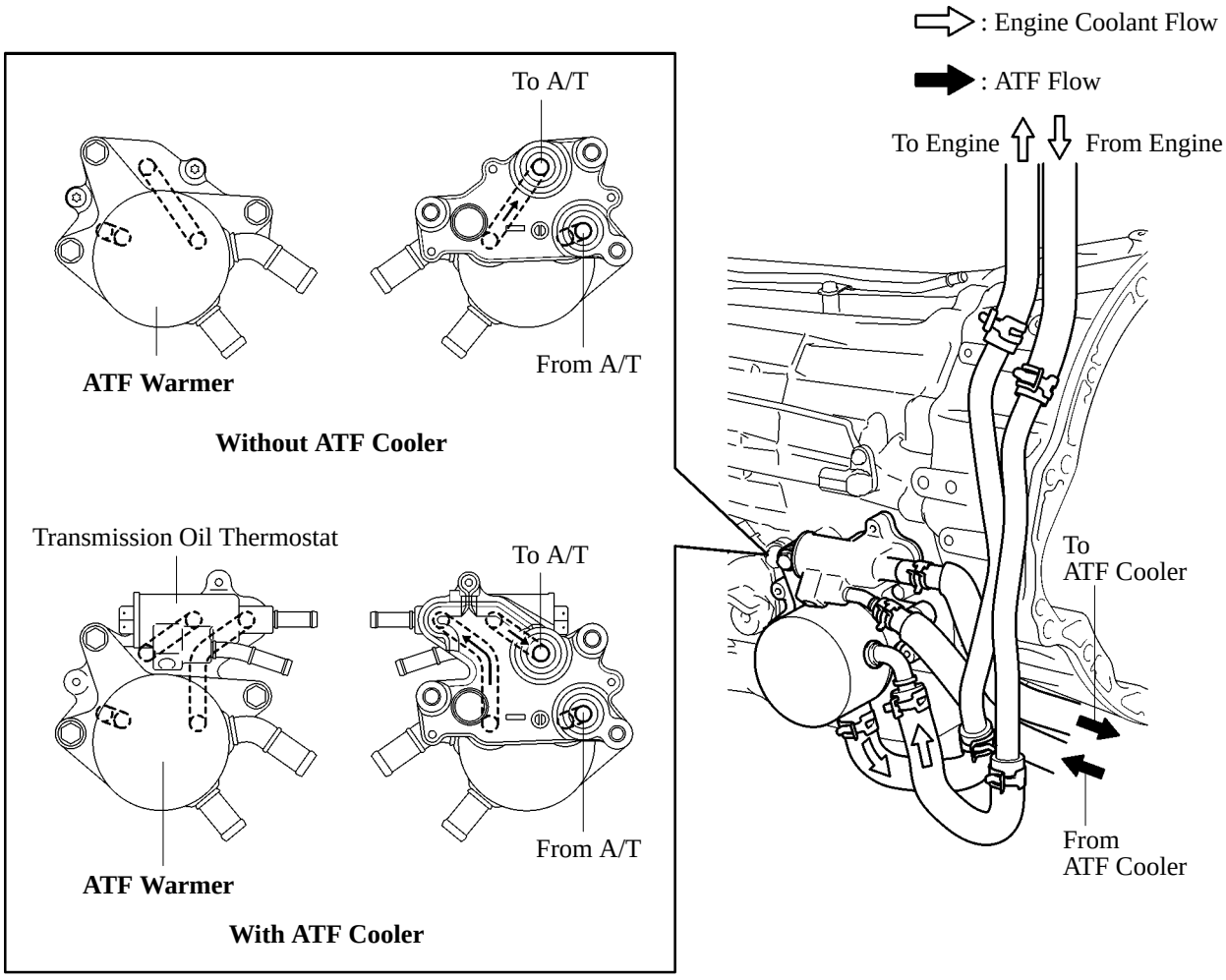
259LSK03

○ATF WARMER

1. General

The ATF warmer uses engine coolant to warm up the ATF quickly and keep the ATF temperature higher (within limits). Consequently, the friction losses of the automatic transmission are quickly reduced, thus improving fuel economy.

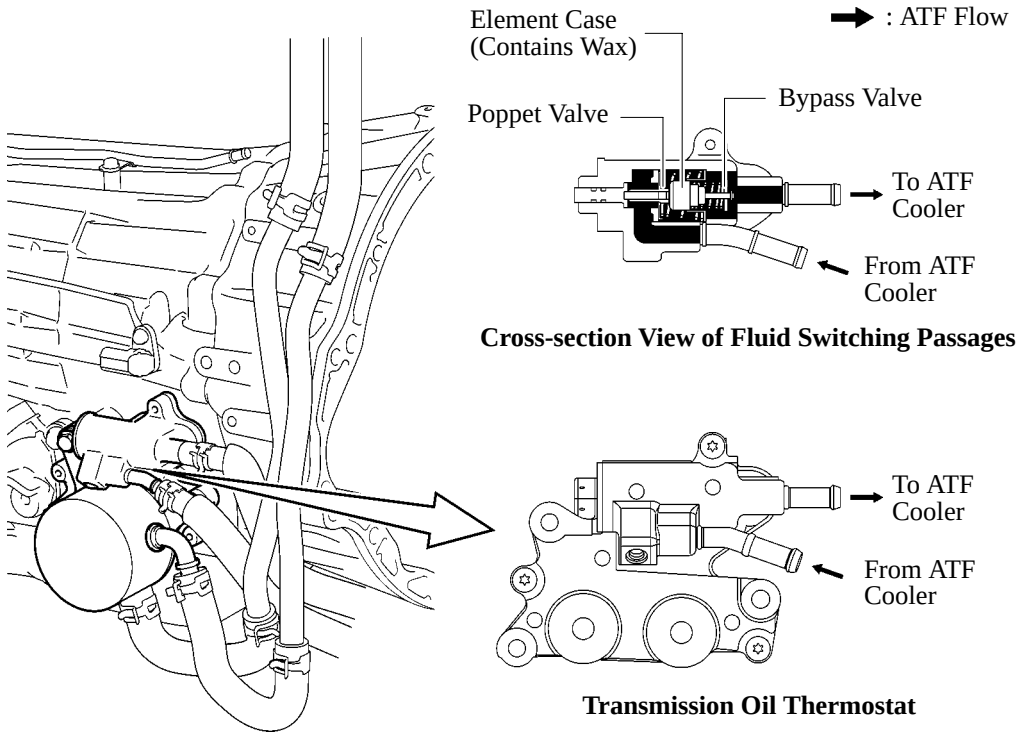
Models equipped with an ATF cooler have a transmission oil thermostat to switch the ATF passages.



04E1CH26C

2. Transmission Oil Thermostat

The transmission oil thermostat consists of the poppet valve, bypass valve and element case (contains wax). When the ATF temperature changes from low to high, the wax will expand to start to open the poppet valve and close the bypass valve, thus switching the ATF passages.

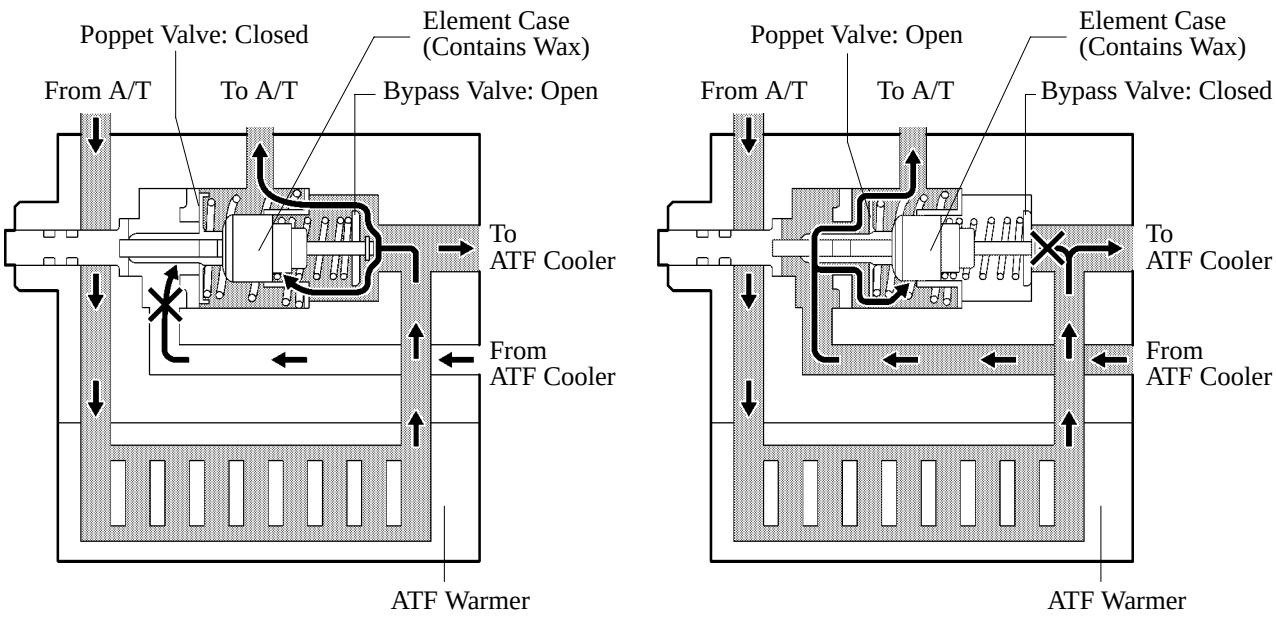


Cross-section View of Fluid Switching Passages

Transmission Oil Thermostat

04E1CH27C

▶ Operation of Transmission Oil Thermostat ●



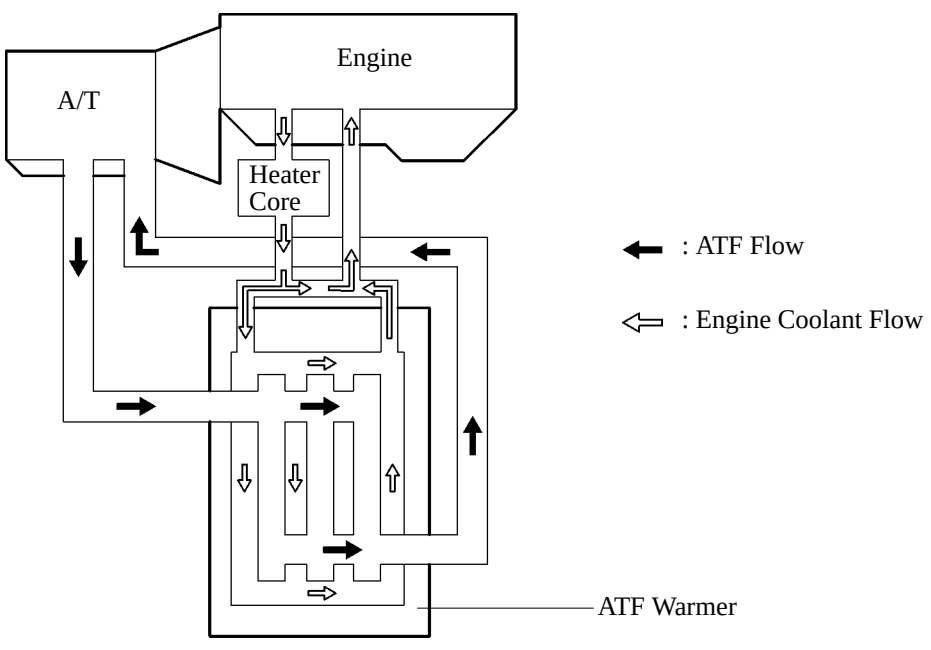
ATF Temperature: Low

ATF Temperature: High

04E1CH23C

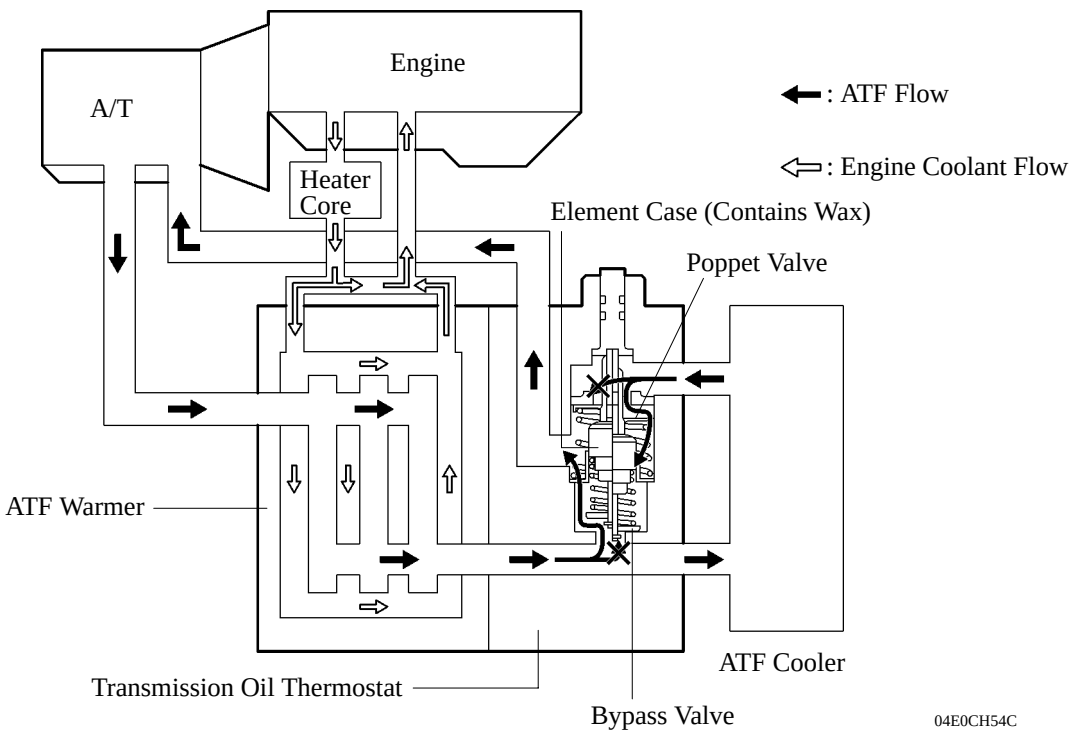
3. ATF and Engine Coolant Circuits

Models without ATF Cooler



Models with ATF Cooler

When the ATF is at a low temperature, it is warmed up by the engine coolant in the ATF warmer. When the ATF is at a high temperature, it flows to the ATF warmer and then to the ATF cooler, thus it is cooled down.

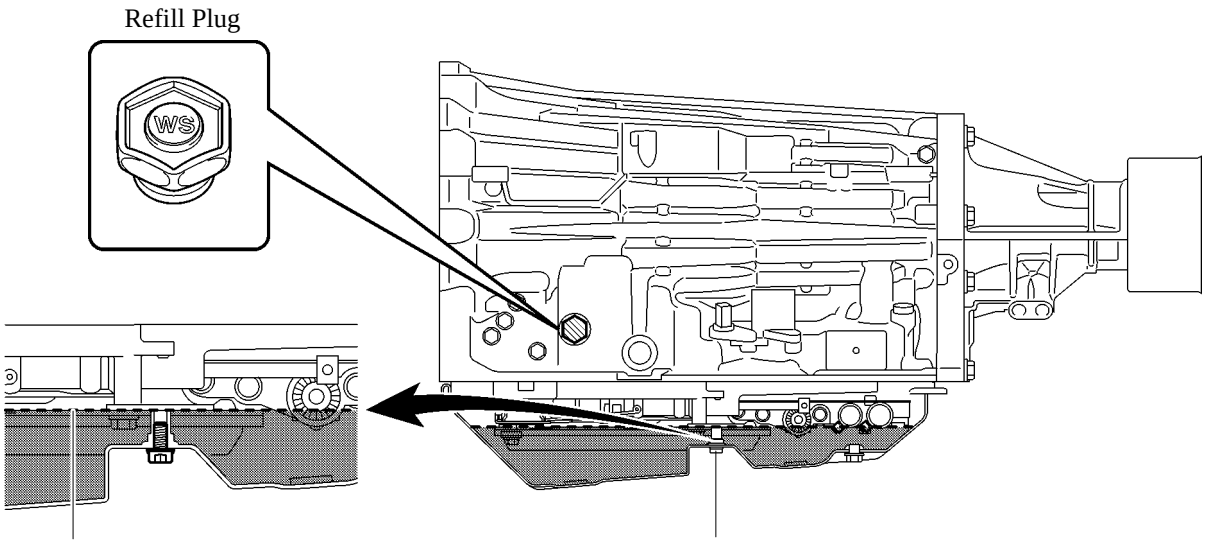


● ATF FILLING PROCEDURE

An ATF filling procedure is used in order to improve the accuracy of the ATF level when the transmission is being repaired or replaced. As a result, the oil filler tube and the oil level gauge used in the conventional automatic transmission have been discontinued, eliminating the need to inspect the fluid level as a part of routine maintenance.

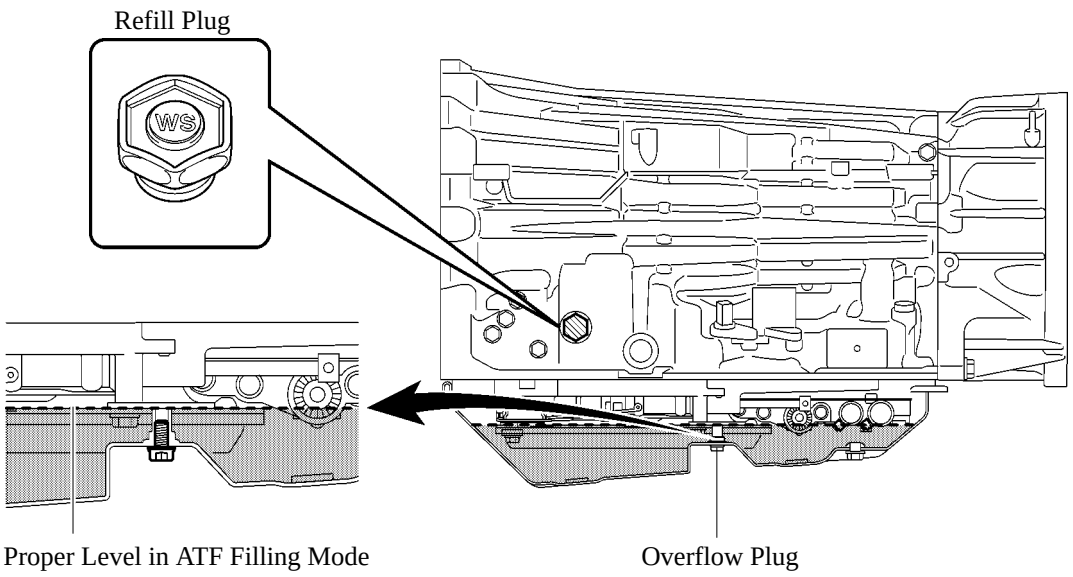
▶ This filling procedure uses a refill plug, overflow plug, ATF temperature sensor No.2, and shift position indicator light “D”.

▶ ATF filling procedures are different for models with an ATF cooler and without an ATF cooler.



04E1CH21C

AB60E Automatic Transmission



AB60F Automatic Transmission

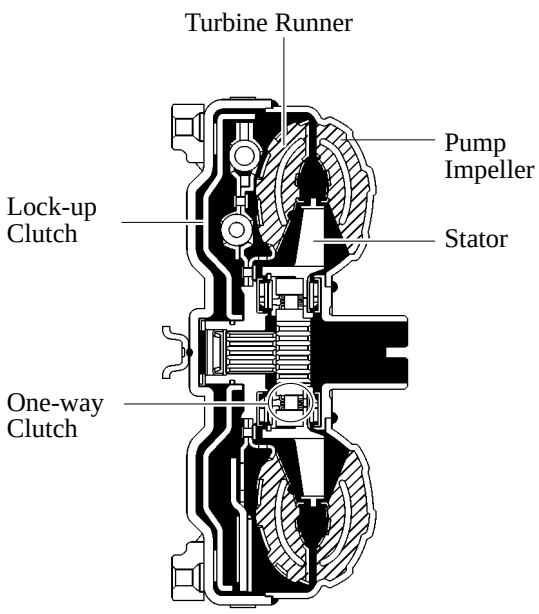
04E1CH22C

TORQUE CONVERTER

A compact, lightweight and high-capacity torque converter is used. The torque converter supports flex lock-up clutch control, thus allowing for improved fuel economy.

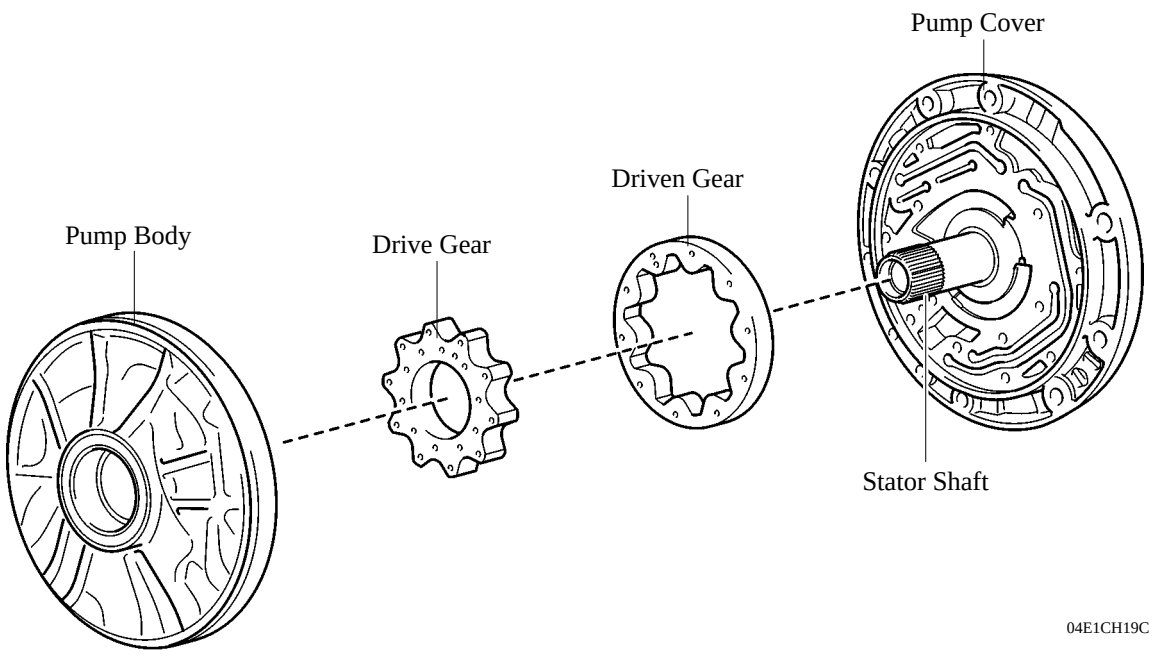
▶ Specifications ●

Engine Type	3UR-FE
Transmission Type	**AB60E, AB60F**
Stall Torque Ratio	1.80
Type	3-Element, 1-Step, 2-Phase



OIL PUMP

The oil pump is driven by the torque converter. It lubricates the planetary gear units and supplies operating fluid pressure for hydraulic control.

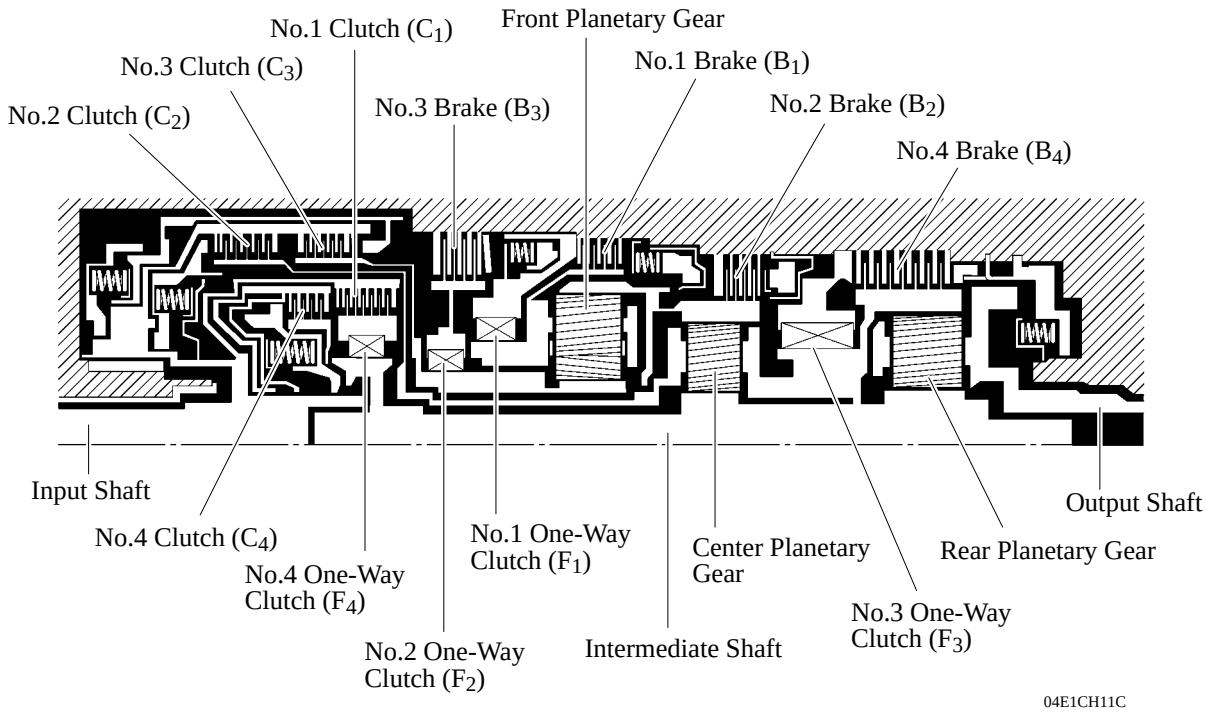


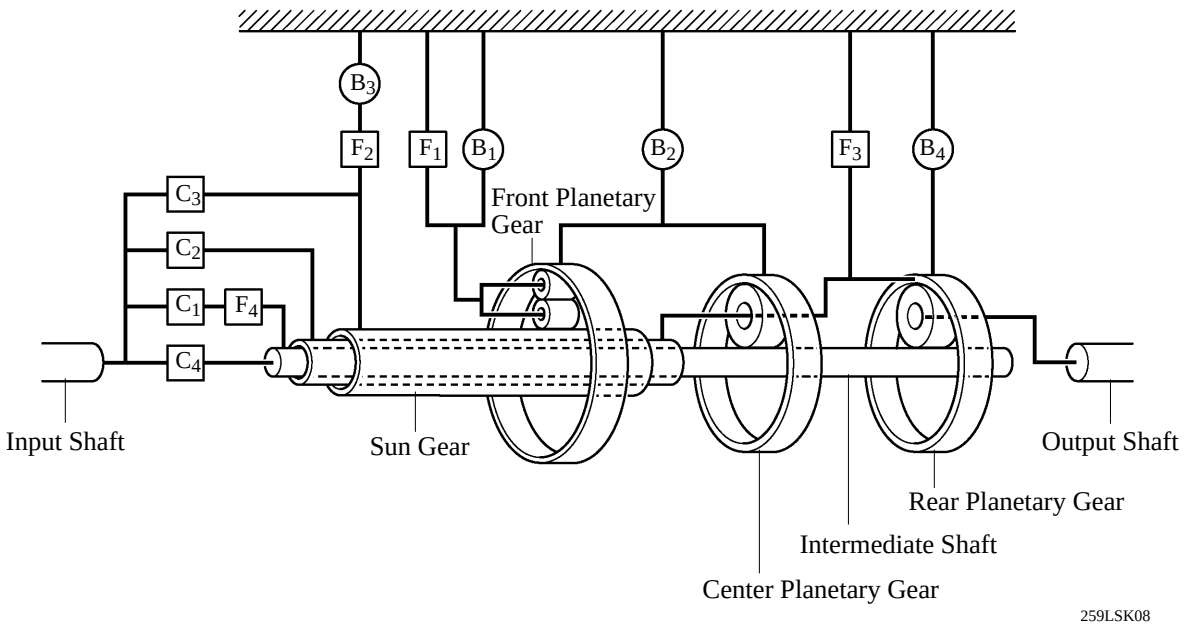
PLANETARY GEAR UNIT

1. Construction

The planetary gear unit consists of three planetary gear units, four clutches, four brakes, and four one-way clutches.

▶ A centrifugal fluid pressure canceling mechanism is used in the C_1, C_2, C_3, and C_4 clutches that are applied when shifting 2nd ↔ 3rd, 3rd ↔ 4th, 4th ↔ 5th, and 5th ↔ 6th. For details, see page CH-59.





2. Function of Components

Component		Function
C_1	No.1 Clutch	Connects the input shaft, F_4 and intermediate shaft.
C_2	No.2 Clutch	Connects the input shaft and center planetary carrier.
C_3	No.3 Clutch	Connects the input shaft and sun gear.
C_4	No.4 Clutch	Connects the input shaft and intermediate shaft.
B_1	No.1 Brake	Prevents the front planetary carrier from turning either clockwise or counterclockwise.
B_2	No.2 Brake	Prevents the front and the center ring gear from turning either clockwise or counterclockwise.
B_3	No.3 Brake	Prevents outer race of F_2 from turning either clockwise or counterclockwise.
B_4	No.4 Brake	Prevents center planetary carrier and the rear ring gear from turning either clockwise or counterclockwise.
F_1	No.1 One-way Clutch	Prevents the front planetary carrier from turning counterclockwise.
F_2	No.2 One-way Clutch	When B_3 is operating, the one-way clutch prevents the front sun gear from turning counterclockwise.
F_3	No.3 One-way Clutch	Prevents the center planetary carrier and the rear ring gear from turning counterclockwise.
F_4	No.4 One-way Clutch	Prevents the intermediate shaft from turning counterclockwise.
Planetary Gears		These gears change the route through which driving force is transmitted, in accordance with the operation of each clutch and brake, in order to increase or reduce the output shaft speed.

3. Transmission Power Flow

General

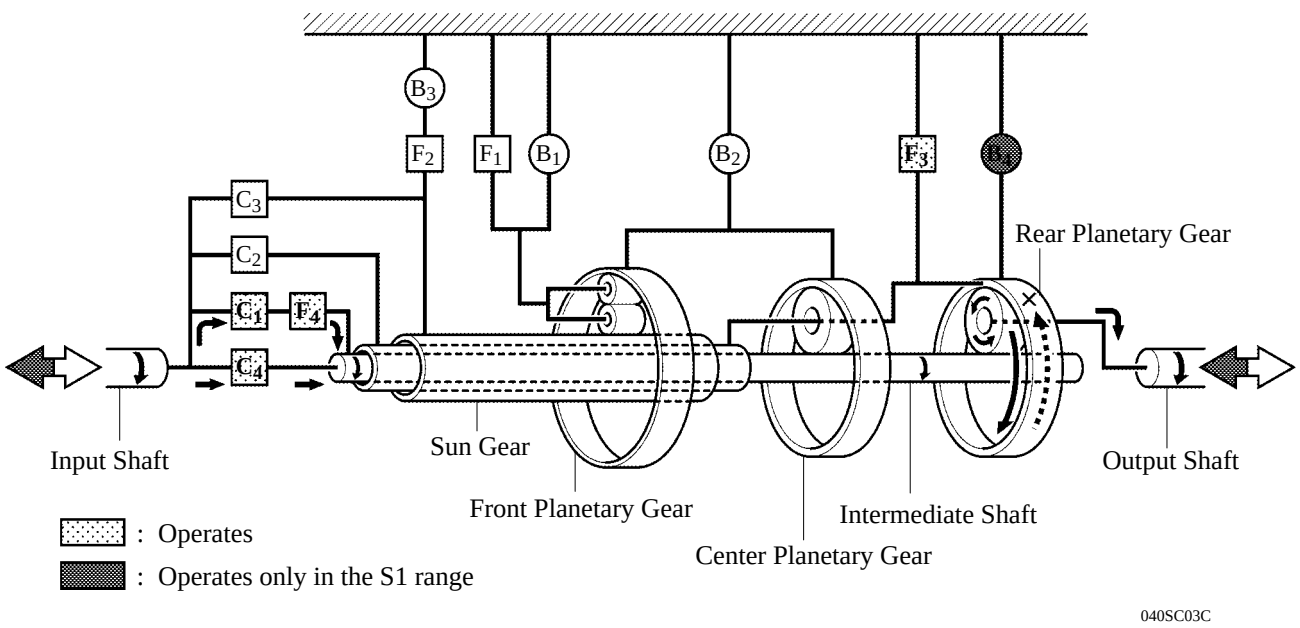
Shift Lever Position		Solenoid Valve								Clutch				Brake				One-way Clutch			
		S1	S2	S3	S4	SR	SL1	SL2	SLU	C_1	C_2	C_3	C_4	B_1	B_2	B_3	B_4	F_1	F_2	F_3	F_4
P			ON	ON		ON		ON													
R*			ON	ON		ON		ON				○		○			○	○			
N			ON	ON		ON		ON													
D, S6	1st		ON	ON		ON		ON		○			○							○	○
	2nd	ON	ON	ON		ON		ON	ON	○			○			○		○	○		○
	3rd	ON		ON		ON		ON	ON	○		○	○			●		○			○
	4th*	ON				ON		ON	ON	○	○	●	○			●					○
	5th*	ON			ON		ON		ON	●	○	○		○		●					
	6th*	ON	ON		ON		ON		ON	●	○			●	○	●					
S5	1st		ON	ON		ON		ON		○			○							○	○
	2nd	ON	ON	ON		ON		ON	ON	○			○			○		○	○		○
	3rd	ON		ON		ON		ON	ON	○		○	○			●		○			○
	4th*	ON				ON		ON	ON	○	○	●	○			●					○
	5th*	ON			ON		ON		ON	●	○	○		○		●					
S4	1st		ON	ON		ON		ON		○			○							○	○
	2nd	ON	ON	ON		ON		ON	ON	○			○			○		○	○		○
	3rd	ON		ON		ON		ON	ON	○		○	○			●		○			○
	4th*	ON				ON		ON	ON	○	○	●	○			●					○
S3	1st		ON	ON		ON		ON		○			○							○	○
	2nd	ON	ON	ON		ON		ON	ON	○			○			○		○	○		○
	3rd*	ON		ON		ON			ON	○		○	○	Δ		●		○			○
S2	1st		ON	ON		ON		ON		○			○							○	○
	2nd*	ON	ON	ON	ON	ON			ON	○			○		Δ	○		○	○		○
S1	1st*		ON	ON		ON				○			○				Δ			○	○

○: Operates

●: Operates but is not related to power transmission

Δ: Operates during engine braking *: Engine Braking occurs

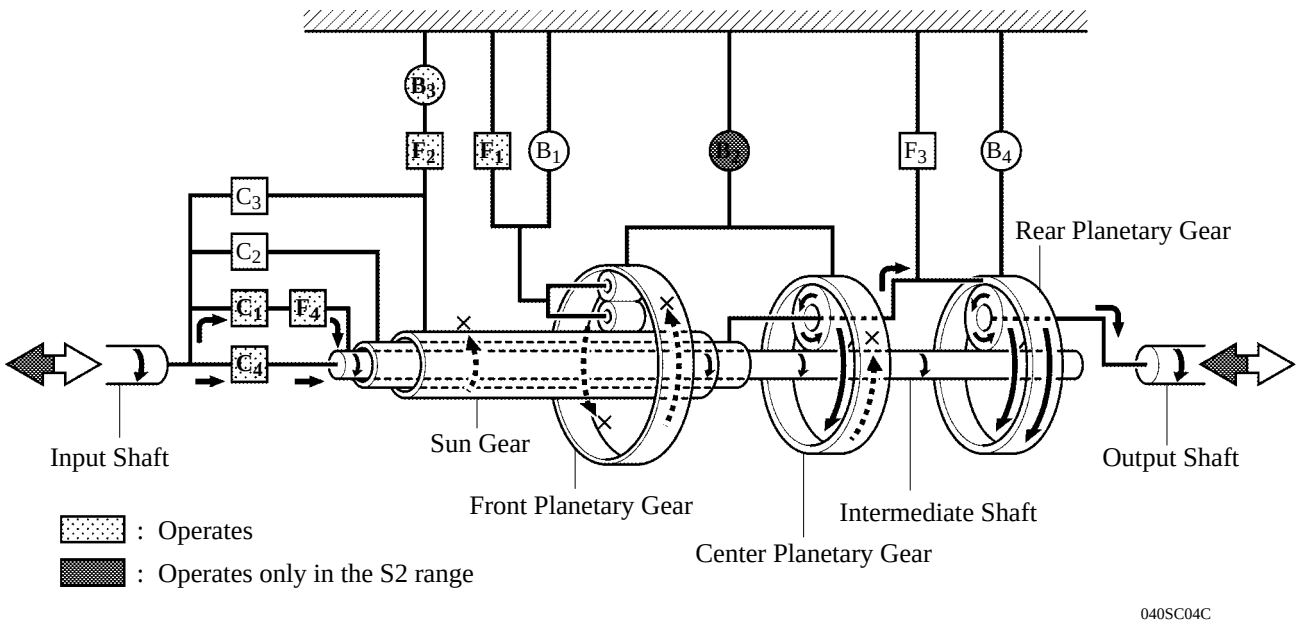
1st Gear (D Position or S Mode)



C_1	C_2	C_3	C_4	B_1	B_2	B_3	B_4	F_1	F_2	F_3	F_4
○			○				Δ			○	○

○: Operates Δ: Operates only in the S1 range

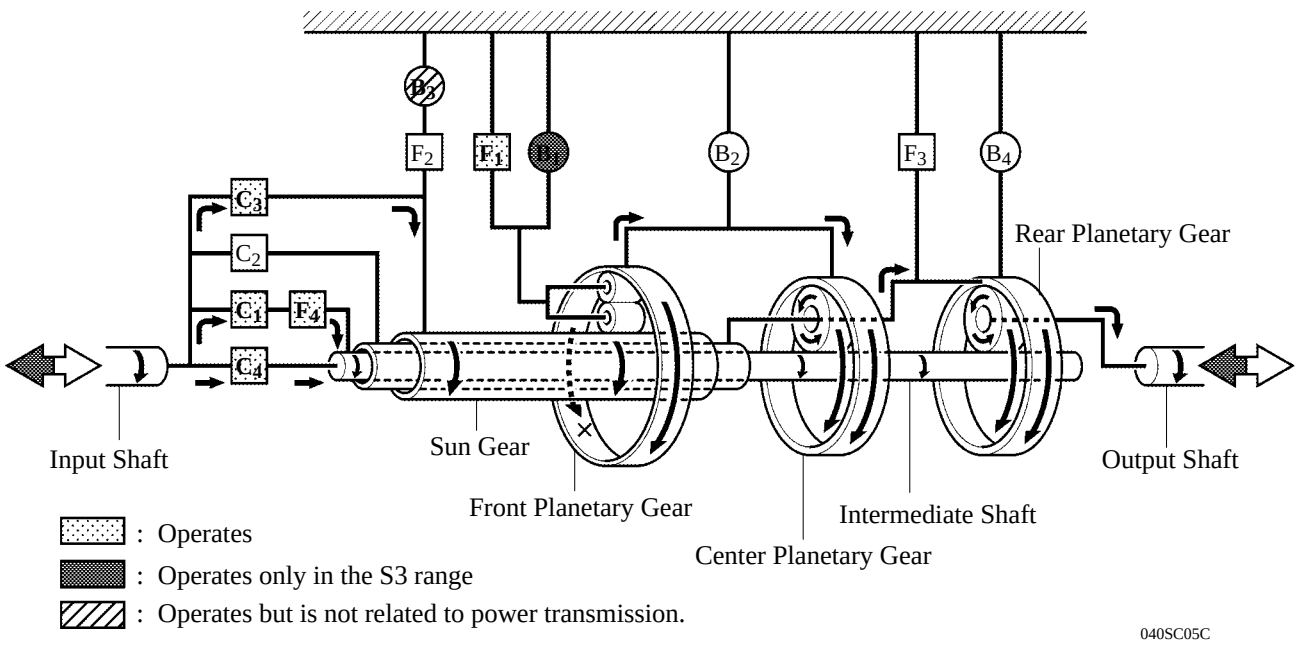
2nd Gear (D Position or S Mode)



C_1	C_2	C_3	C_4	B_1	B_2	B_3	B_4	F_1	F_2	F_3	F_4
○			○		Δ	○		○	○		○

○: Operates Δ: Operates only in the S2 range

3rd Gear (D Position or S Mode)

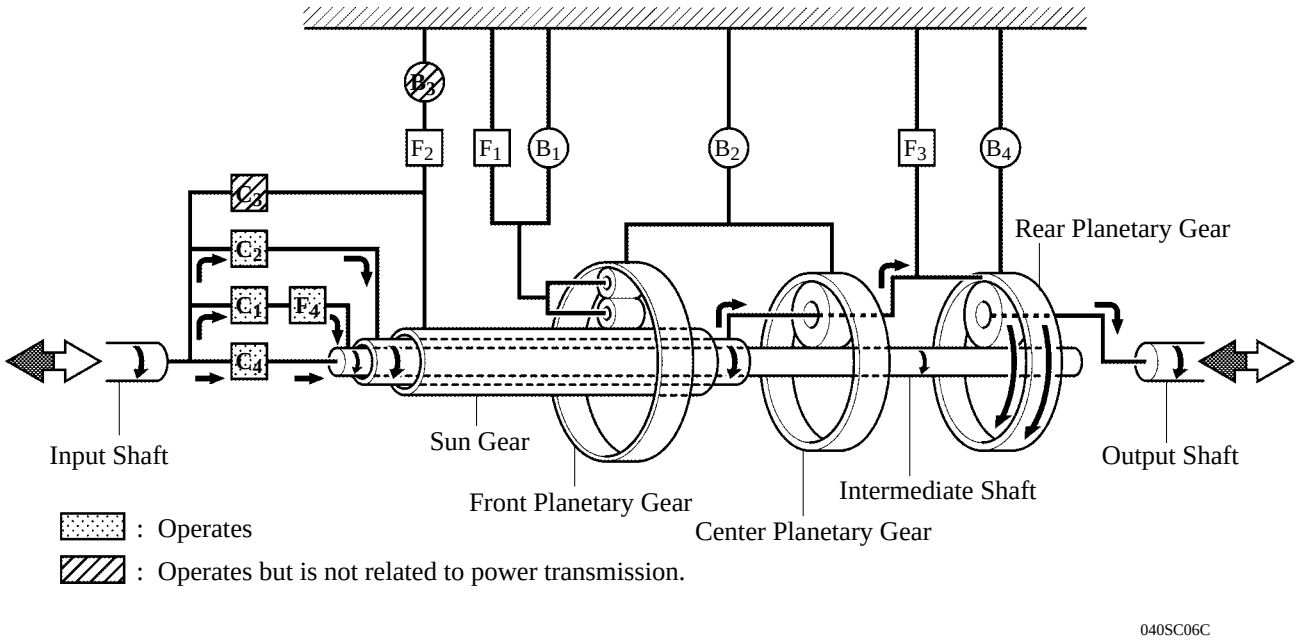


C_1	C_2	C_3	C_4	B_1	B_2	B_3	B_4	F_1	F_2	F_3	F_4
○		○	○	Δ		●		○			○

○: Operates Δ:Operates only in the S3 range

●: Operates but is not related to power transmission

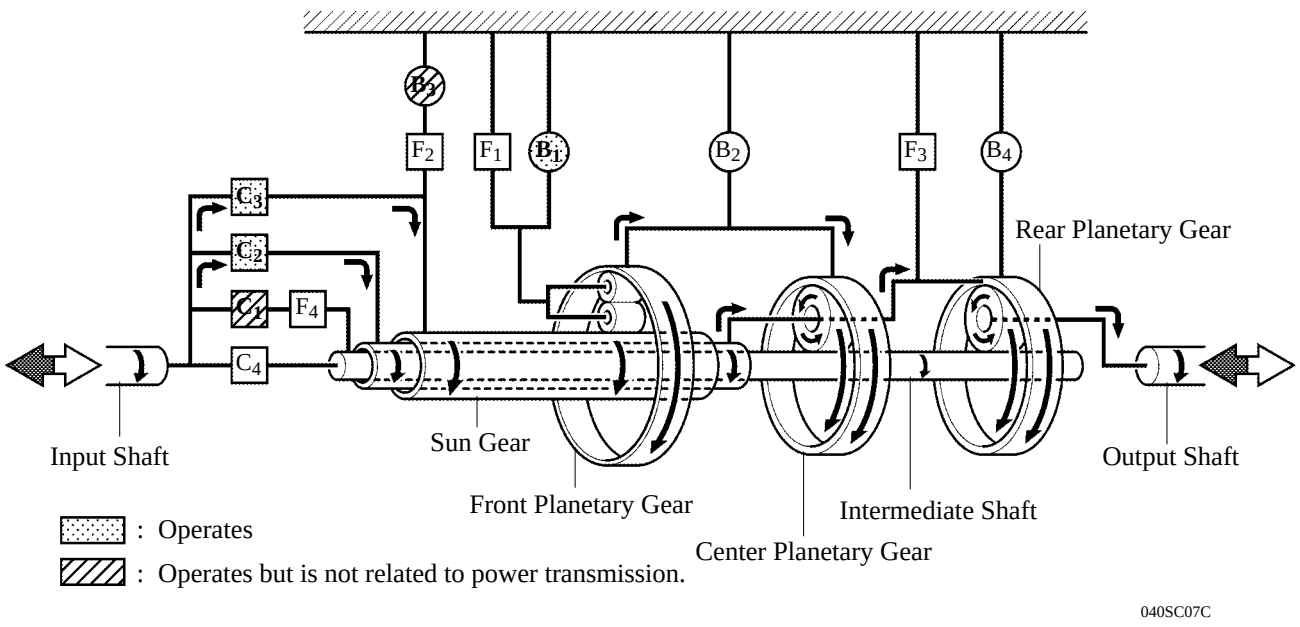
4th Gear (D Position or S Mode)



C_1	C_2	C_3	C_4	B_1	B_2	B_3	B_4	F_1	F_2	F_3	F_4
○	○	●	○			●					○

○: Operates ●: Operates but is not related to power transmission

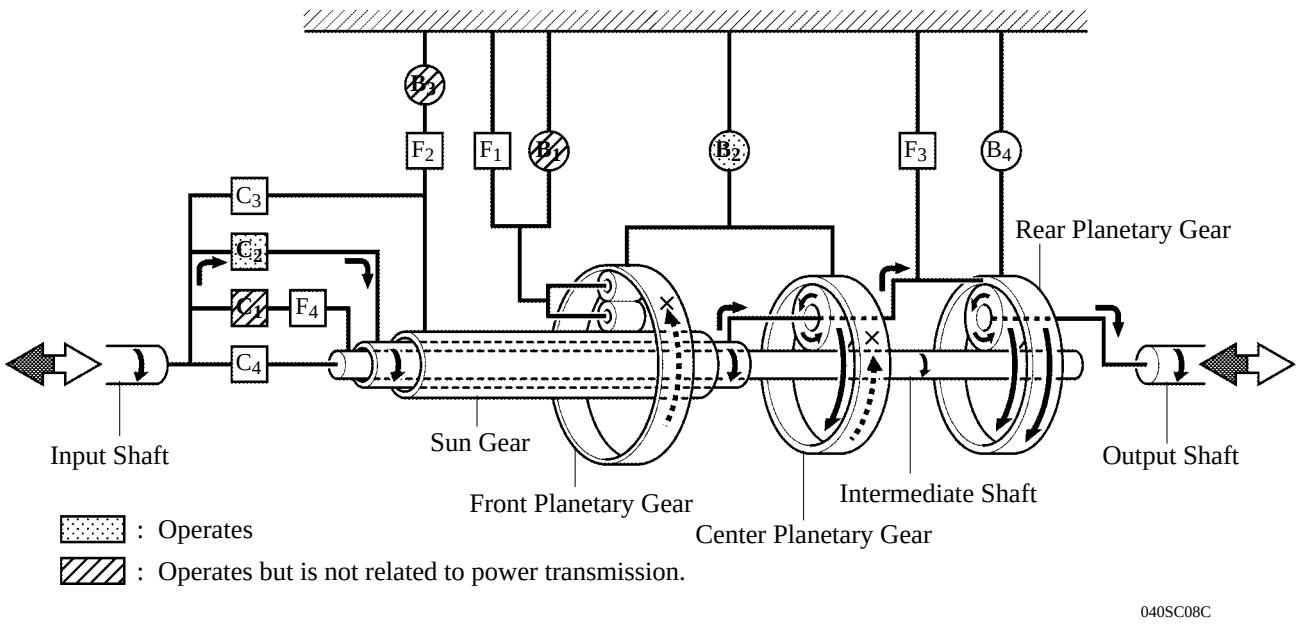
5th Gear (D Position or S Mode)



C_1	C_2	C_3	C_4	B_1	B_2	B_3	B_4	F_1	F_2	F_3	F_4
●	○	○		○		●					

○: Operates ●: Operates but is not related to power transmission

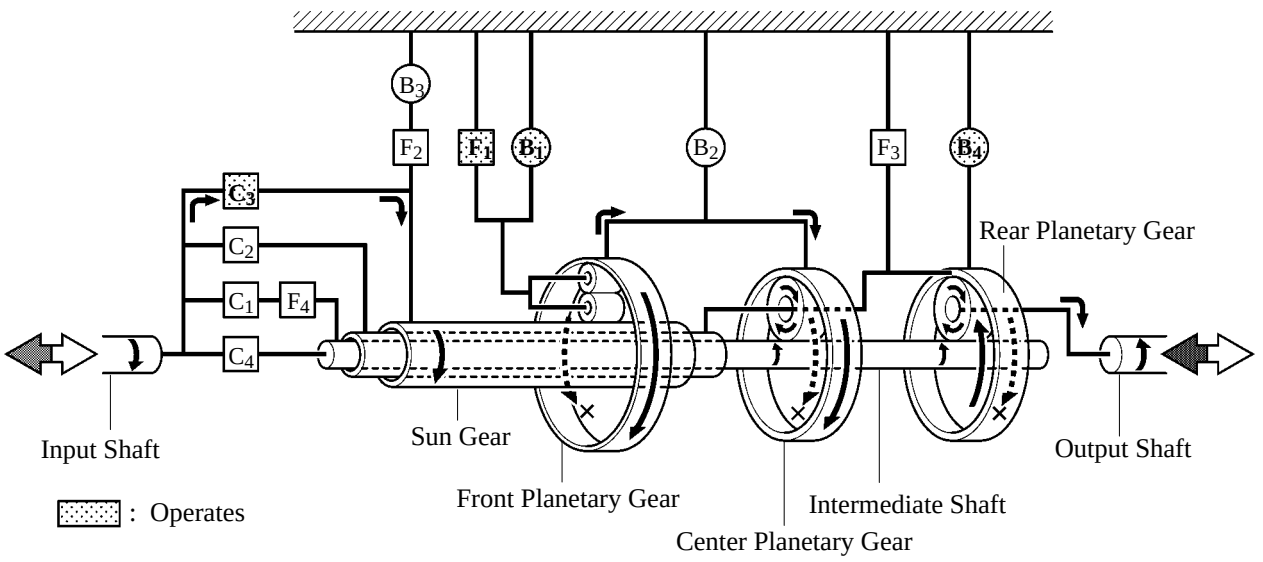
6th Gear (D Position or S Mode)



C_1	C_2	C_3	C_4	B_1	B_2	B_3	B_4	F_1	F_2	F_3	F_4
●	○			●	○	●					

○: Operates ●: Operates but is not related to power transmission

Reverse Gear (R Position)



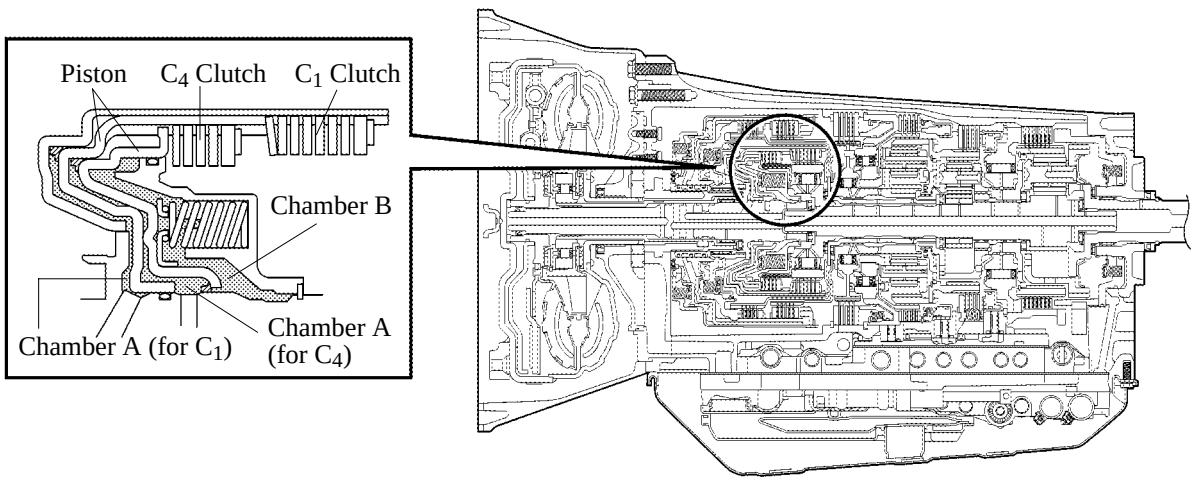
C_1	C_2	C_3	C_4	B_1	B_2	B_3	B_4	F_1	F_2	F_3	F_4
		○		○			○	○			

○: Operates

4. Centrifugal Fluid Pressure Canceling Mechanism

For the following reason, the centrifugal fluid pressure canceling mechanism is used on the C_1, C_2, C_3, and C_4 clutches.

▶ Clutch shifting operation is affected not only by the valve body controlling fluid pressure but also by centrifugal fluid pressure that is present due to fluid in the clutch piston oil pressure chamber. The centrifugal fluid pressure canceling mechanism has chamber B to reduce this affect applied to the chamber A. As a result, smooth shifting with excellent response has been achieved.



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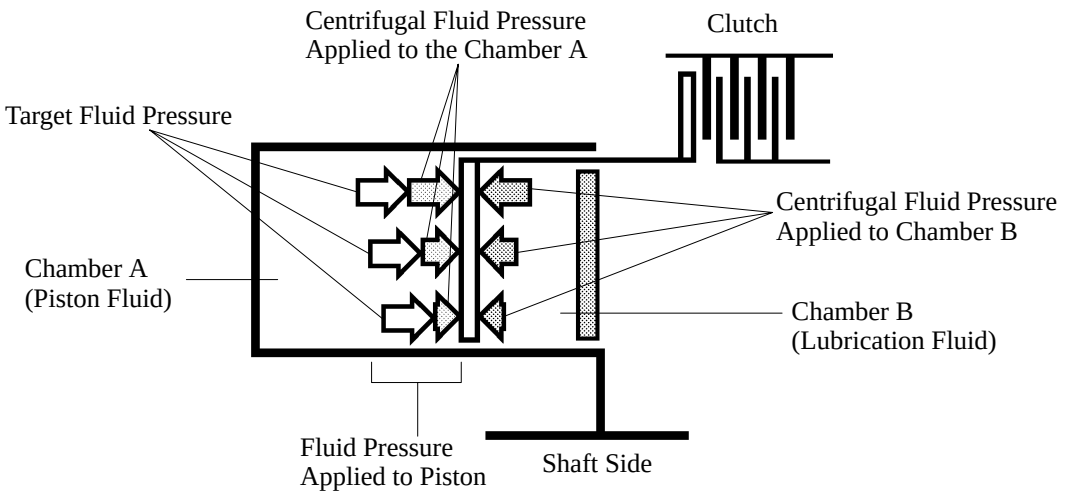


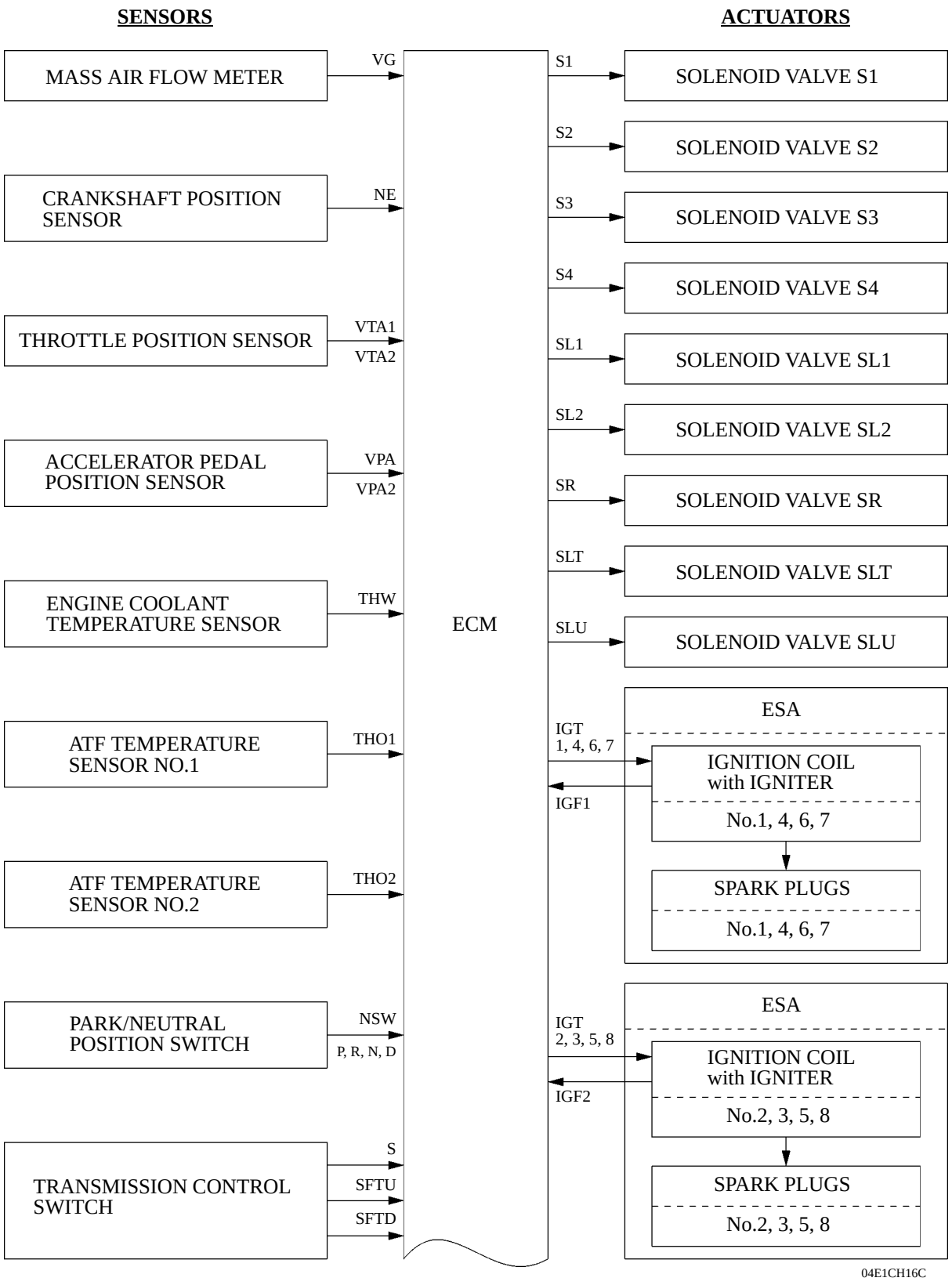
157CH17

Fluid pressure applied to piston	—	Centrifugal fluid pressure applied to chamber B	=	Target fluid pressure (original clutch pressure)

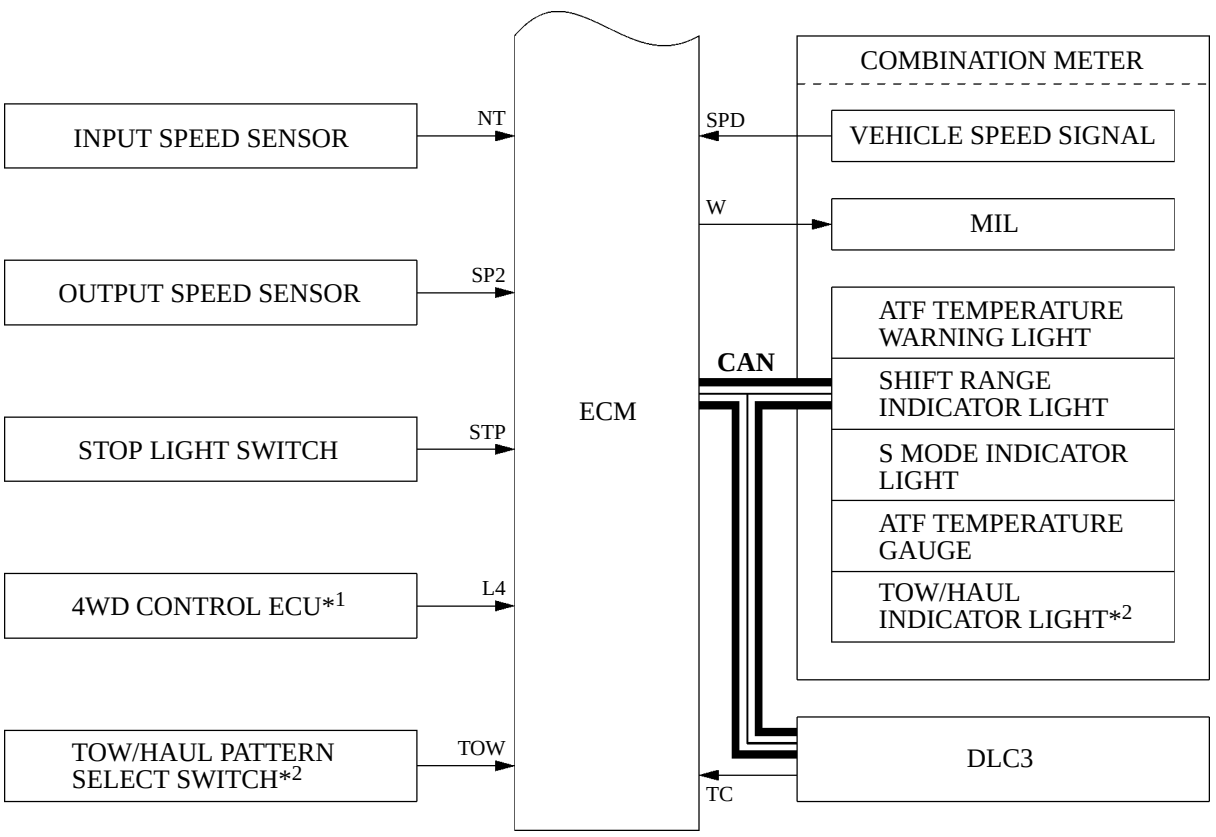
5. Construction

The configurations of the electronic control system for the AB60E and AB60F automatic transmissions are as shown in the following chart.

▶ 3UR-FE × AB60E, AB60F ●



(Continued)



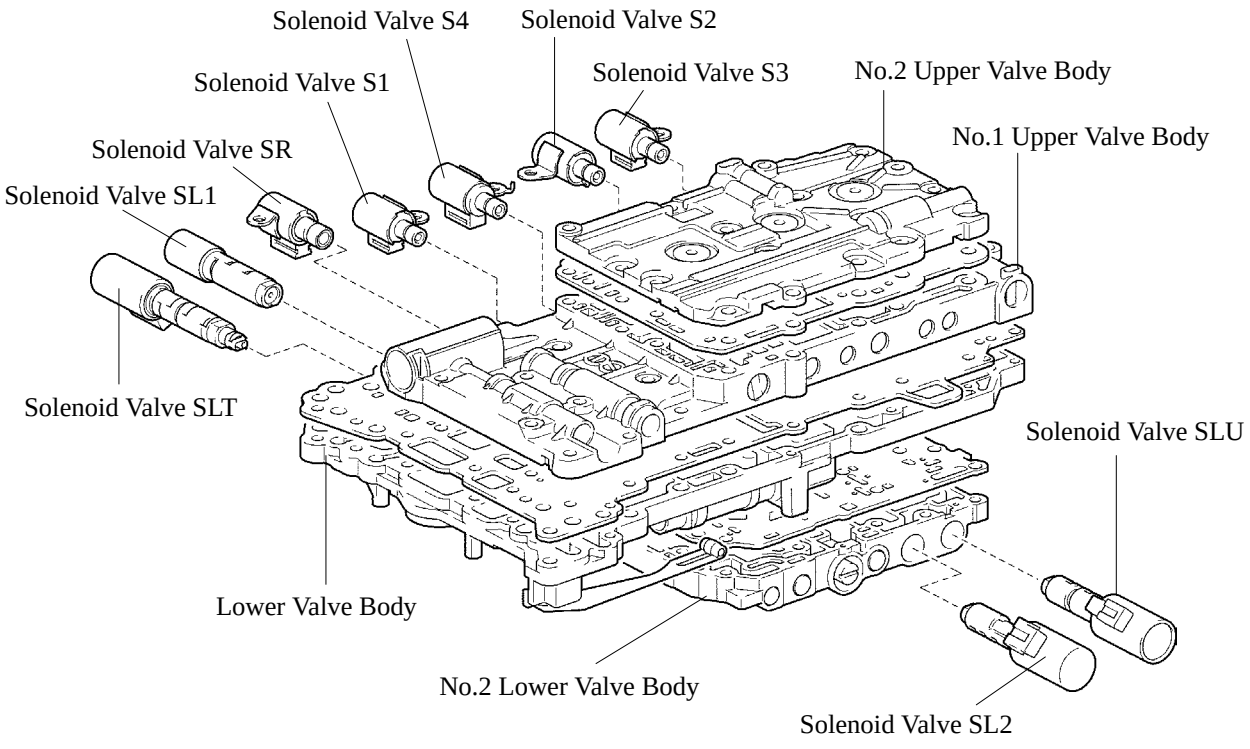
04E1CH13C

*1: Only for 4WD Models
*2: Only for Towing Package

○VALVE BODY UNIT

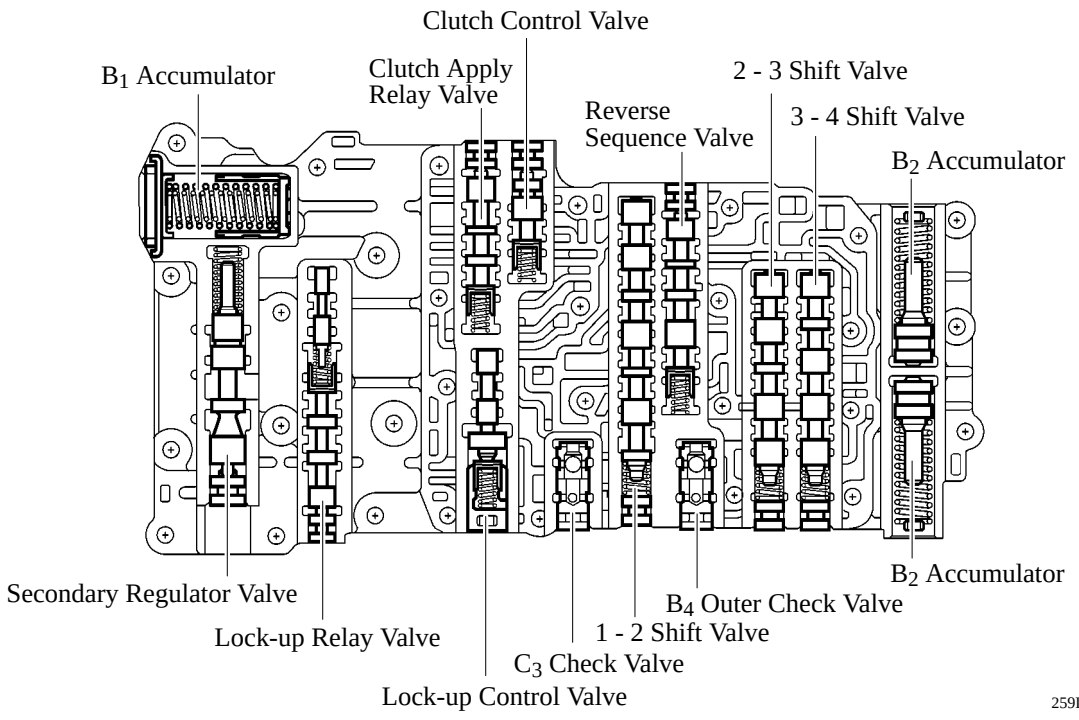
1. General

The valve body consists of the upper (No.1 and No.2) and lower (No.1 and No.2) valve bodies and 9 solenoid valves.



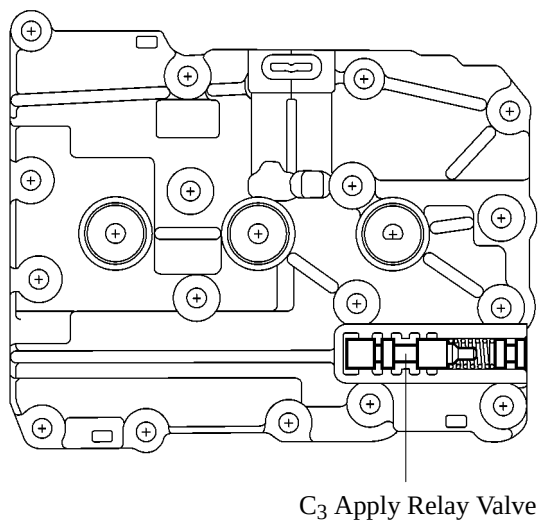
259LSK76

▶ No.1 Upper Valve Body ●



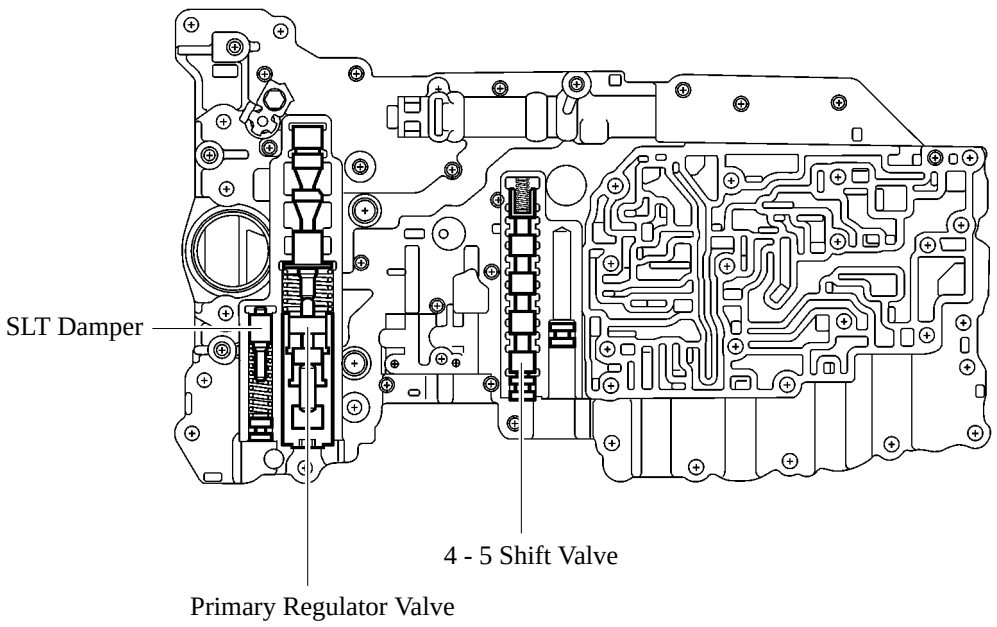
259LSK74

▶ No.2 Upper Valve Body ●



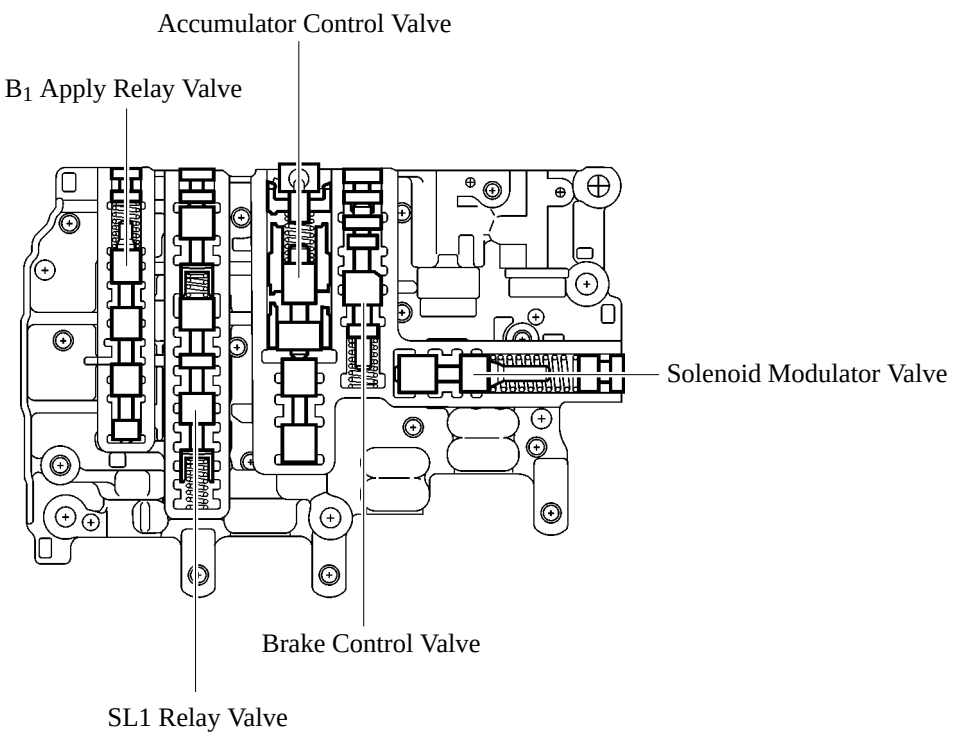
259LSK72

▶ Lower Valve Body ●



259LSK73

▶ No.2 Lower Valve Body ●

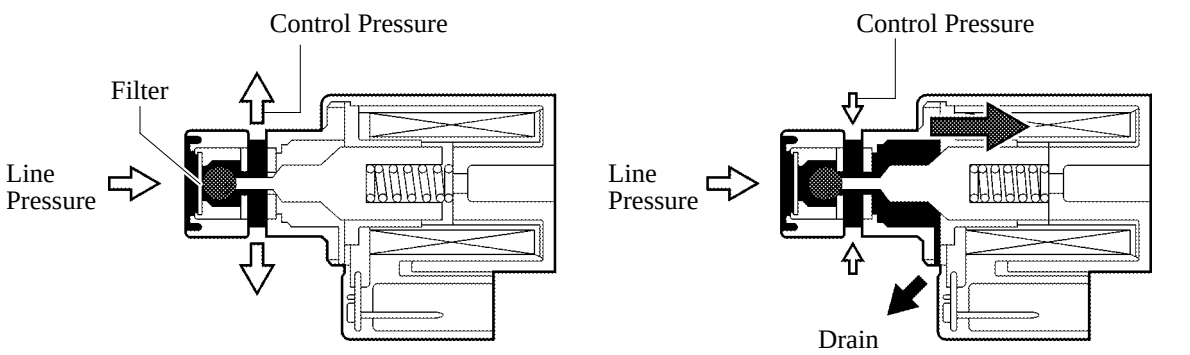


259LSK75

2. Solenoid Valve

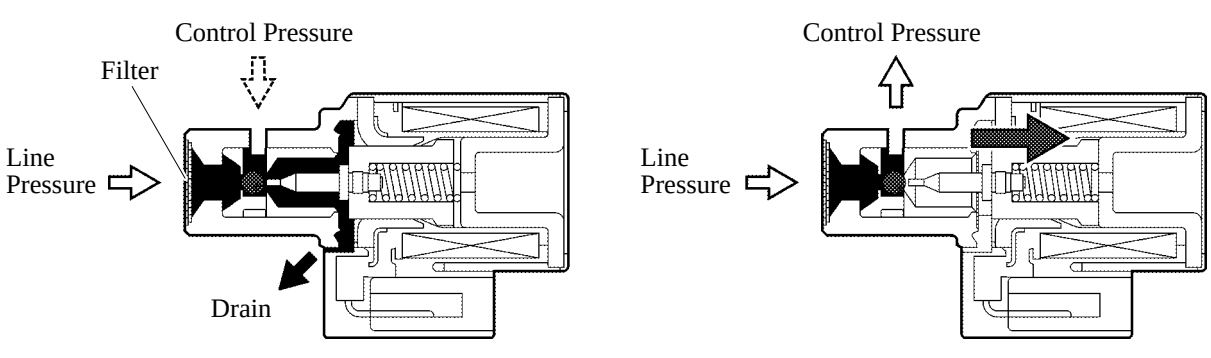
Solenoid Valve S1, S2, S3, S4 and SR

These solenoid valves are 3-way solenoid valves. A filter is provided at the tip of the solenoid valve to further improve operational reliability.



Solenoid Valve S1 OFF **Solenoid Valve S1 ON**

040SC10C



Solenoid Valve S4 OFF **Solenoid Valve S4 ON**

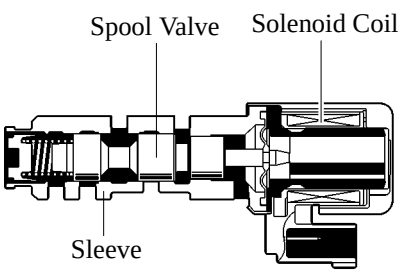
040SC11C

▶ Function of Solenoid Valve S1, S2 and SR ●

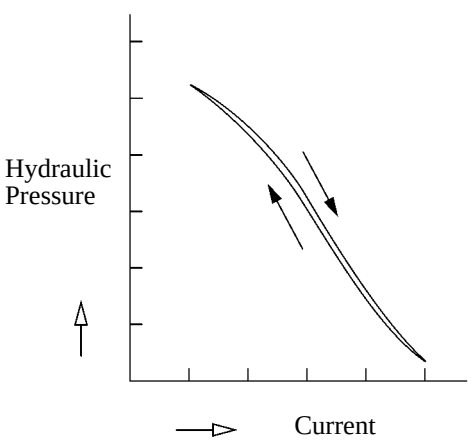
Solenoid Valve	Type	Function
S1	3-way	• Switches the 1 - 2 shift valve. • Switches the SL1 relay valve.
S2	3-way	• Switches the 2 - 3 shift valve • Switches the 5 - 6 shift valve
S3	3-way	Switches the 3 - 4 shift valve.
S4	3-way	• Switches the 4 - 5 shift valve. • Switches the SL1 relay valve. • Switches the reverse sequence valve.
SR	3-way	• Switches the clutch apply relay valve. • Switch the B_1 relay valve.

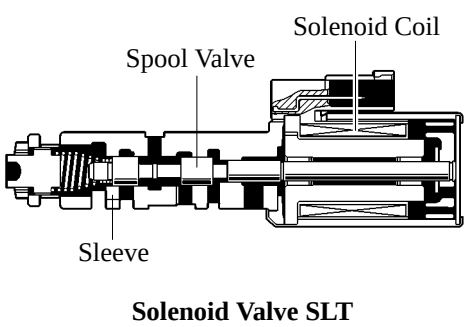
Solenoid Valve SL1, SL2, SLT and SLU

SL1, SL2, SLT, and SLU are used by the ECM to control hydraulic pressures in a linear fashion based on the current that the ECM causes to flow through their solenoid coils. They control line, clutch, and brake engagement pressure based on the signals received from the ECM.

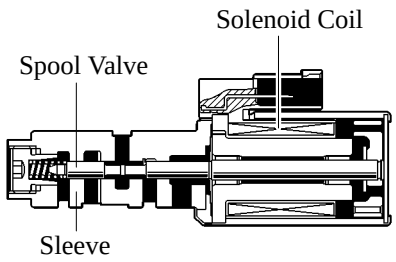


Solenoid Valve SL1, SL2

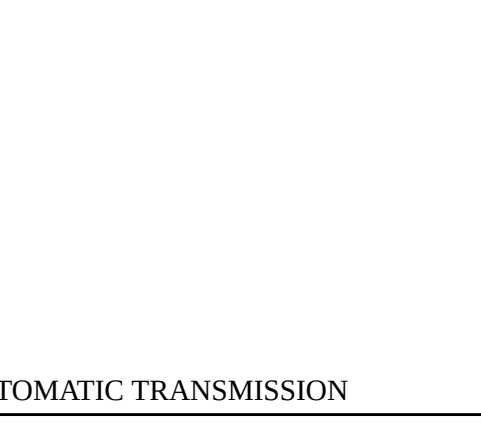




Solenoid Valve SLT



Solenoid Valve SLU



04E1CH06Z

▶ Function of Solenoid Valve SL1, SL2, SLT and SLU ●

Solenoid Valve	Function
SL1	• Clutch pressure control • Accumulator back pressure control
SL2	Brake pressure control
SLT	• Line pressure control • Accumulator back pressure control
SLU	Lock-up clutch pressure control

▶ELECTRONIC CONTROL SYSTEM

1. General

The electronic control system of the AB60E and AB60F automatic transmissions consists of the control functions listed below.

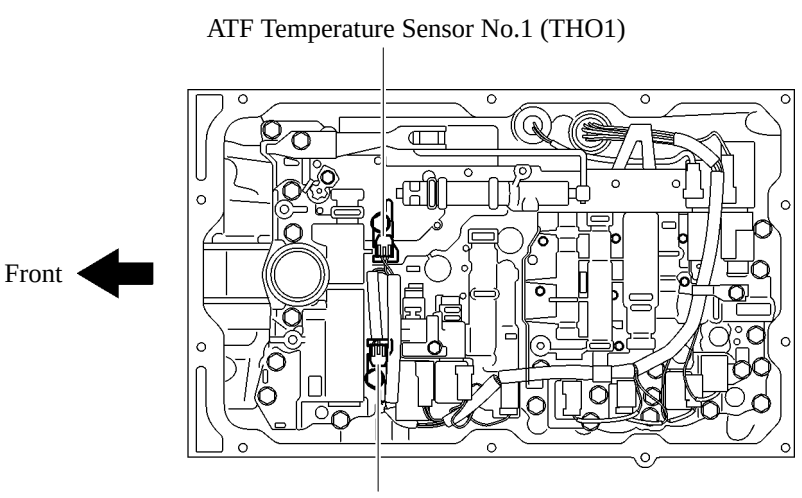
System	Function
Shift Timing Control	The ECM sends current to solenoid valves S1, S2, S3, S4 and/or SR based on signals from various sensors, in order to shift the gears.
Clutch Pressure Control (See Page CH-73)	• Controls the pressure that is applied directly to B_2 brake and C_3 clutch by actuating the linear solenoid valves SL1 and SL2 in accordance with the ECM signals. • The solenoid valve SLT and SL1 minutely controls the clutch pressure in accordance with the engine output and driving conditions.
Line Pressure Optimal Control (See Page CH-74)	Actuates the solenoid valve SLT to control the line pressure in accordance with information from the ECM and the operating conditions of the transmission.
Engine Torque Control	Retards the engine ignition timing temporarily to improve shift feeling while upshifts or downshifts occur.
Lock-up Timing Control (See page CH-74)	The ECM sends current to the solenoid valve SLU based on signals from various sensors and engages or disengages the lock-up clutch.
Flex Lock-up Clutch Control (See Page CH-75)	Controls the solenoid valve SLU, provides an intermediate mode for when the lock-up clutch is between ON and OFF, increasing the operating range of the lock-up clutch to improve fuel economy.
Powertrain Cooperative Control (See page CH-76)	Controls both the shift control and engine output control in an integrated way, achieving excellent shift characteristics and drivability.
Coast Downshift Control (See page CH-77)	To prevent engine speed from decreasing and thereby maintain fuel cut, the ECM performs downshifts before fuel cut ends.
Tow/Haul Control (See Page CH-78)	To ensure drivability when a trailer is towed, the ECM controls the engine output, transmission shift schedule and shift timing.
AI (Artificial Intelligence) -SHIFT Control (See Page CH-81)	Based on the signals from various sensors, the ECM determines the road conditions and the intention of the driver. Thus, an appropriate shift pattern is automatically determined, thus improving drivability.
Multi-mode Automatic Transmission (See page CH-85)	The ECM appropriately controls the automatic transmission in accordance with the range position selected while the shift lever is in the S mode position.
Diagnosis (See Page CH-88)	When the ECM detects a malfunction, the ECM records the malfunction and memorizes the information that relates to the fault.
Fail-safe (See Page CH-88)	If a malfunction is detected in the sensors or solenoids, the ECM effects fail-safe control to prevent the vehicle’s drivability from being affected significantly.

2. Construction and Operation of Main Components

ATF Temperature Sensor No.1 and No.2

ATF temperature sensor No.1 (THO1) is used for hydraulic pressure control. This sensor is used for revision of the pressure that is used to apply clutches and brakes in the transmission. This helps to ensure smooth shift quality.

ATF temperature sensor No.2 (THO2) is used as a basis for modifying the ECT shift timing control when the ATF temperature is high. It is also used for the ATF temperature warning light.



04E1CH17C

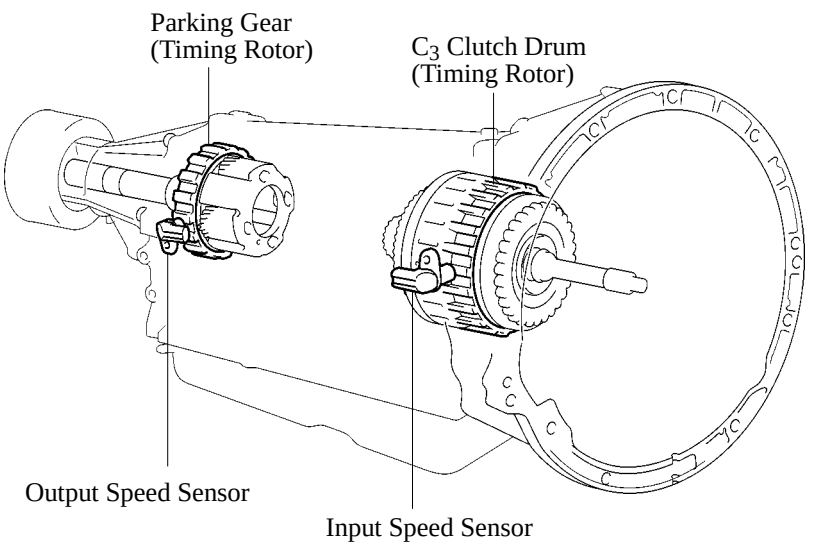
Input Speed Sensor and Output Speed Sensor

The AB60E and AB60F automatic transmissions use an input speed sensor (for NT signal) and output speed sensor (for SP2 signal). Thus, the ECM can detect the timing of the shifting of the gears and appropriately control the engine torque and hydraulic pressure in response to various conditions.

These speed sensors are the pick-up coil type.

The input speed sensor detects the input speed of the transmission. The clutch drum is used as the timing rotor for this sensor.

The output speed sensor detects the speed of the output shaft. The parking gear on the rear planetary gear is used as the timing rotor for this sensor.

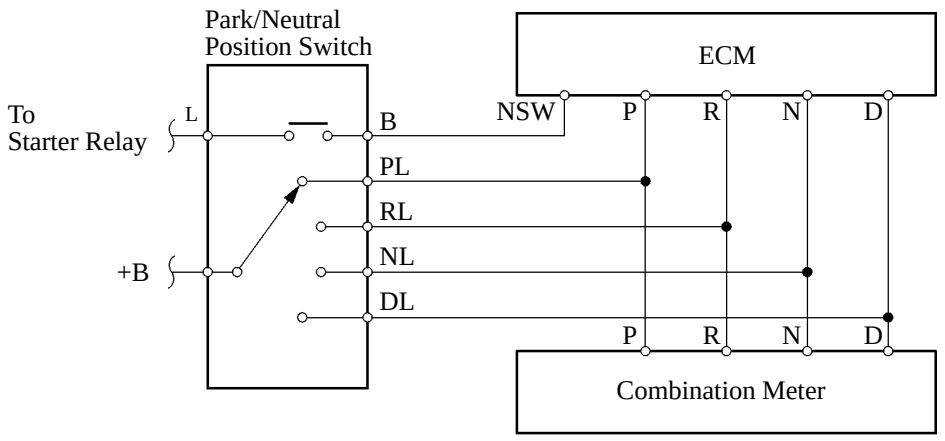


04E1CH18C

Park/Neutral Position Switch

The park/neutral position switch sends the P, R, N, D and NSW position signals to the ECM. It also sends signals for the shift position indicator light (P, R, N, and D).

▶ Wiring Diagram ●



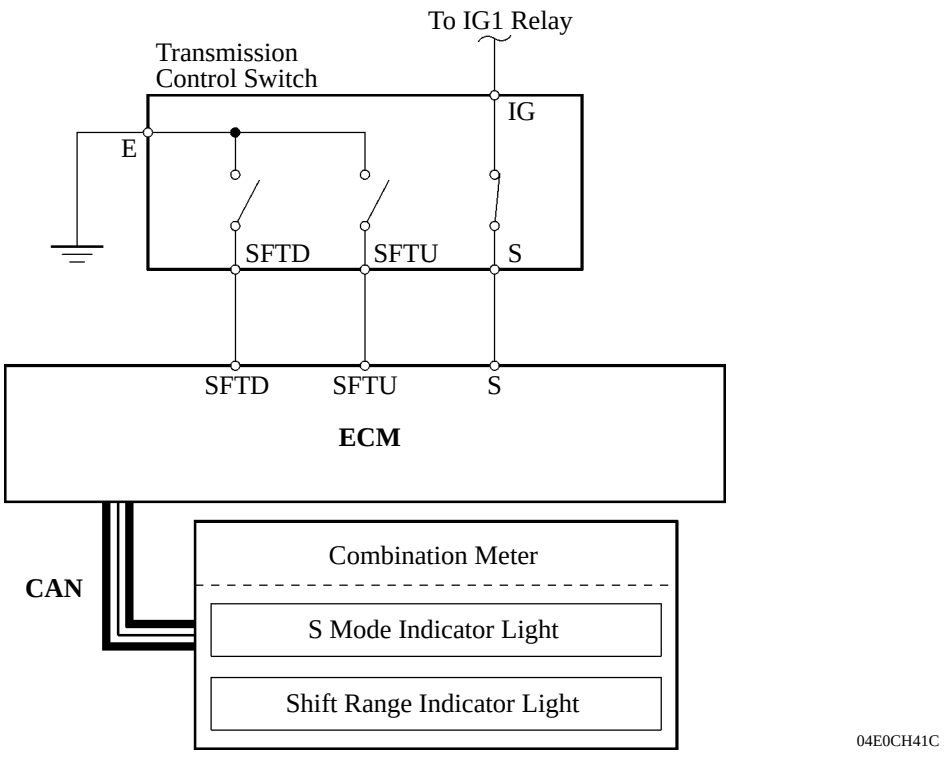
04E0CH40C

Transmission Control Switch

The transmission control switch is installed inside the shift lever assembly to detect the shift lever position and to inform the ECM. The ECM turns on the shift position indicator light and S mode indicator light.

The transmission control switch detects whether the shift lever is in the D position or in the S mode position, and detects the operating conditions of the shift lever (“+” position or “-” position) if the S mode is selected, and sends signals to the ECM. At this time, the ECM turns on the shift range indicator light for the selected range.

▶ Wiring Diagram ●



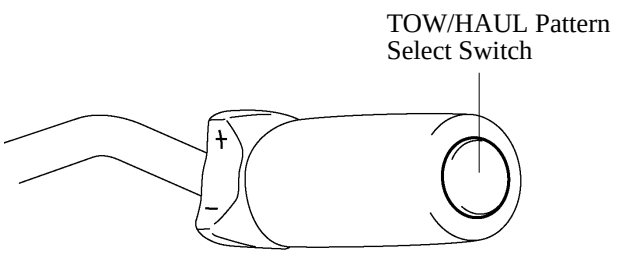
04E0CH41C

TOW/HAUL Pattern Select Switch

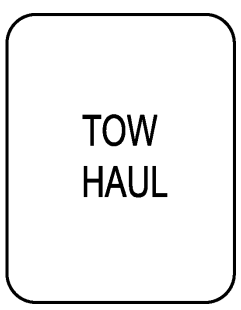
The TOW/HAUL pattern select switch is a momentary-type switch.

If the shift lever is in the D position when the switch is pushed once, tow/haul control will be performed. If the TOW/HAUL pattern select switch is operated again, or the ignition switch is turned off, tow haul control will be cancelled.

The TOW/HAUL pattern select switch and the TOW/HAUL indicator light are provided for the towing package.



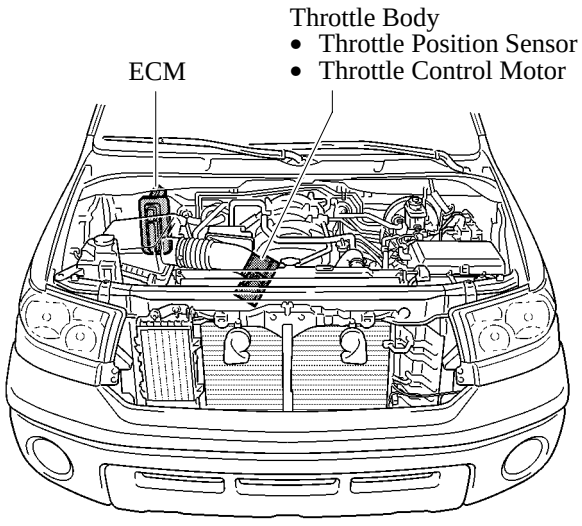
Column Shift Type



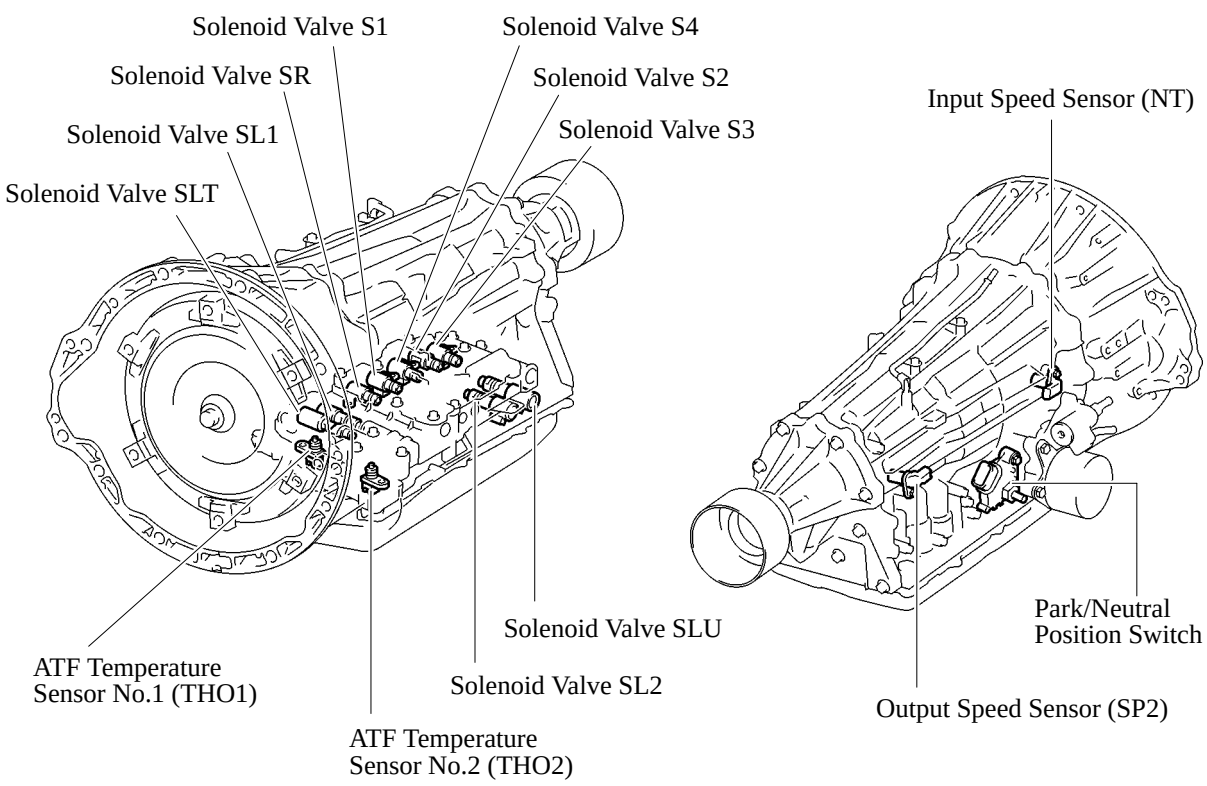
Floor Shift Type

04E1CH35C

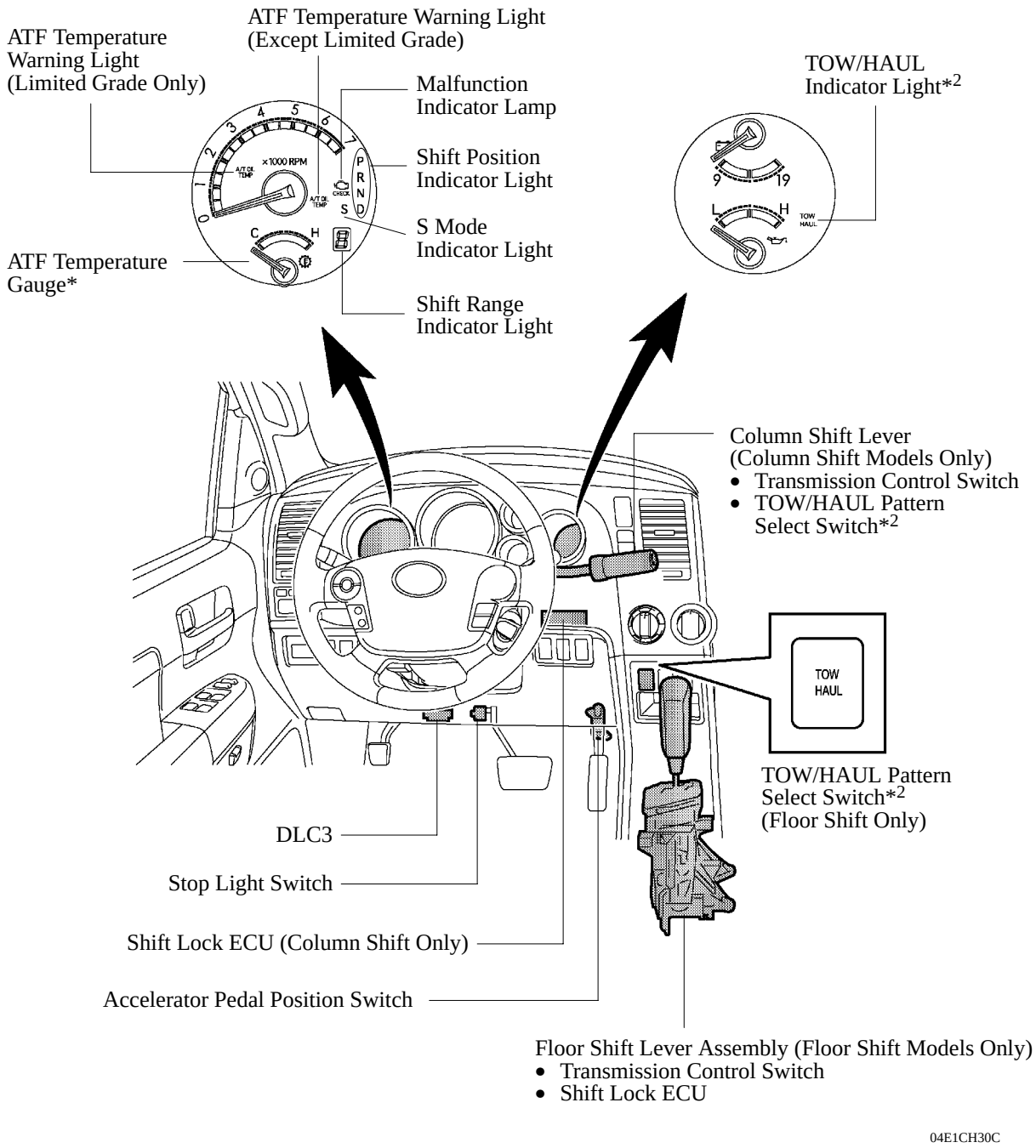
3. Layout of Main Components



04E1CH39Z



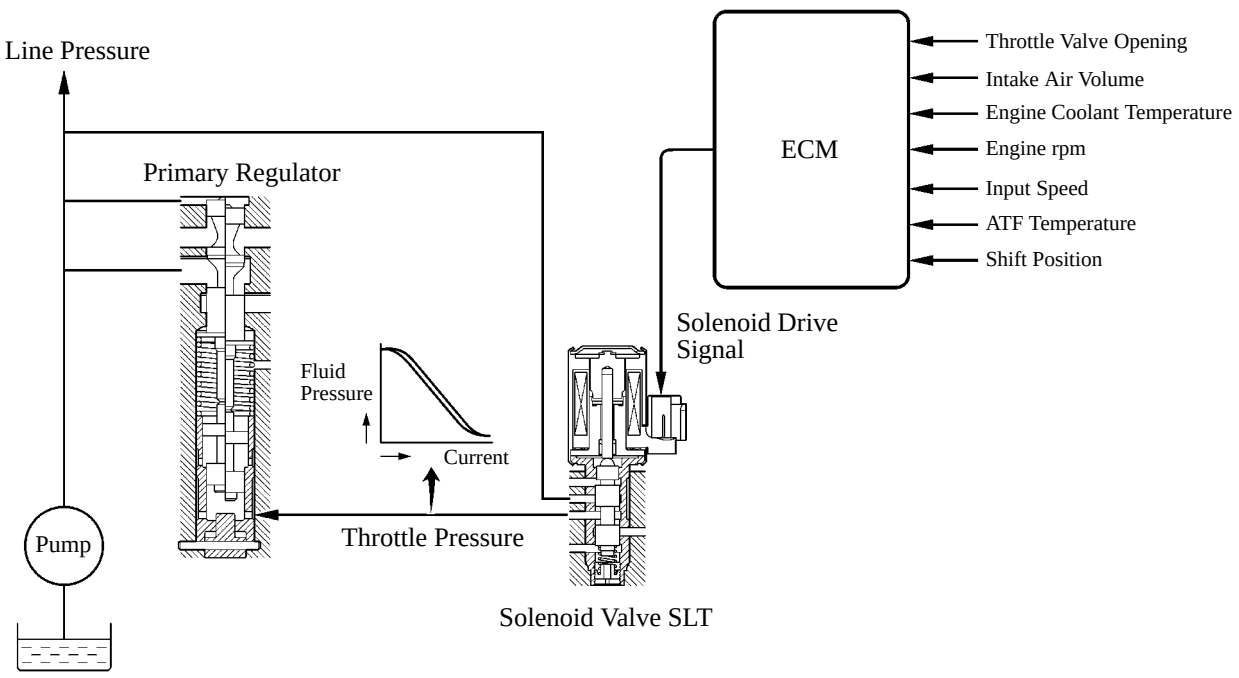
04E1CH25C



*1: The ATF temperature gauge is either standard or optional equipment. For details, see page BE-31.
*2: The TOW/HAUL pattern select switch and the TOW/HAUL indicator light are provided for the towing package.

4. Line Pressure Optimal Control

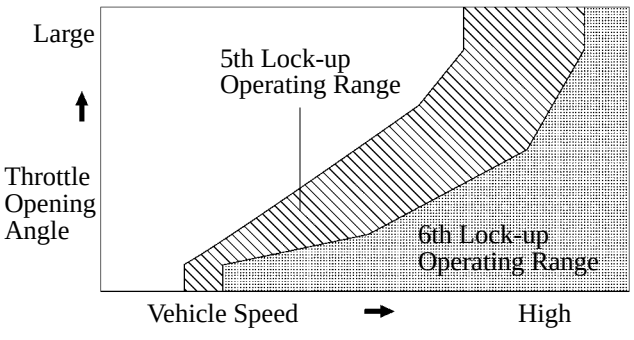
Through the use of the solenoid valve SLT, the line pressure is optimally controlled in accordance with the engine torque information, as well as with the internal operating conditions of the torque converter and the transmission.
Accordingly, the line pressure can be controlled minutely in accordance with the engine output, traveling condition, and ATF temperature, thus realizing smooth shift characteristics and optimizing the workload of the oil pump (reducing unnecessary parasitic losses).



279CH110

5. Lock-up Timing Control

The ECM operates the lock-up timing control in order to improve the fuel consumption performance while in top gear with the shift lever in the S4 or S5 range, and in 5th or 6th gear with the shift lever in the S6 range or D position.



Lock-Up Timing in D Position or S6 Range

259LSK19

▶ Lock-up Operation Gears in Each Range ●

Gear \ Position or Range	D, S6	S5	S4
1st	×	×	×
2nd	×	×	×
3rd	×	×	×
4th	×*	×*	
5th			—
6th		—	—

: Available ×: Not available —: Not applicable

*: Lock up operation is performed when the 4th gear is held during the AI-SHIFT control or the cruise control.

6. Construction and Operation of Main Components

ATF Temperature Sensor No.1 and No.2

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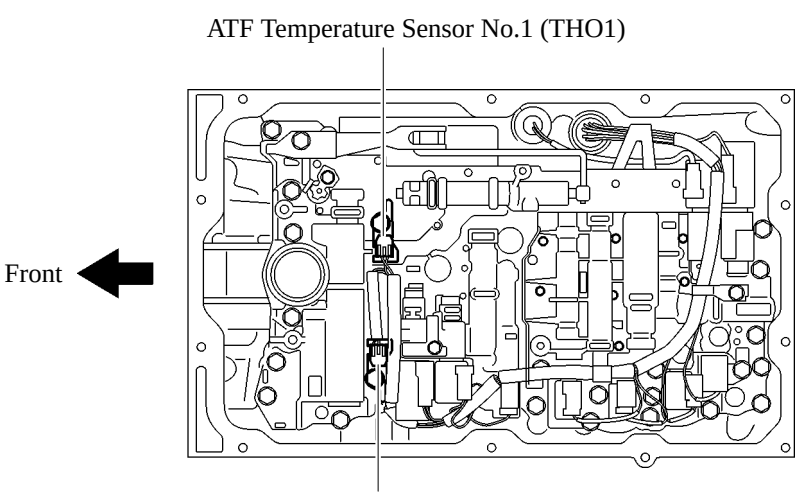

04E1CH17C

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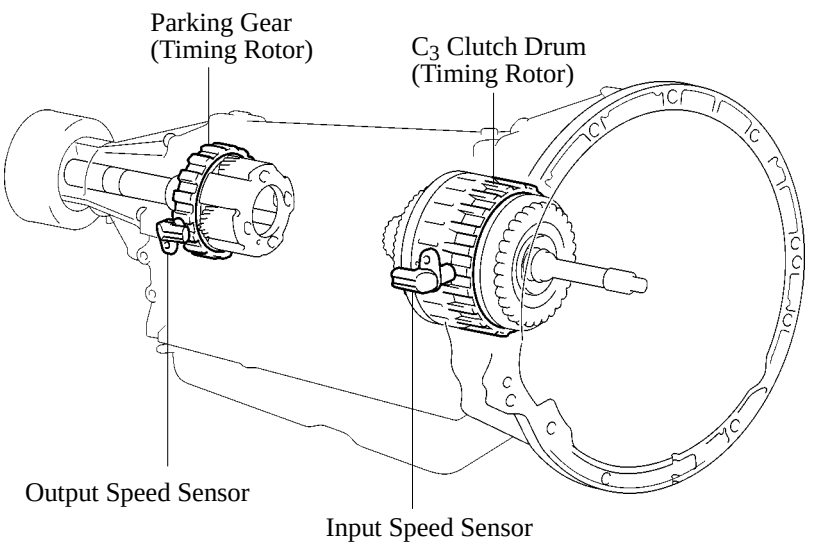

04E1CH18C

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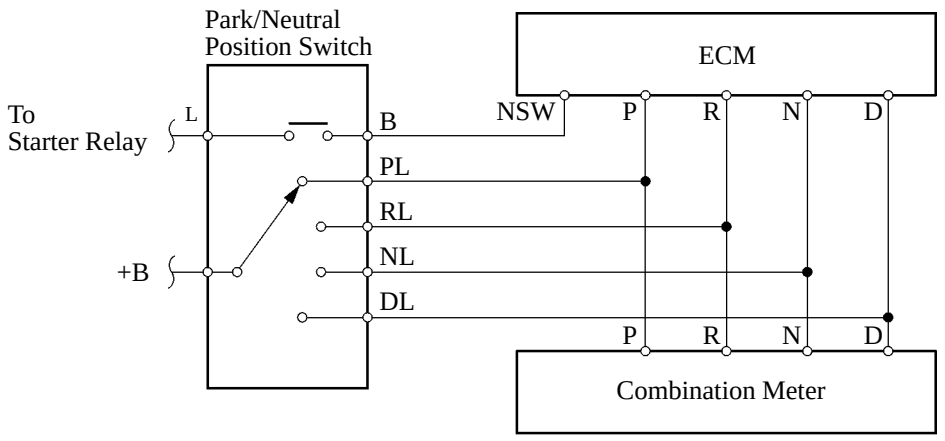

04E0CH40C

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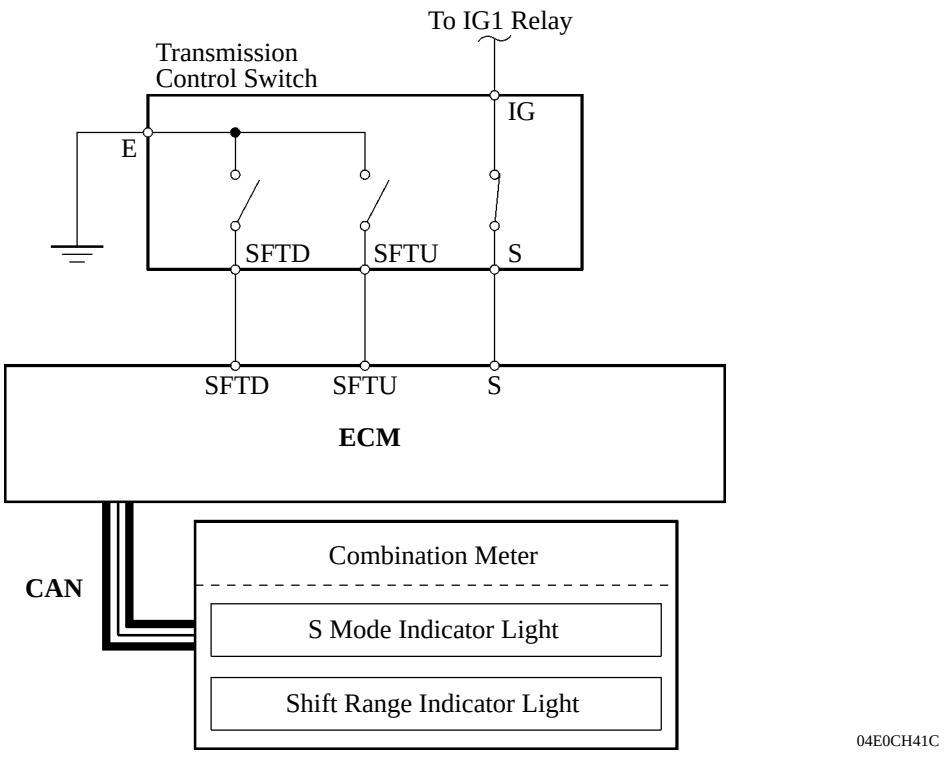
▶ Wiring Diagram ●



04E0CH41C

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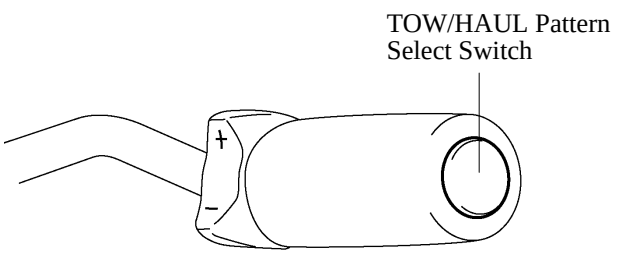
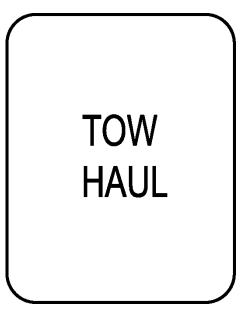
The TOW/HAUL pattern select switch and the TOW/HAUL indicator light are provided for the towing package.



Column Shift Type



Floor Shift Type

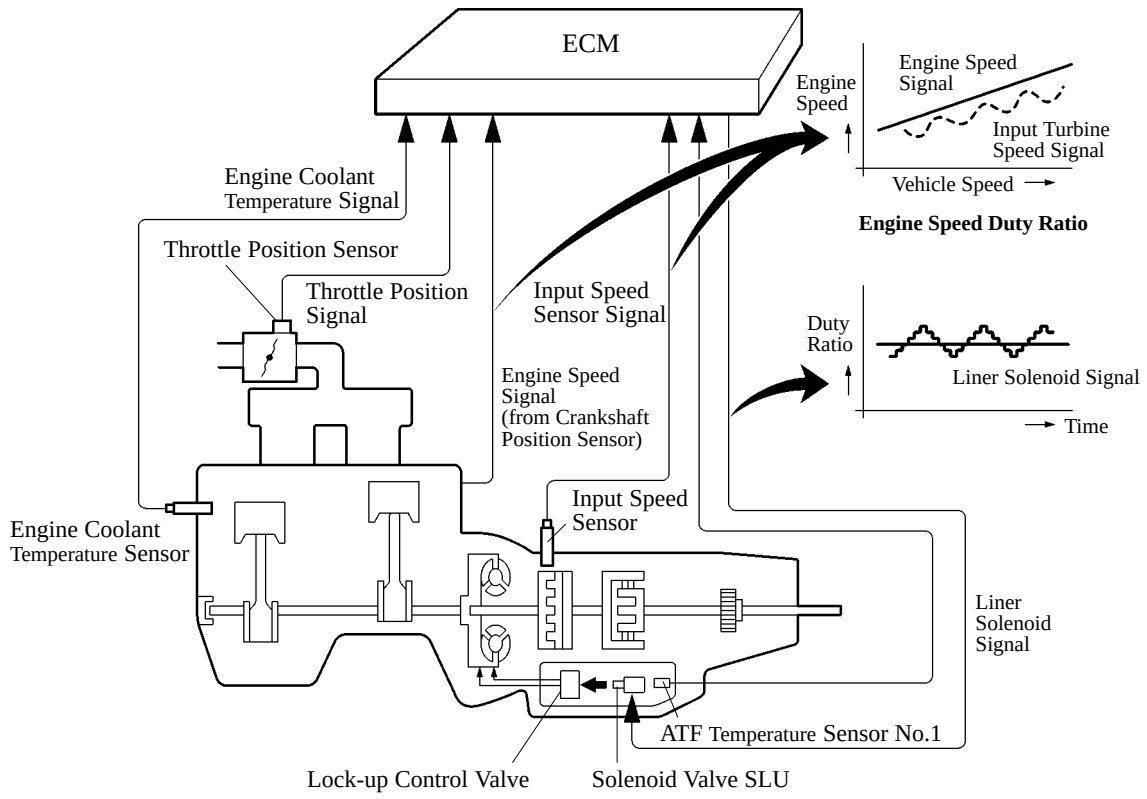
04E1CH35C

7. Flex Lock-up Clutch Control

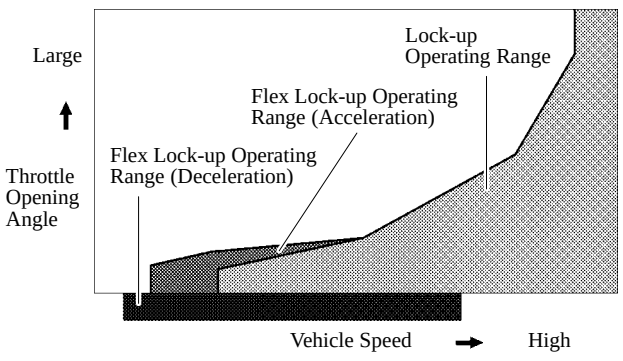
In the low-to-mid-speed range, this flex lock-up clutch control regulates the solenoid valve SLU to provide an intermediate mode between the ON/OFF operation of the lock-up clutch in order to improve the energy transmitting efficiency in this range.

As a result, the operating range of the lock-up clutch has been increased and fuel economy has been improved. The flex lock-up clutch control operates in the 3rd, 4th, 5th and 6th gears in the D position and S6 range, 3rd, 4th and 5th gears in the S5 range, 3rd and 4th gear in the S4 range.

Even when the vehicle is decelerating (the accelerator pedal is released), the flex lock-up clutch control operates. Therefore, fuel-cut area of the engine has been expanded and fuel-economy has been improved.



04E0CH122C



0140CH141C

▶ Flex Lock-up Operation Gears in Each Range ●

Gear \ Position or Range	D, S6	S5	S4
1st	×	×	×
2nd	×	×	×
3rd	○	○	○
4th	○*	○*	○*
5th	○*	○*	—
6th	○*	—	—

○: Available ×: Not available —: Not applicable

*: Flex Lock-up also operates, when the vehicle is decelerating

8. Tow/Haul Control

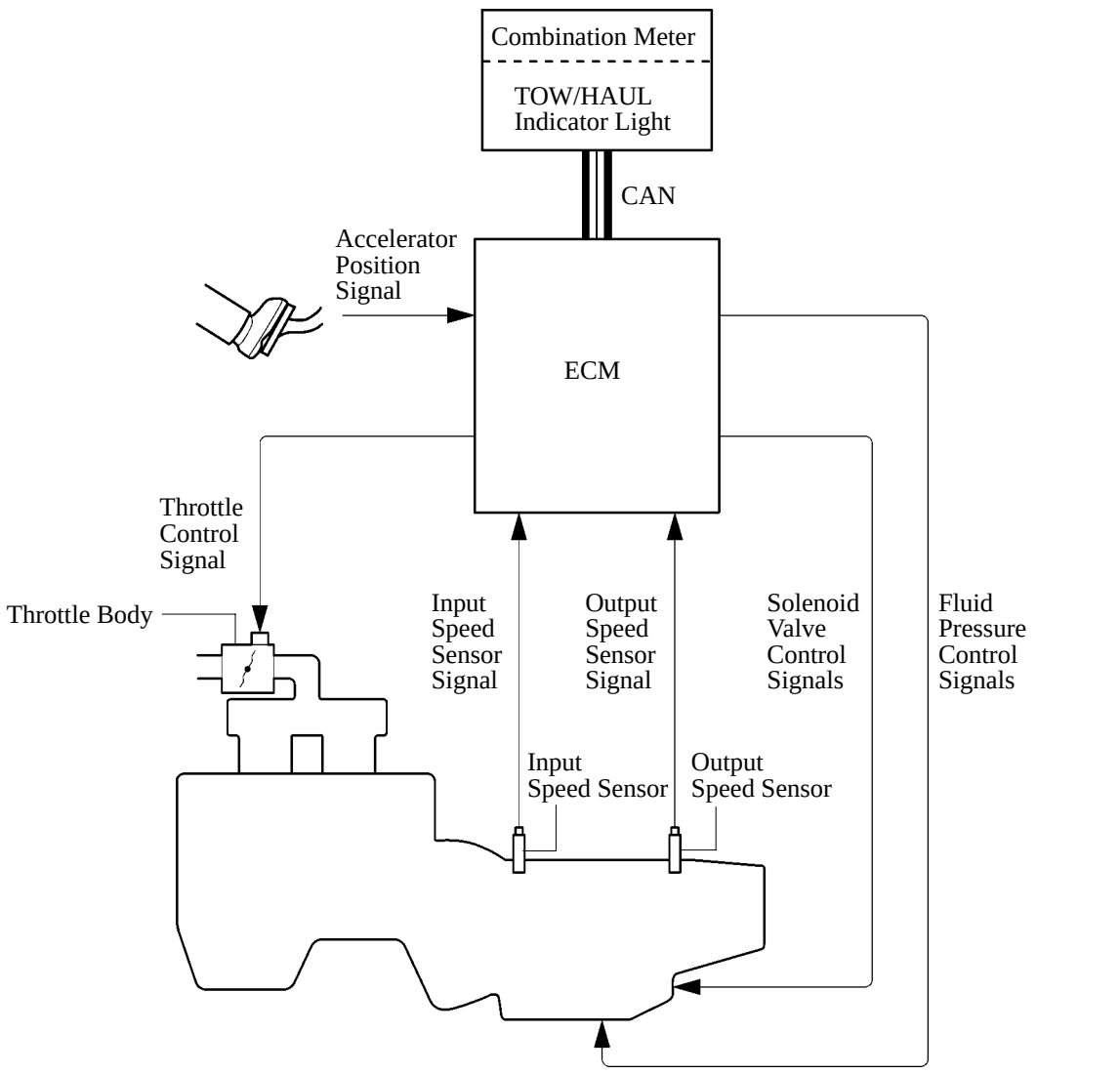
General

During tow/haul control, the ECM controls the engine output, transmission shift schedule and shift timing to ensure drivability when a trailer is towed. The tow/haul control includes a throttle control, shift schedule control, wide open throttle shift timing control and AI-SHIFT control.

▶ The conditions required for tow/haul control to operate are as follows:

- Shift position: D position (Tow/haul control does not operate in the S position).
- TOW/HAUL pattern select switch: ON

▶ The TOW/HAUL indicator light is used to inform the driver that tow/haul control is operating.

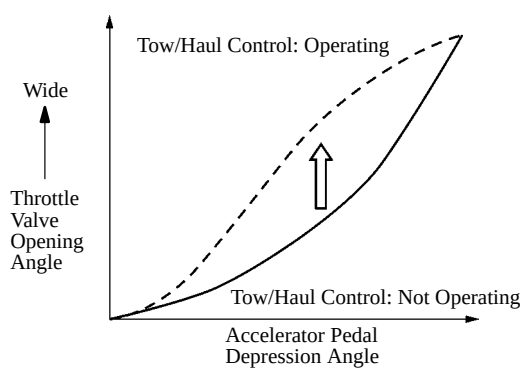


04E1CH36C

Throttle Control

Throttle control changes the relationship between the accelerator pedal depression angle and the throttle valve opening angle.

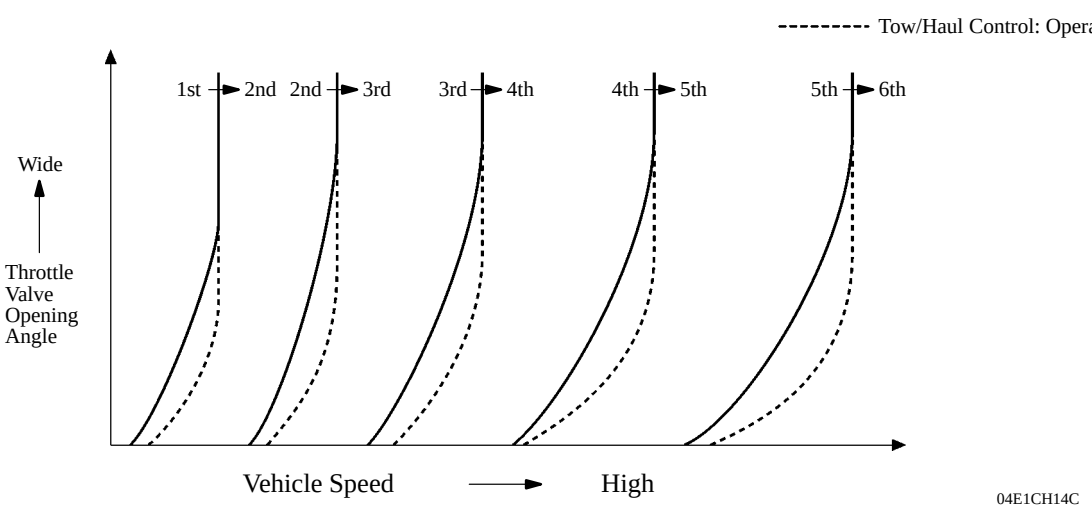
▶ During tow/haul control, the throttle valve opening is increased by throttle control. As a result, acceleration performance is ensured.



Shift Schedule Control

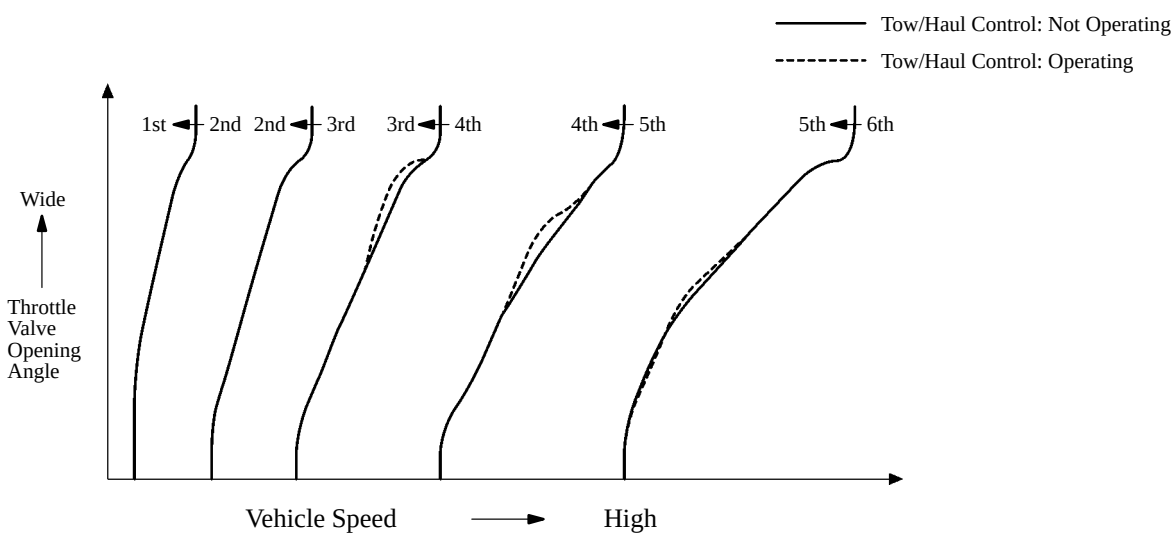
The shift schedule control changes the upshift and downshift schedules during tow/haul control.

▶ For the upshift schedule, the upshift timing is changed to higher vehicle speeds, enhancing the use of lower gears. As a result, drivability is ensured.



Upshift Schedule

▶For the downshift schedule, the downshift timing is change to a wider throttle valve opening angle, enhancing the use of higher gears. As a result, the frequency of gear changes is reduced, allowing optimal shift quality.

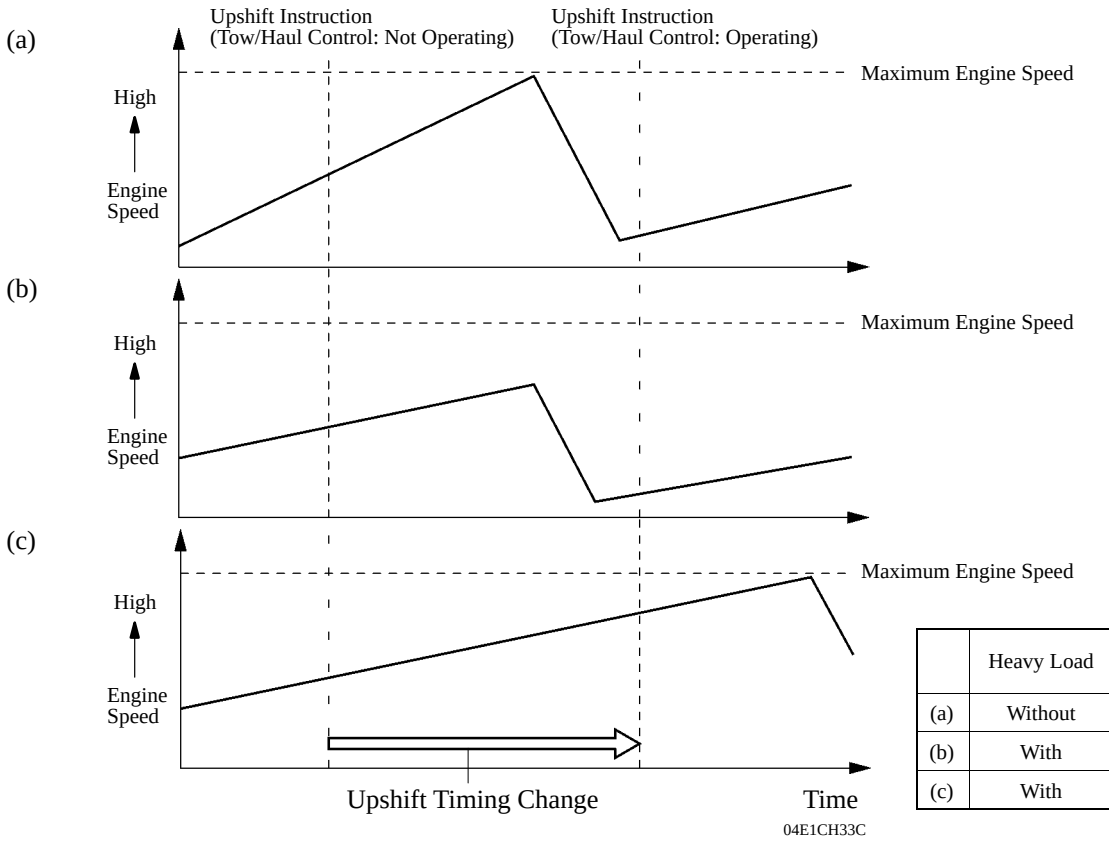


Downshift Schedule

Wide Open Throttle Shift Timing Control

Due to wide open throttle shift timing control, upshift timing is delayed to make use of high engine power when the accelerator pedal is fully opened.

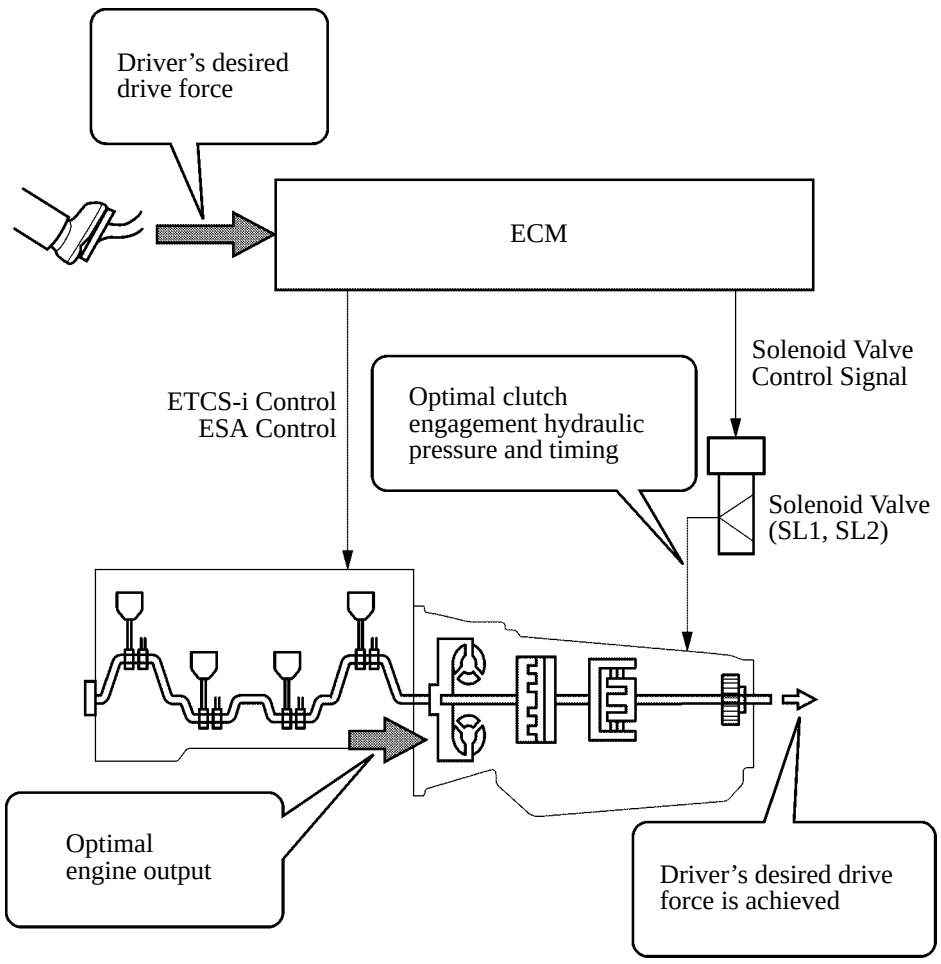
▶Wide open throttle shift control operates in 1st, 2nd and 3rd during tow/haul control.



	Heavy Load	Tow/Haul Control
(a)	Without	Not Operating
(b)	With	Not Operating
(c)	With	Operating

9. Powertrain Cooperative Control

Through cooperative control with ETCS-i (Electronic Throttle Control System-intelligent) and ESA (Electronic Spark Advance), and electronic control of the engagement and release speed of the clutch and brake hydraulic pressures, excellent response and shift shock reduction have been achieved.



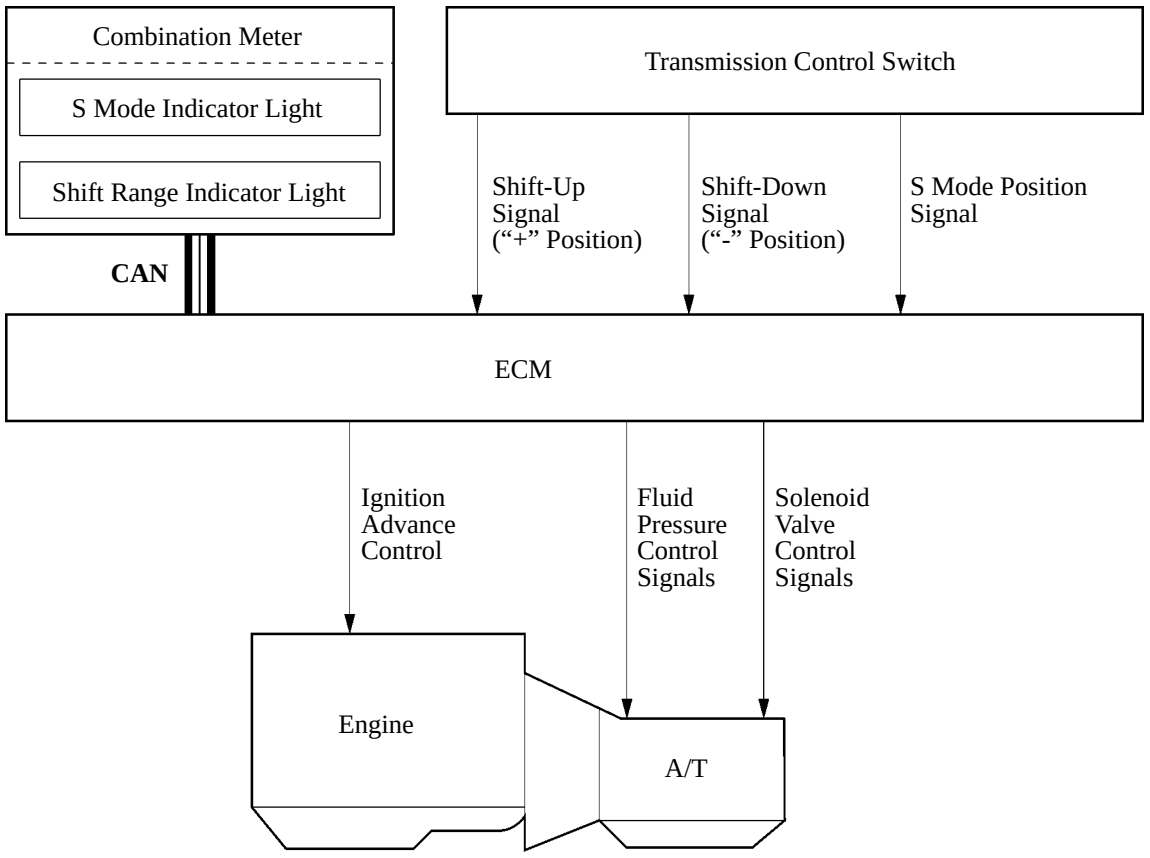
04E1CH08C

10. Multi-mode Automatic Transmission

General

A multi-mode automatic transmission is designed to allow the driver to switch the gear ranges (a multi-mode transmission is not for manually selecting single gears). After shifting the shift lever to the S mode position and moving the shift lever to the "+" position or to the "-" position, the driver can select the desired shift range. Thus, the driver is able to shift gears with a manual-like feel.

▶ System Diagram ●



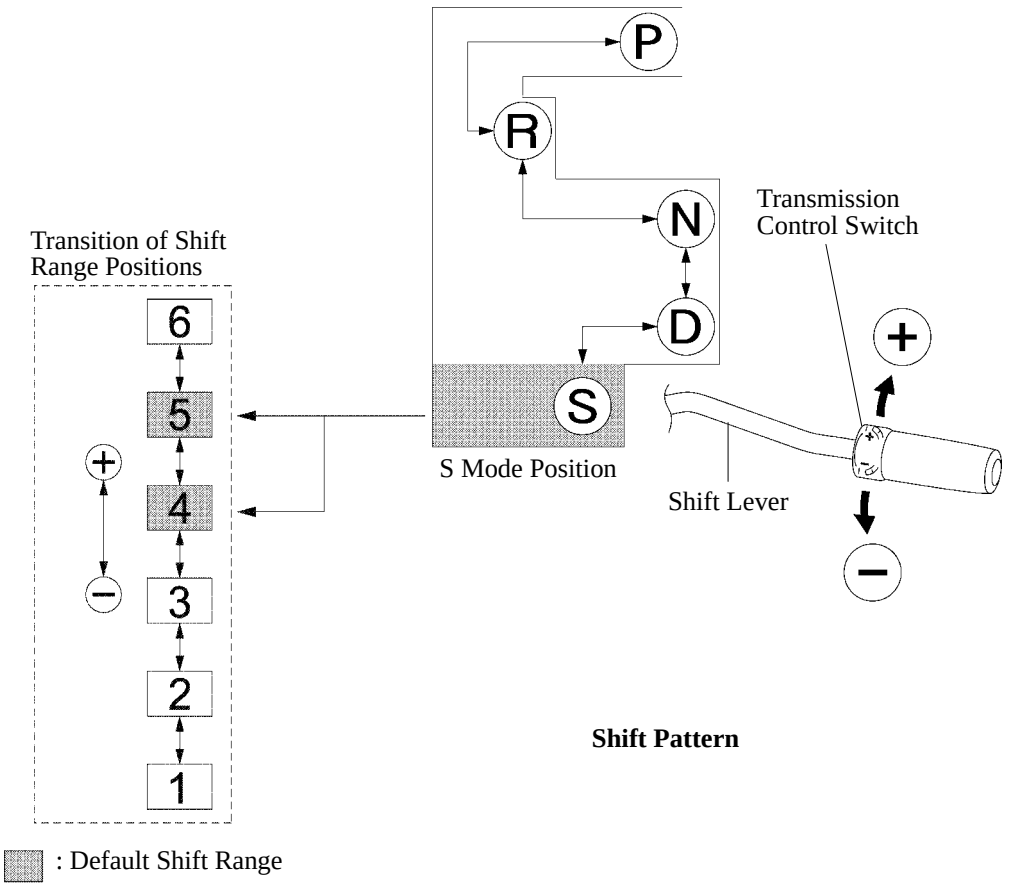
04E0CH42C

CH

Operation

1) Column Shift Lever

The driver selects the S mode position by engaging the shift lever. At this time, the 4th or 5th range is selected according to the vehicle speed. (When the driver selects the S mode during AI-SHIFT control, the current gear will be selected as the shift range.) Then, the shift range positions change one at a time, as the driver moves the transmission control switch to the up ("+" position) or to the down ("-" position). Under this control, the ECM effects optimal shift control within the usable gear range that the driver has selected. As with an ordinary automatic transmission, it shifts to the 1st gear when the vehicle is stopped.
Holding the transmission control switch in the "+" position with the shift lever in the S mode position will change the shift range to the 6th range regardless of range position (1st to 5th).
When the shift lever is in the S mode position, the S mode indicator light in the combination meter illuminates. The shift range indicator light indicates the state of the shift range position that the driver has selected.



Shift Pattern

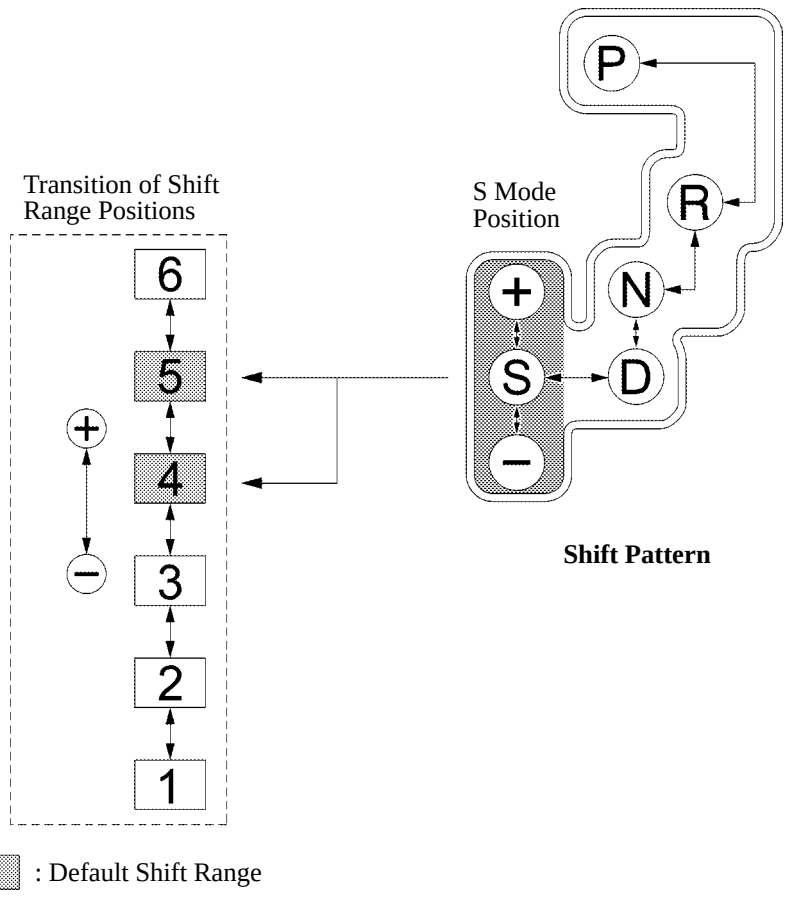
04E1CH10C

▶ Usable Gear Chart ●

Shift Range	Shift Range Indicator Light Indication	Usable Gears
6th	6	6th ↔ 5th ↔ 4th ↔ 3rd ↔ 2nd ↔ 1st
5th	5	5th ↔ 4th ↔ 3rd ↔ 2nd ↔ 1st
4th	4	4th ↔ 3rd ↔ 2nd ↔ 1st
3rd	3	3rd ↔ 2nd ↔ 1st
2nd	2	2nd ↔ 1st
1st	1	1st

2) Floor Shift Lever

The driver selects the S mode position by engaging the shift lever. At this time, the 4th or 5th range is selected according to the vehicle speed. (When the driver selects the S mode during AI-SHIFT control, the current gear will be selected as the shift range.) Then, the shift range positions change one at a time, as the driver moves the shift lever to the front ("+" position) or to the rear ("-" position).
Under this control, the ECM effects optimal shift control within the usable gear range that the driver has selected. As with an ordinary automatic transmission, it shifts to the 1st gear when the vehicle is stopped.
Holding the transmission control switch in the "+" position with the shift lever in the S mode position will change the shift range to the 6th range regardless of range position (1st to 5th).
When the shift lever is in the S mode position, the S mode indicator light in the combination meter illuminates. The shift range indicator light indicates the state of the shift range position that the driver has selected.



▶ Usable Gear Chart ●

Shift Range	Shift Range Indicator Light Indication	Usable Gears
6th	6	6th ↔ 5th ↔ 4th ↔ 3rd ↔ 2nd ↔ 1st
5th	5	5th ↔ 4th ↔ 3rd ↔ 2nd ↔ 1st
4th	4	4th ↔ 3rd ↔ 2nd ↔ 1st
3rd	3	3rd ↔ 2nd ↔ 1st
2nd	2	2nd ↔ 1st
1st	1	1st

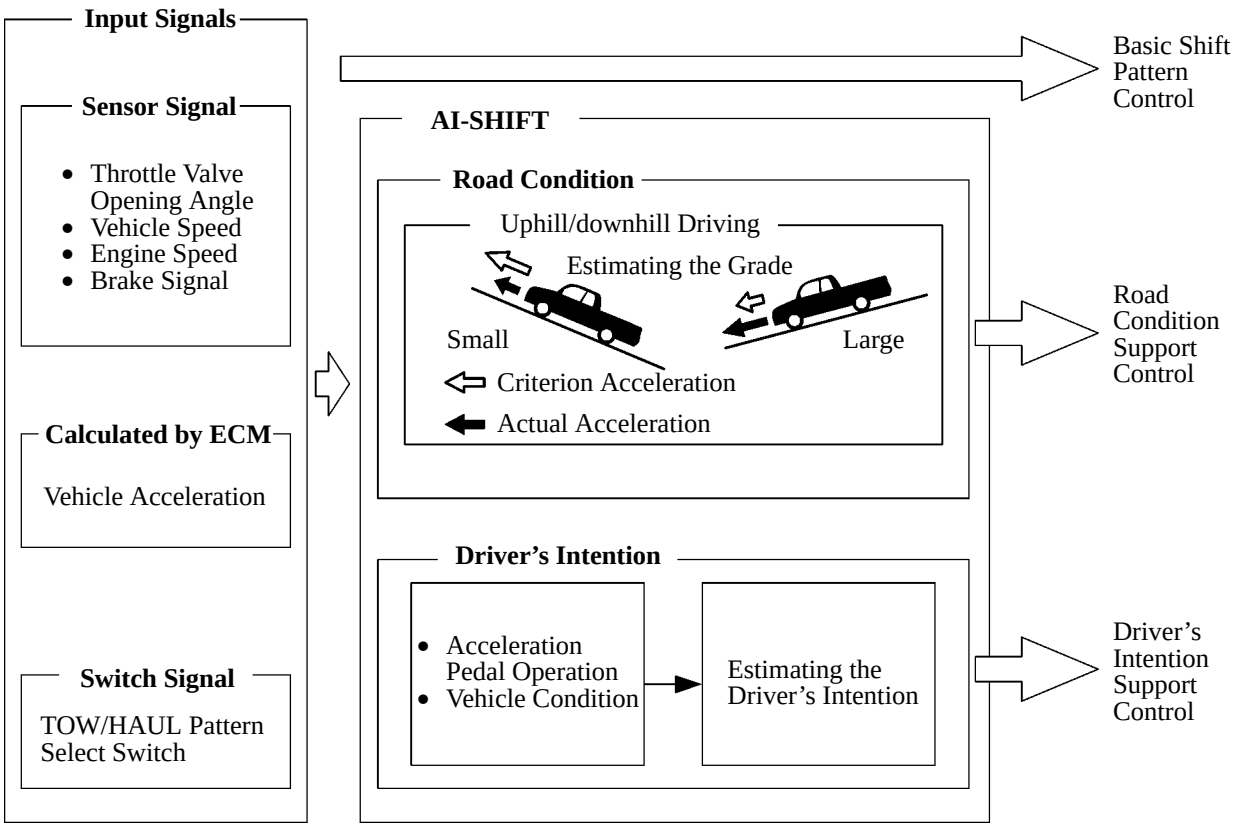
11. AI (Artificial Intelligence)-SHIFT Control

General

In addition to shift pattern changes due to tow/haul control, AI-SHIFT control determines optimal transmission control based on input signals and automatically changes the shift pattern. As a result, a high caliber of transmission operation is achieved.

▶ The AI-SHIFT control includes a road condition support control and a driver's intention support control.

▶ AI-SHIFT control is effect only with the shift lever in the D position, based on the accelerator and brake operation data. AI-SHIFT control will be canceled when the driver selects the S mode.



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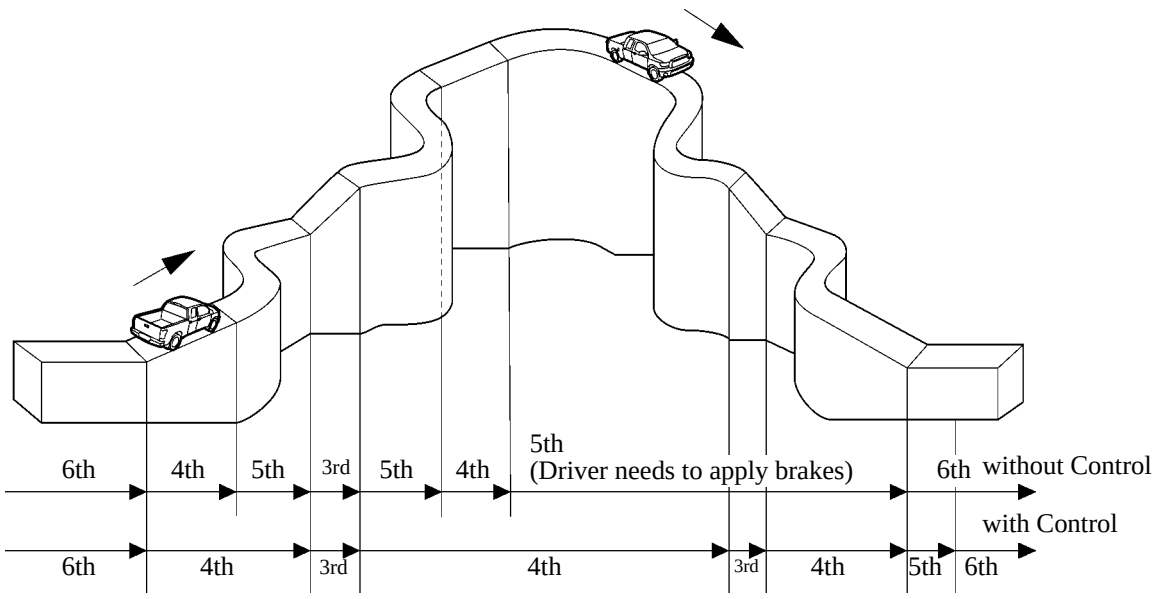
Road Condition Support Control

Under road condition support control, the ECM determines throttle valve opening angle and the vehicle speed whether the vehicle is being driven uphill or downhill.

1) When a trailer is not being towed

- ▶ To achieve an optimal drive force while driving uphill, this control prevents the transmission from up-shifting to 4th, 5th or 6th gear.
- ▶ To achieve an optimal engine braking effect while driving downhill, this control automatically downshifts the transmission to 5th, 4th or 3rd gear.



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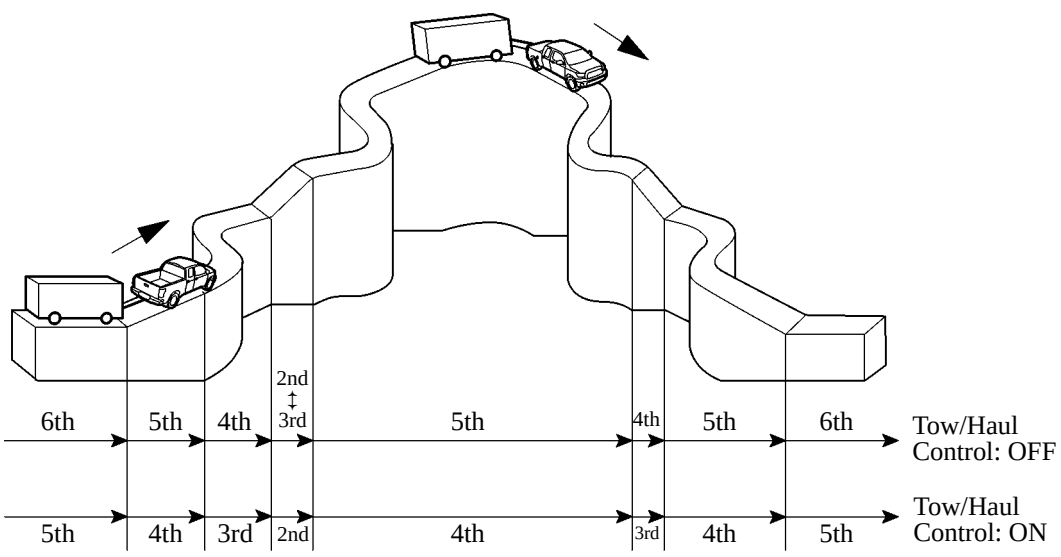
2) When a trailer is being towed

- ▶To achieve an optimal drive force while driving uphill, this control prevents the transmission from up-shifting.
- ▶To achieve an optimal engine braking effect while driving downhill, this control automatically downshifts the transmission.
- ▶In addition to the shift pattern changes due to the road condition support control, the shift pattern is further changed when the tow/haul control is turned ON.



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Driver's Intention Support Control

1) When a trailer is not being towed

Driver's intention support control estimates the driver's intention based on the accelerator operation and vehicle condition and selects a shift pattern that is well-suited to each driver.

2) When a trailer is being towed

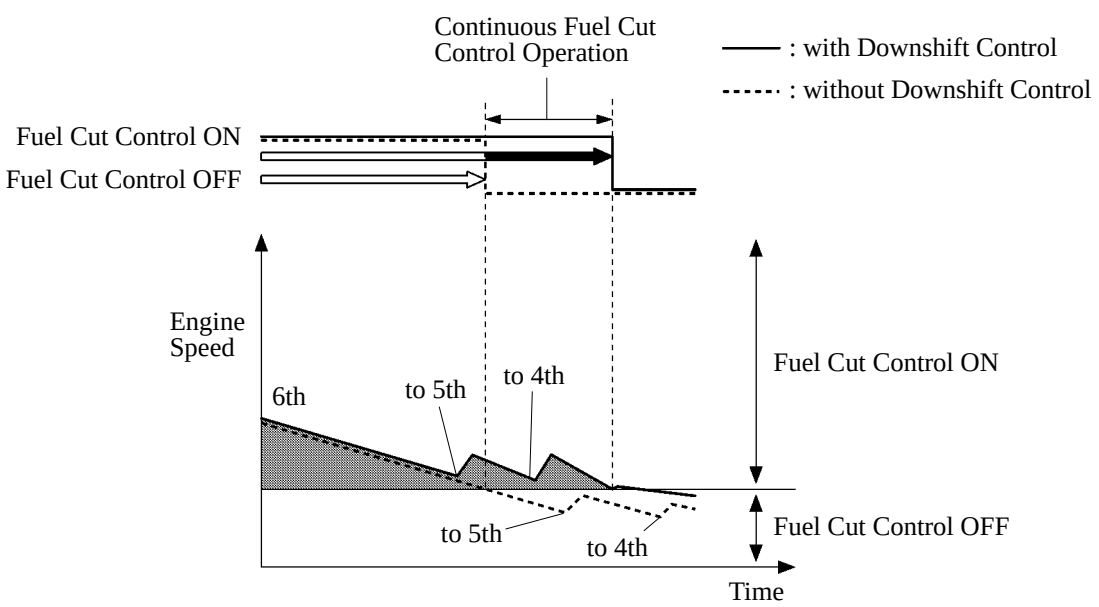
During tow/haul control operation, the driver's intention support control ensures drivability while towing a trailer by determining the driver's intention based on accelerator pedal operation and vehicle condition and performs the controls shown in the chart.

Control	Operation	Available for
Sudden Accelerator Pedal Depress Control	When the driver operates (presses) the accelerator pedal quickly, this control causes the transmission to downshift rapidly to improve acceleration response.	4th to 6th
Sudden Accelerator Pedal Release Control	When the driver releases the accelerator quickly, this control makes it easy for the transmission to hold the gear, which improves engine braking force and re-acceleration response.	3rd to 6th
Sudden Deceleration Downshift Control	When the driver decelerates the vehicle suddenly, this control downshifts rapidly, which improves engine braking force and re-acceleration response.	3rd to 6th

12. Coast Downshift Control

As a result of coast downshift control, downshifts are performed to maintain sufficient engine speed to avoid ending fuel cut control. Thus, fuel cut time is extended and fuel economy is achieved.

▶ In this control, the transmission downshifts from 6th to 5th and then 5th to 4th before fuel cut control ends when the vehicle is decelerated in the 6th gear, so that fuel cut control continues operating.



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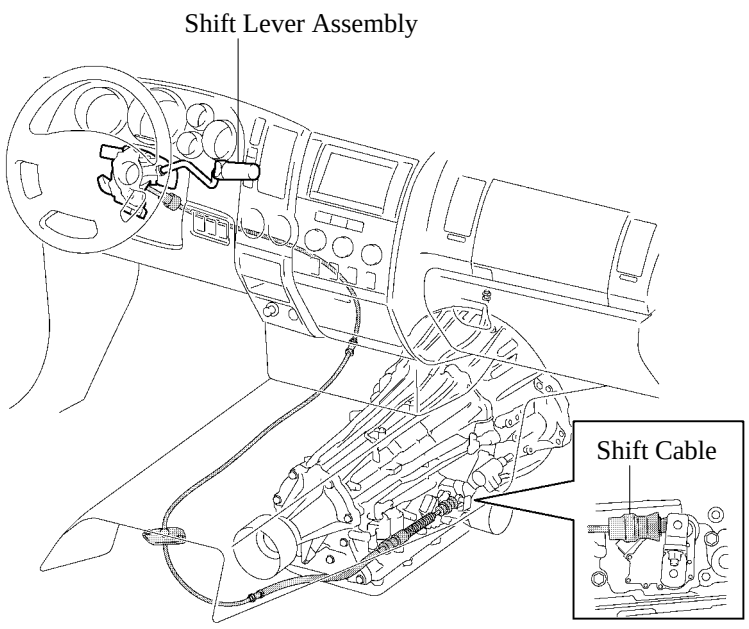
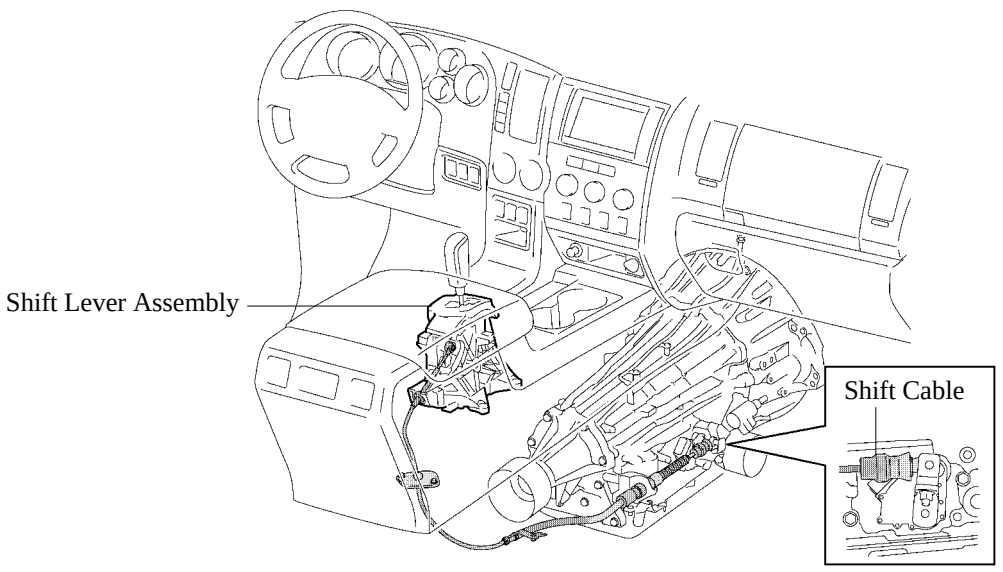
●SHIFT CONTROL MECHANISM

1. General

The shift control mechanism consists of the shift cable, the shift lever assembly, and the shift lock system.
▶The shift cable with a length adjustment mechanism is used.



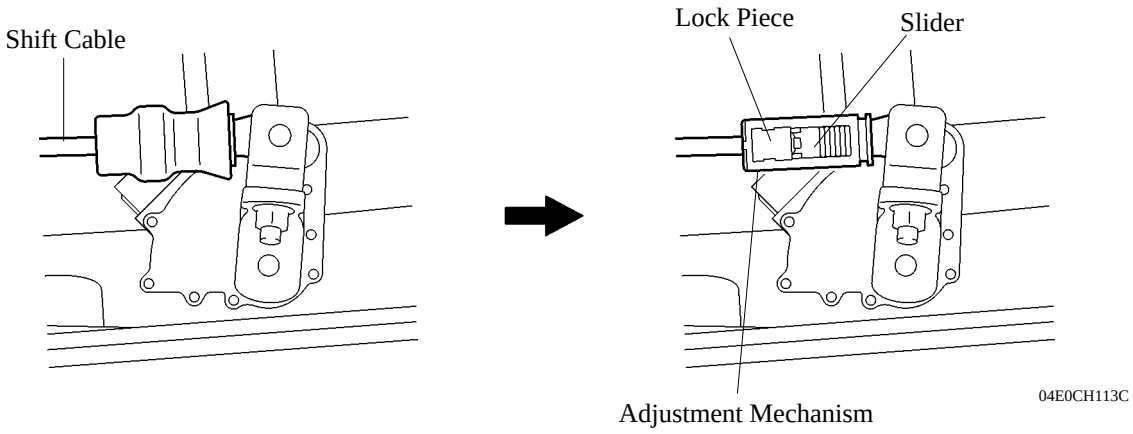
Column Shift 04E1CH28C



Floor Shift 04E1CH29C

Service Tip

The shift control cable is secured by the lock piece of the adjustment mechanism. Adjustment of the shift control cable is possible by releasing the lock piece from the cable. For details, see the 2007 TUNDRA Repair Manual (Pub. No. RM04E2U).



Adjustment Mechanism Cross Section

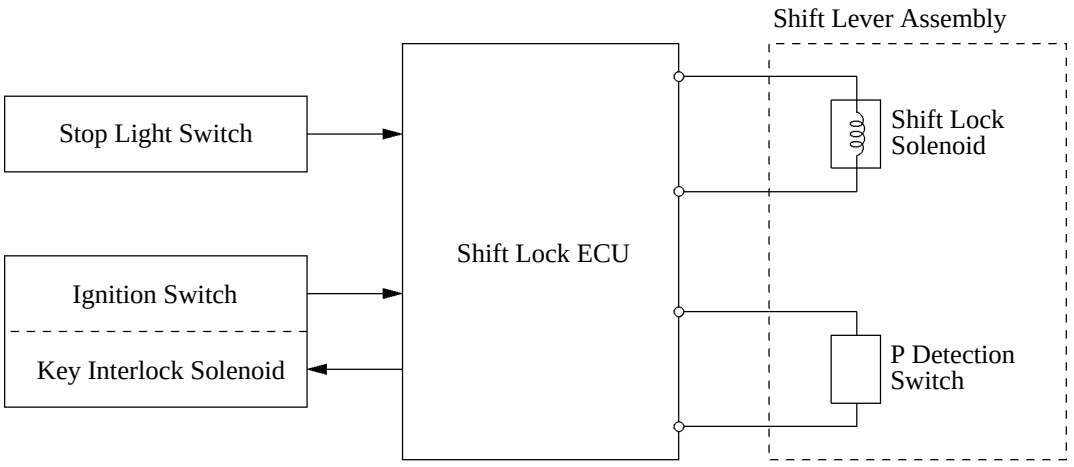
04E1CH44C

2. Shift Lock System

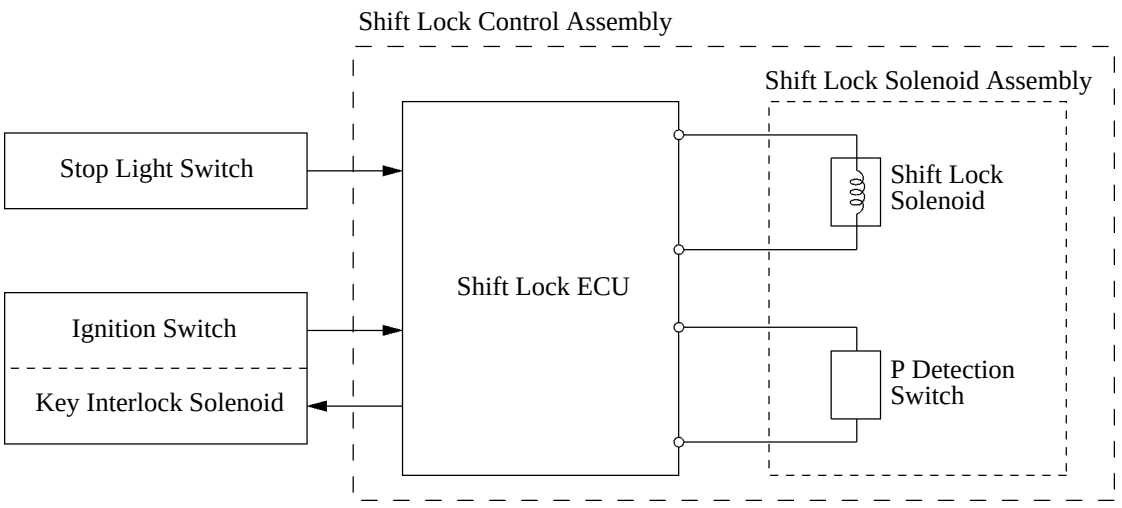
General

The shift lock system is controlled by the Shift Lock ECU and it has a key interlock function and shift lock function.

- ▶ The key interlock function prevents the key from being pulled out after the ignition switch is turned OFF, unless the shift lever is moved to the P position. Thus, parking of the vehicle in the P position is required.
- ▶ The shift lock function prevents the shift lever from being shifted from P position, unless the ignition switch is ON and the brake pedal is pressed.
- ▶ The Shift Lock ECU turns the key interlock solenoid and the shift lock solenoid on in order to release the key interlock and shift lock.
- ▶ A concealed shift lock override button is allows a manual override of the shift lock system if this is necessary.



Column Shift



Floor Shift

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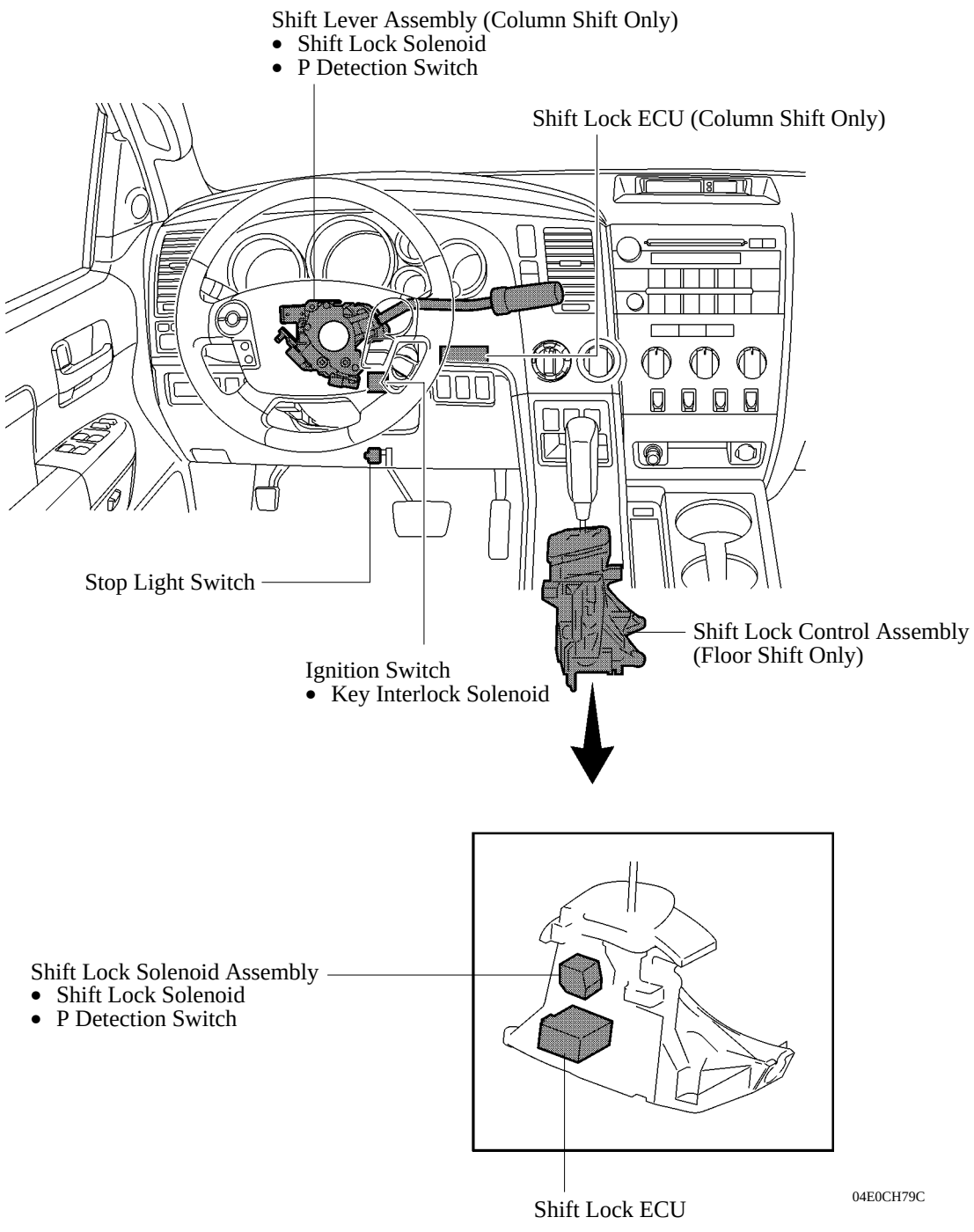
Layout of Main Components



4. Diagnosis

When the ECM detects a malfunction, the ECM records the malfunction and memorizes the information related to the fault. Furthermore, the MIL (Malfunction Indicator Lamp) in the combination meter illuminates or blinks to inform the driver.
The ECM will also store the DTCs (Diagnostic Trouble Codes) of the malfunctions. The DTCs can be accessed using the hand-held tester or Techstream*.
For details, see the 2007 TOYOTA TUNDRA Repair Manual (Pub. No. RM04E2U).

Service Tip

The ECM uses the CAN protocol for diagnostic communication. Therefore, a hand-held tester or Techstream* and a dedicated adapter [CAN VIM (Vehicle Interface Module)] are required for accessing diagnostic data.
To clear DTCs that are stored in the ECM, use a hand-held tester or Techstream*, disconnect the battery terminal or remove the EFI fuse for 1 minute or longer.
For details, see the 2007 TOYOTA TUNDRA Repair Manual (Pub. No. RM04E2U).

*: Techstream is the name for the diagnostic tester in North America, but other countries will continue to use the hand-held tester.

5. Fail-safe

The fail-safe function minimizes the loss of operability when an abnormality occurs in a sensor or solenoid.

▶ Fail-Safe Control List ●

Malfunction Part	Function
Input Speed Sensor (NT)	When the input speed sensor malfunctions, shift control is effected using the information from the output speed sensor signal (SP2). During an input speed sensor malfunction, up-shift to the 5th, 6th, AI-SHIFT and flex lock-up clutch control are prohibited.
Output Speed Sensor (SP2)	When the output speed sensor malfunctions, shift control is effected using the information from the input speed sensor signal (NT). When the output speed sensor malfunctions, up-shift to the 5th, 6th, AI-SHIFT and flex lock-up clutch control are prohibited.
ATF Temperature Sensor No.1 (THO1)	When the ATF temperature sensor No.1 malfunctions, up-shift to the 5th, 6th and flex lock-up clutch control are prohibited.
Solenoid Valve S1, S2, S3, S4 and SR	When a solenoid valve listed at left fails, the current to the failed solenoid valve is cut off. Shift control is changed to a fail-safe mode to shift gears using the normal solenoid valves to allow continued driving. Refer to the table on the next page for an operation example.
Solenoid Valve SL1 and SL2	During a solenoid valve SL1 or SL2 malfunction, up-shift to the 5th and 6th and flex lock-up clutch control are prohibited.
Solenoid Valve SLU	During a solenoid valve SLU malfunction, the current to the solenoid valve is stopped. Because this stops lock-up control and flex lock-up control, fuel economy decreases.
Solenoid Valve SLT	During a solenoid valve SLT malfunction, the current to the solenoid valve is stopped. Because this stops line pressure optimal control, the shift shock increases. However, shifting is effected through normal clutch pressure control.

Position	Normal							
	Shift Solenoid							Gear
	S1	S2	S3	S4	SR	SL1	SL2	
D, S6	OFF	ON	ON	OFF	ON	OFF	ON	1st
	ON	ON	ON	OFF	ON	OFF	ON	2nd
	ON	OFF	ON	OFF	ON	OFF	ON	3rd
	ON	OFF	OFF	OFF	ON	OFF	ON	4th
	ON	OFF	OFF	ON	OFF	ON	OFF	5th
	ON	ON	OFF	ON	OFF	ON	OFF	6th
S5	OFF	ON	ON	OFF	ON	OFF	ON	1st
	ON	ON	ON	OFF	ON	OFF	ON	2nd
	ON	OFF	ON	OFF	ON	OFF	ON	3rd
	ON	OFF	OFF	OFF	ON	OFF	ON	4th
	ON	OFF	OFF	ON	OFF	ON	OFF	5th
S4	OFF	ON	ON	OFF	ON	OFF	ON	1st
	ON	ON	ON	OFF	ON	OFF	ON	2nd
	ON	OFF	ON	OFF	ON	OFF	ON	3rd
	ON	OFF	OFF	OFF	ON	OFF	ON	4th
S3	OFF	ON	ON	OFF	ON	OFF	ON	1st
	ON	ON	ON	OFF	ON	OFF	ON	2nd
	ON	OFF	ON	OFF	ON	OFF	OFF	3rd
S2	OFF	ON	ON	OFF	ON	OFF	ON	1st
	ON	ON	ON	ON	ON	OFF	OFF	2nd
S1	OFF	ON	ON	OFF	ON	OFF	OFF	1st

▶ Example ●

Position	Normal							
	Shift Solenoid							Gear
	S1	S2	S3	S4	SR	SL1	SL2	
D, S6	×	ON	ON	OFF	ON	OFF	ON	1st
	×	ON↔OFF	ON↔OFF	OFF	ON	OFF	ON	1st↔4th
	×	OFF	ON↔OFF	OFF	ON	OFF	ON	3rd↔4th
	×	OFF	OFF	OFF	ON	OFF	ON	4th
	×	OFF	OFF	ON	OFF	ON	OFF	5th
	×	ON↔OFF	OFF	ON	OFF	ON	OFF	N↔5th
S5	×	ON	ON	OFF	ON	OFF	ON	1st
	×	ON↔OFF	ON↔OFF	OFF	ON	OFF	ON	1st↔4th
	×	OFF	ON↔OFF	OFF	ON	OFF	ON	3rd↔4th
	×	OFF	OFF	OFF	ON	OFF	ON	4th
	×	ON↔OFF	OFF	ON	OFF	ON	OFF	5th
S4	×	ON	ON	OFF	ON	OFF	ON	1st
	×	ON↔OFF	ON↔OFF	OFF	ON	OFF	ON	1st↔4th
	×	OFF	ON↔OFF	OFF	ON	OFF	ON	3rd↔4th
	×	OFF	OFF	OFF	ON	OFF	ON	4th
S3	×	ON	ON	OFF	ON	OFF	ON	1st
	×	ON↔OFF	ON↔OFF	OFF	ON	OFF	ON	1st↔4th
	×	OFF	ON↔OFF	OFF	ON	OFF	OFF↔ON	3rd (E/B)↔4th
S2	×	ON	ON	OFF	ON	OFF	ON	1st
	×	ON↔OFF	ON↔OFF	ON	ON↔OFF	OFF	OFF↔ON	1st (E/B)↔2nd
S1	×	ON	ON	OFF	ON	OFF	OFF	1st (E/B)

E/B: Engine Braking