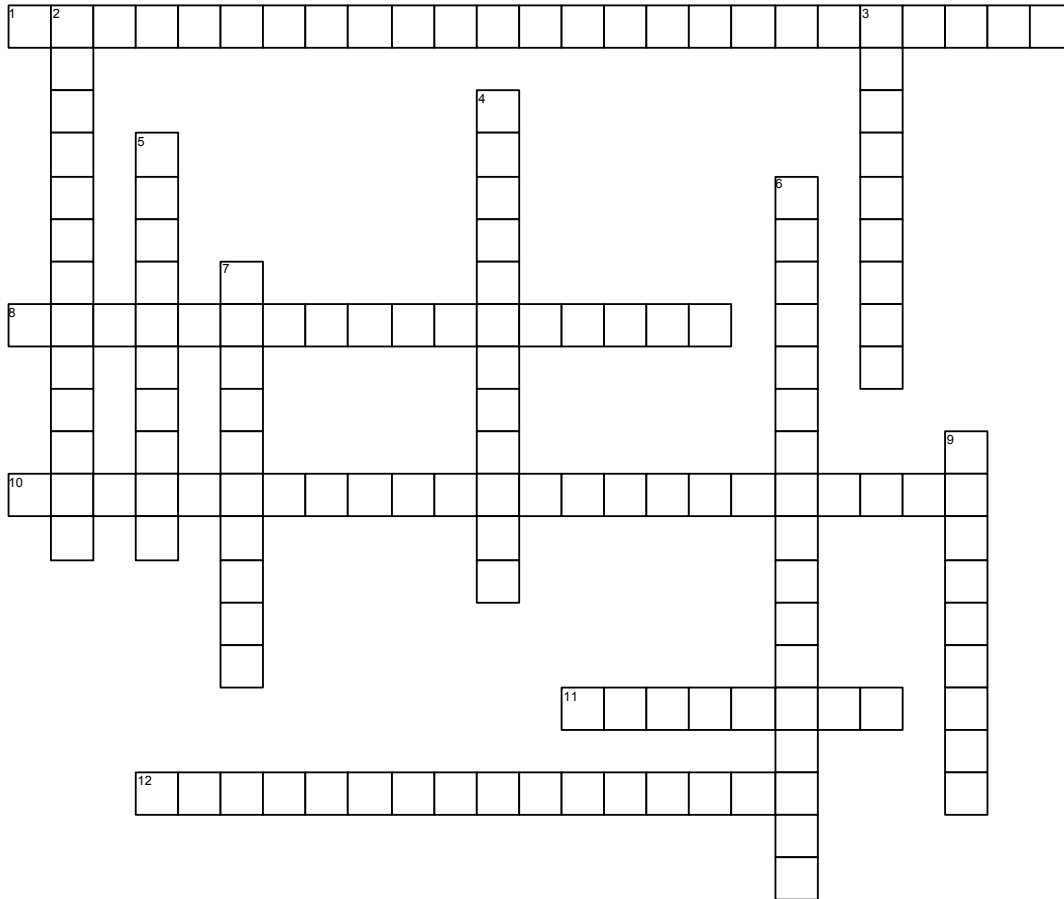


# Transmission Condition Diagnosis

## Chapter 13



<http://jameshaldeman.com>

### ACROSS

- 1 Sometimes the \_\_\_\_\_ is part of the PCM, sometimes it is a stand alone unit.
- 8 The most likely cause for a pressure problem in park or neutral are the pump, intake filter, and \_\_\_\_\_ because the fluid flow path is usually through the filter, valve body, transmission case, pump assembly, and back through the transmission case to the valve body.
- 10 One of the roles of the \_\_\_\_\_ is to monitor transmission operation and determine if malfunctions may be occurring.
- 11 \_\_\_\_\_ a module is the updating of the programming an electronic control module such as the PCM or TCM to solve an issue or customer concern.
- 12 Some highly \_\_\_\_\_ - \_\_\_\_\_ ATFs do tend to turn light brown after a short period of time and this should not be used as a sign of fluid breakdown.

### DOWN

- 2 \_\_\_\_\_ is often necessary when a new TCM is installed.
- 3 A varnish-like odor indicates fluid \_\_\_\_\_ and breakdown.
- 4 A common analog hydraulic pressure gauge is normally dampened, so minor pressure \_\_\_\_\_ are lost.
- 5 The electrical \_\_\_\_\_ of an electronic gauge can be connected to a scope, which can be used to watch small pressure changes and find an important clue to the cause of a problem.
- 6 The \_\_\_\_\_ monitors the time needed to fill a clutch as it applies.
- 7 Hydraulic noise, often described as a "buzz," is the result of rapid fluid pressure \_\_\_\_\_.
- 9 When a transmission has \_\_\_\_\_ for individual apply circuits as well as line pressure, the condition of that circuit can be easily determined by comparing its pressure with line pressure.