

## 2007 Chrysler Pacifica 4.0L 62TE

Delayed shift into D or R (4 seconds or more, sometimes intermittent).

No "Autostick".

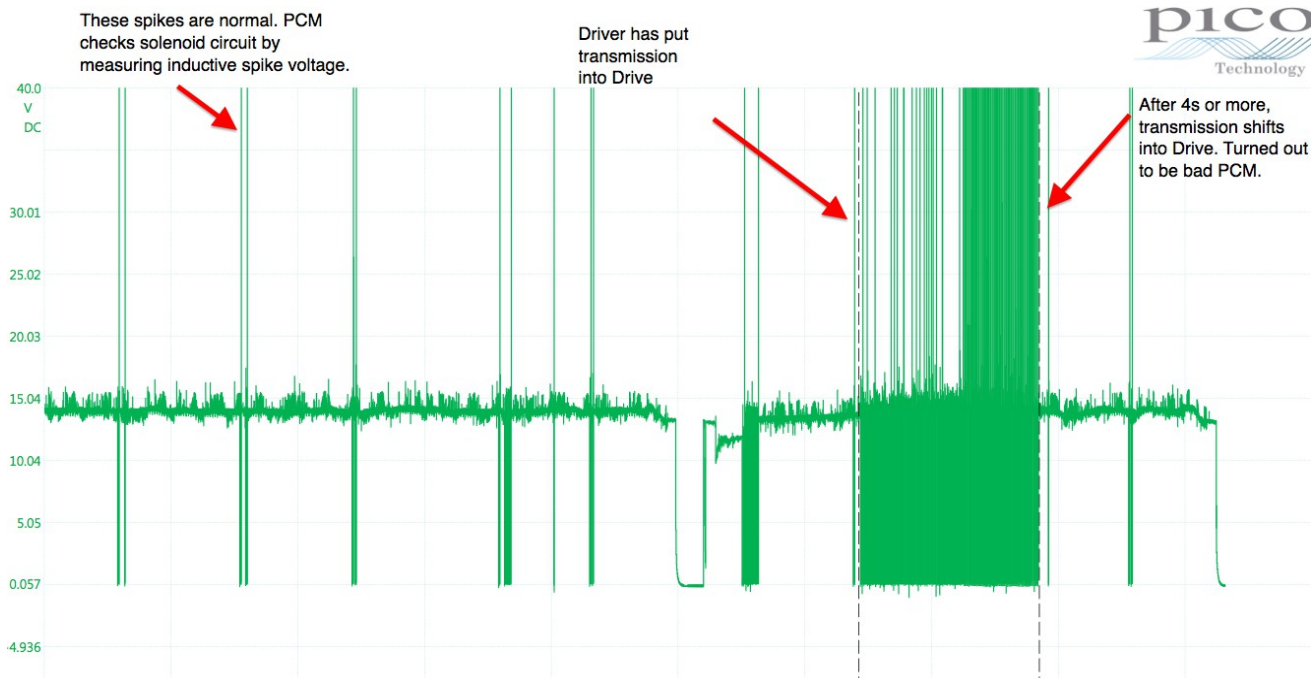
No DTC.

DATA showed 31-34psi of Actual\_Line\_Pressure against Desired 135psi.

- PCM should set DTCs in case of circuit failure or pressure issues. In this case it didn't.
- PCM is designed to control line pressure through Variable Force Solenoid (VFS).
- I should have checked the operation of this valve and pressure sensor first, but went on to check shifting solenoids.

Checked table of "what's engaged when"

- In first gear L/R, L/C, and UD clutch should be applied.
- When checking with oscilloscope, only UD clutch command waveform showed correlation with a shifting delay.
  - Regular voltage spikes on the waveform are normal, transmission checks health of solenoid's coil and circuit in general by measuring inductive spike voltages.
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## Put new PCM

- Erased adaptive values.
- At first, shifting into Drive was harsh, with a kick, but after few shifts back and forth, it started to shift smoothly.
- DATA: Line Pressure increased to meet desired pressure of 135psi.
  - This may have caused UD Clutch command to have smaller delay.

