



Technical Bulletin #1634

Transmission: *Honda 5 Speed*

Subject: *Kills the Engine in Drive, No Reverse*

Application: *Honda/Acura*

Issue Date: *August, 2014*

Honda 5 Speed

Kills the Engine in Drive, No Reverse

Applications	Transmission
07-12 Odyssey	P36A/B36A
08-12 Accord V6	B97A/P79A (2010 Only)
05-07 Accord Hybrid	MVRA
10-12 Crosstour V6	BBSA (AWD) PN4A (FWD)
09-12 Pilot	PN3A (AWD) PN4A (FWD)
09-12 Ridgeline	PSFA
07-09 MDX	BYFA
07-11 RDX	BWEA
05-10 RL	MJBA
07-11 TL	BDHA
10-11 TSX	MM7A

These vehicles have normally closed solenoids. Killing the engine with the converter clutch and loss of reverse engagement will be the issues if we install the wrong solenoids.

These normally open and closed solenoids are similar in appearance.

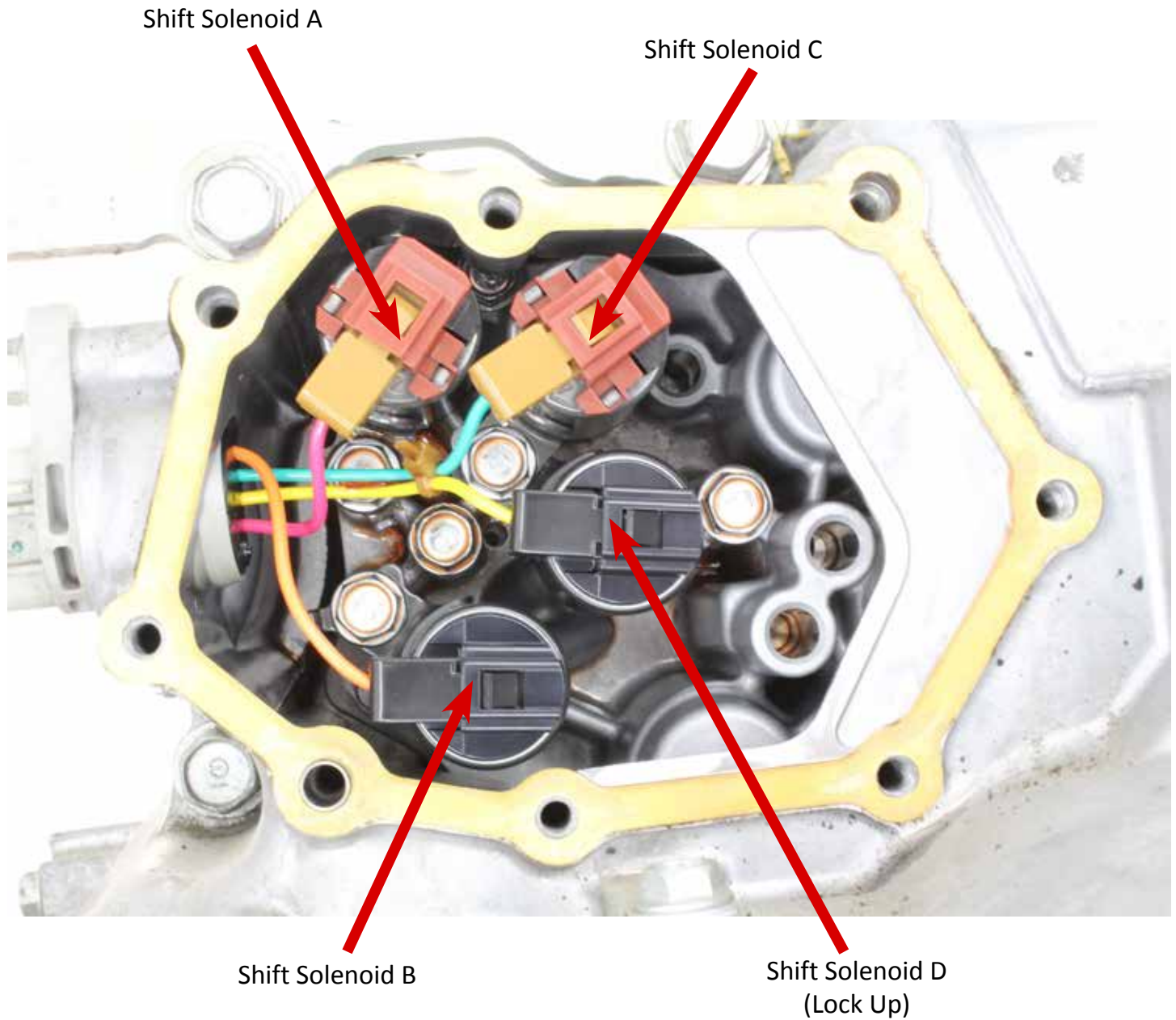


Normally Open (N.O.)



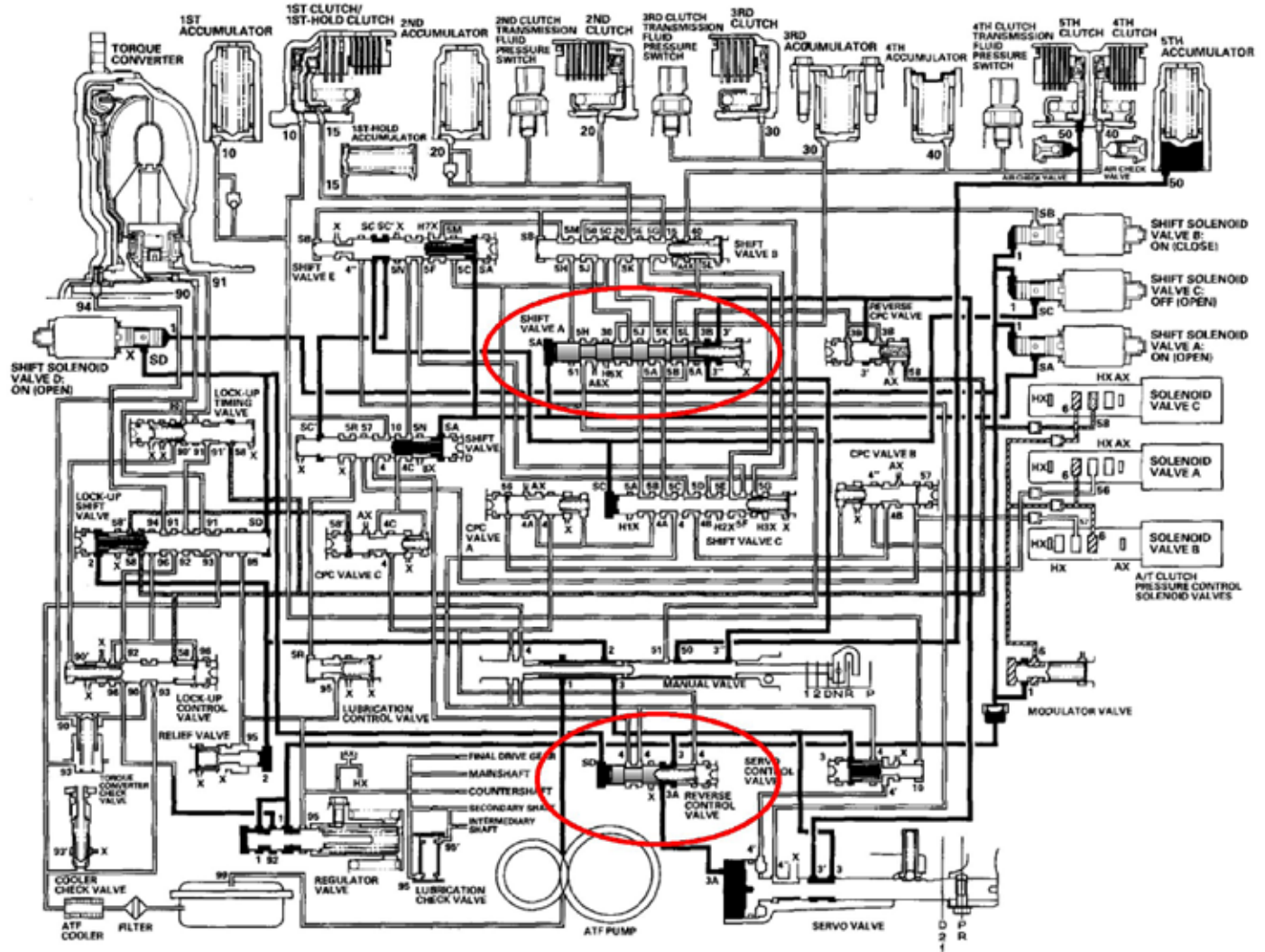
Normally Closed (N.C.)

Solenoid Identification



Reverse Hydraulics Normal Operation

During normal reverse operation shift valve A and the reverse control valve are in the shifted position. The reverse control valve opens line oil to the servo valve. This strokes the servo valve into the reverse position. Shift valve A allows line oil from the servo valve to apply the 5th clutch.

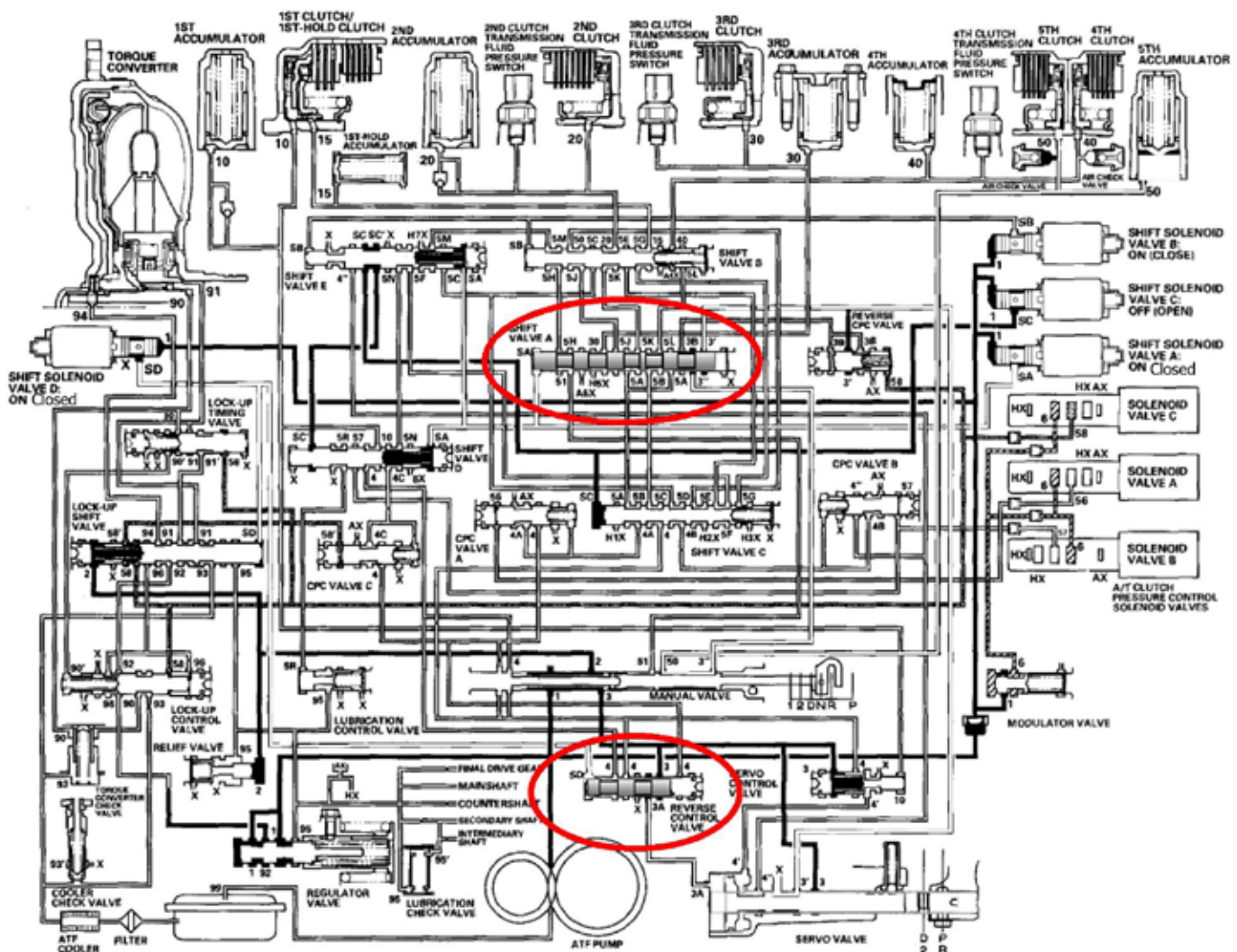


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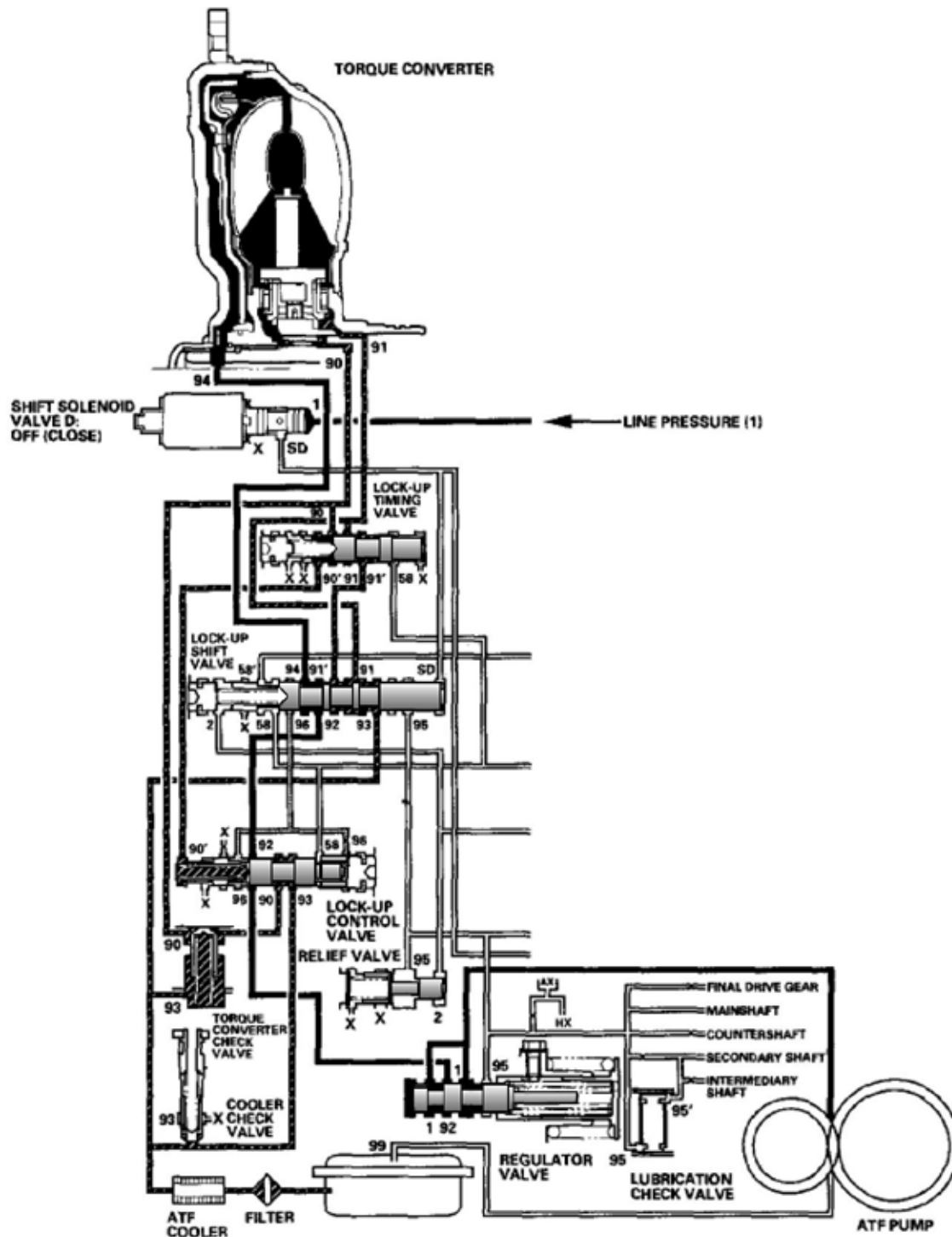
Reverse Hydraulics With Normally Open Solenoids (Wrong Parts Installed)

When N.O. solenoids are installed oil is blocked from getting to the servo valve and the 5th clutch. In reverse the computer commands shift solenoid "A" ON and shift solenoid D ON. This will close the solenoids and the servo control valve and shift valve A will stay in the unshifted position.



Lockup Hydraulics Normal Operation

During normal operation the lockup valves are in the unshifted position. When lockup is commanded by the controller the solenoid opens and flows fluid to the lockup shift valve.



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Lockup Hydraulics with a Normally Open Solenoid (Wrong Parts Installed)

The normally open solenoid flows pressure to the lockup shift valve. This blocks converter charge oil from releasing the converter clutch. The applied converter clutch kills the engine when put into gear.

