

8. Stall Speed Test

A: MEASUREMENT

1. GENERAL INFORMATION

The stall test is of extreme importance in diagnosing the condition of the automatic transmission and the engine. It should be conducted to measure the engine stall speeds in all shift ranges except the P and N ranges.

Purposes of the stall test:

- 1) To check the operation of the automatic transmission clutch.
- 2) To check the operation of the torque converter clutch.
- 3) To check engine performance.

2. TEST METHODS

- 1) Preparations before test:
 - (1) Check that throttle valve opens fully.
 - (2) Check that engine oil level is correct.
 - (3) Check that coolant level is correct.
 - (4) Check that ATF level is correct.
 - (5) Check that differential gear oil level is correct.
 - (6) Increase ATF temperature to 60 to 80°C (140 to 176°F) by idling the engine for approximately 30 minutes (with select lever set to "N" or "P").
- 2) Install an engine tachometer at a location visible from the driver's compartment and mark the stall speed range on the tachometer scale.
- 3) Place the wheel chocks at the front and rear of all wheels and engage the parking brake.
- 4) Move the manual linkage to ensure it operates properly, and shift the select lever to the 2 range.
- 5) While forcibly depressing the foot brake pedal, gradually depress the accelerator pedal until the engine operates at full throttle.

- 6) When the engine speed is stabilized, read that speed quickly and release the accelerator pedal.
- 7) Shift the select lever to Neutral, and cool down the engine by idling it for more than one minute.
- 8) Record the stall speed.
- 9) If stall speed in 2 range is higher than specifications, forward clutch slipping on brake band slipping may occur. To identify it, conduct the same test as above in D range.
- 10) Perform the stall tests with the select lever in the R range.

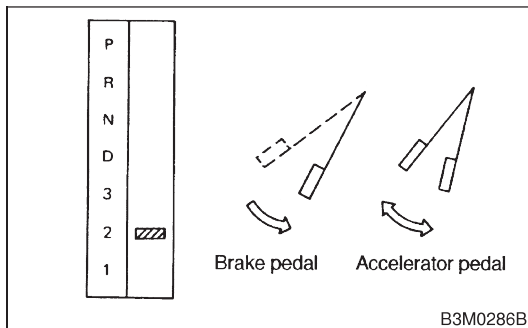
CAUTION:

● Do not continue the stall test for **MORE THAN FIVE SECONDS** at a time (from closed throttle, fully open throttle to stall speed reading). Failure to follow this instruction causes the engine oil and ATF to deteriorate and the clutch and brake band to be adversely affected. Be sure to cool down the engine for at least one minute after each stall test with the select lever set in the P or N range and with the idle speed lower than 1,200 rpm.

● If the stall speed is higher than the specified range, attempt to finish the stall test in as short a time as possible, in order to prevent the automatic transmission from sustaining damage.

Specifications

Stall speed (at sea level):
2,300 — 2,700 rpm



3. EVALUATION

Stall speed (at sea level)	Position	Cause
Less than specifications	2 R	<ul style="list-style-type: none"> ● Throttle valve not fully open ● Erroneous engine operation ● Torque converter clutch's one-way clutch slipping
Greater than specifications	D	<ul style="list-style-type: none"> ● Forward clutch slipping ● One-way clutch (1-2) malfunctioning
	R	<ul style="list-style-type: none"> ● Line pressure too low ● Reverse clutch slipping ● Low & reverse brake slipping
	2	<ul style="list-style-type: none"> ● Line pressure too low ● Forward clutch slipping ● Brake band slipping ● One-way clutch (3-4) malfunctioning