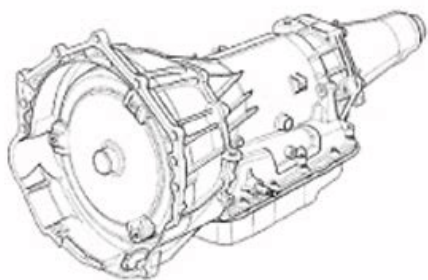


BTR 93 97LE FORD AUTO TRANSMISSION



AUTO SERVICE MANUAL

File Name: btr transmission manual.pdf

Size: 3422 KB

Type: PDF, ePub, eBook

Category: Book

Uploaded: 21 May 2019, 18:43 PM

Rating: 4.6/5 from 703 votes.

Status: AVAILABLE

Last checked: 9 Minutes ago!

In order to read or download btr transmission manual ebook, you need to create a FREE account.

[**Download Now!**](#)

eBook includes PDF, ePub and Kindle version

[Register a free 1 month Trial Account.](#)

[Download as many books as you like \(Personal use\)](#)

[Cancel the membership at any time if not satisfied.](#)

[Join Over 80000 Happy Readers](#)

Book Descriptions:

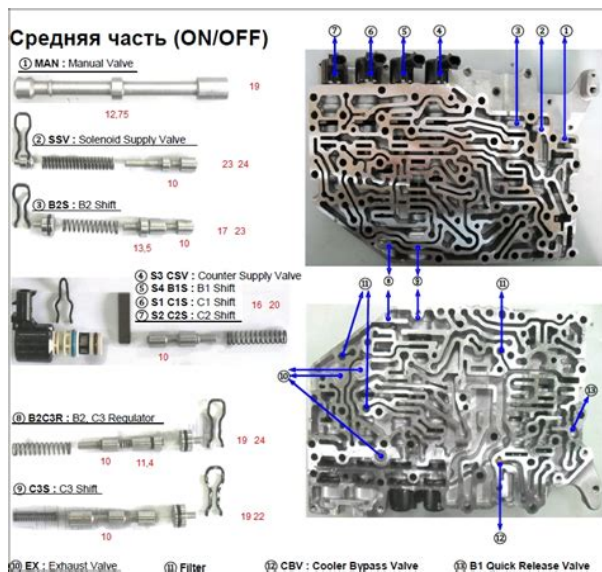
We have made it easy for you to find a PDF Ebooks without any digging. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with btr transmission manual . To get started finding btr transmission manual , you are right to find our website which has a comprehensive collection of manuals listed.

Our library is the biggest of these that have literally hundreds of thousands of different products represented.



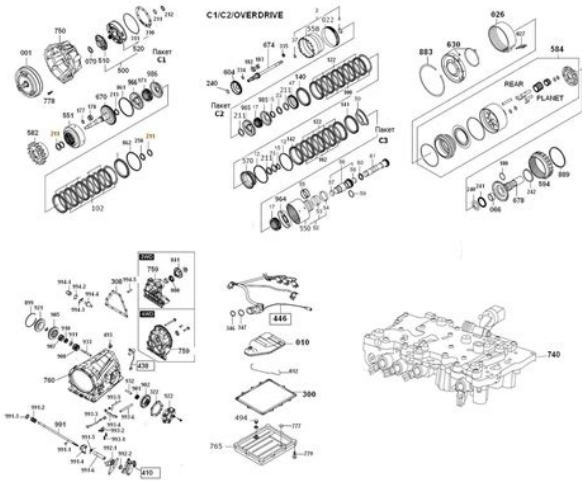
Book Descriptions:

btr transmission manual



Something went wrong. Learn more opens in a new window or tab This amount is subject to change until you make payment. For additional information, see the Global Shipping Program terms and conditions opens in a new window or tab This amount is subject to change until you make payment. If you reside in an EU member state besides UK, import VAT on this purchase is not recoverable. For additional information, see the Global Shipping Program terms and conditions opens in a new window or tab Learn more opens in a new window or tab Learn more opens in a new window or tab Learn more opens in a new window or tab Learn more opens in a new window or tab Learn more opens in a new window or tab Learn more opens in a new window or tab Learn more opens in a new window or tab Learn more opens in a new window or tab Learn more opens in a new window or tab XR5 Turbo 19982005 WORKSHOP SERVICE REPAIR MANUAL 705.23 RUB Free shipping FORD FALCON AU 19982002 SERIES I II III WORKSHOP SERVICE REPAIR MANUAL 469.63 RUB Free shipping Toyota Land Cruiser J100 19982007 WORKSHOP SERVICE REPAIR MANUAL 705.23 RUB Free shipping Fiat 500 20072014 Workshop Service Repair Manual 757.47 RUB Free shipping Ford Ranger 20172019 Workshop Service Repair Manual 757.47 RUB Free shipping Kia Sportage SL 20102016 Workshop Service Repair Manual 757.47 RUB Free shipping See the sellers listing for full details. Contact the seller opens in a new window or tab and request postage to your location. Please enter a valid postcode. Please enter a number less than or equal to 48. If you dont follow our item condition policy for returns, you may not receive a full refund. Refunds by law In Australia, consumers have a legal right to obtain a refund from a business if the goods purchased are faulty, not fit for purpose or dont match the sellers description. More information at returns. All Rights Reserved. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. With a proper exploitation it could overcome more than 200,000 kilometers. The simplicity of its service should also be mentioned. <http://sklep.vittles.pl/userfiles/dca-j-86100c-manual.xml>

- **btr transmission manual, btr m78 transmission manual, btr transmission repair manual, ford btr transmission repair manual, ford btr transmission repair manual pdf, btr transmission manual pdf, btr transmission manual download, btr transmission manuals, btr transmission manual 2017.**



Every 50,000 kilometers car owners should necessary change the transmission oil and filter element. This work can easily be done on their own. SsangYong transmission problems Also you can have btr transmission 6 speed, name is BTR M11. Problems with the valve body are one of the characteristic failures of this modification. Solenoids are usually clogged with wear products, what causes their failure. To extend the life of the valve body it is recommended to use only highquality transmission oil. It must be changed as often as the manufacturer suggests. When it's necessary to repair the valve body, it is possible to replace the solenoids separately. The car owner must understand that repairing one solenoid, in the near future he may face a similar problem with another electric valve. That's the reason why they must be replaced in a kit. Only this way the problem with the work of the valve body will be solved completely. Also, it is useful to carry out regular inspections of the state of transmission to find oil leaks and leaky gaskets. It this case to repair BTR — M74LE it is needed to replace the failed rubberized gaskets and to do a replenishment of lost gear oil. BTR transmission fluid You need to use only original oil for BTR transmission ssangyong fluid the number is 0000000430 for 4l and 0000000400 for 1l. Fluid Capacity 9.5 Full Transmission Flush — what is it. Cost, DIY Transmission fluid change — step by step guide Low Transmission Fluid Symptoms and Signs Transmission fluid level check — guide Transmission Problems Guide — how to resolve. Check your transmission. The formulation is designed to offer maximum wear protection in all operating conditions. Application RAVENOL BTR 95LE is especially designed for use in automatic transmissions manufactured by BTR Engineering Australia found in SsangYong Musso, Korando, Rexton, Aktyon, Ford Falcon, Fairlane, LTD, Maserati Quattroporte, 3200GT, Mitsubishi VF Nimbus, KF Verada and others.<http://puisan.ru/uploads/dca45ssi-manual.xml>

DSI 6 SPEED AUTO TRANSAXLE**0000-00****GENERAL INFORMATION****1. GENERAL INFORMATION****► Automatic transaxle (M11)**

The Model 11 six speed automatic transaxle is available in two variants: four wheel drive and two wheel drive.

- Six forward speeds
- One reverse gear
- A torque converter with an integral converter lock-up clutch with slip control capabilities
- Electronic shift and pressure controls
- A single planetary gear-set
- A double planetary gear-set
- One hydraulically controlled brake bands
- Three multi-plate clutches
- One multi plate brake
- All hydraulic functions are directed by electronic solenoids to control:

- 1) Engagement feel
- 2) Shift feel
- 3) Shift scheduling
- 4) Modulated torque converter clutch applications

► TCU (located under driver's seat)

TCU is located under the driver's seat and controls the transaxle operations.

TCU is activated and deactivated by the ignition voltage, and connected to the transaxle through pin 26 in connector.

TCU receives and uses the signals from sensors and switches through CAN bus with analog and digital types.



| | |
|--------------------|--|
| Modification lines | |
| Application lines | |
| Approved date | |

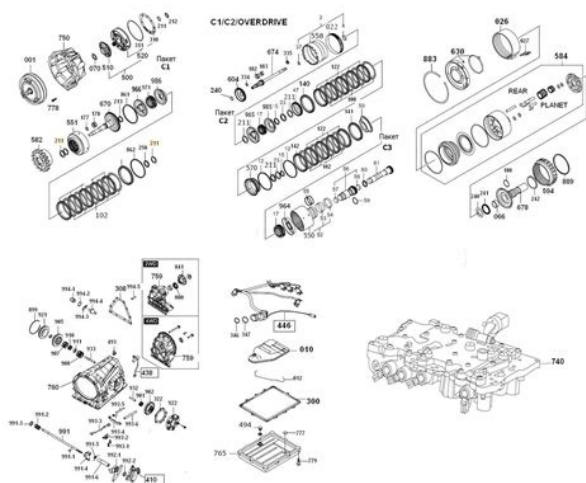
DSI 6 SPEED AUTO TRANSAXLE
KORANDO 2013.08



Under normal operating conditions, maintenancefree filling is possible. Average Rating 1 Review Write a Review and share your opinions. Was this helpful to you. We take VISA, Mastercard and Maestro. Unlike some Online Shops we do not charge extra for Credit Card payments. ATTENTION TRADE CUSTOMERS In addition to the above payment methods, and subject to credit references, we can offer you a 30 day account. You can apply for a Trade Account [HERE](#) once approved you will receive your own personal access code which allows you to see your net purchase prices and choose payment against invoice. You can of course also order by phone or by mail if you prefer. VAT free to EU Countries If you are ordering on behalf of a company registered for VAT within the European Community you can order without paying UK VAT. Once you have filled out your address details in the Check Out simply put the VAT number in the box provided this will automatically be checked against the company name and, if approved, will deduct the VAT from your order. NB. Please enter the number without spaces or punctuation. We now offer free delivery throughout the UK and to many European countries see below for details. Delivery Charges to Mainland UK ex. Orders up to 1.9kg 2 Litres will be sent 1st Class Post, over this weight with DHL. To select Economy or Express shipping, please use the dropdown in the Shopping Basket. Note that as a result of restrictions in force regarding the coronavirus and resulting staff shortages we can no longer guarantee a next day delivery service. Your order will be completed and sent as quickly as possible but please allow 23 working days for delivery. Please be aware, Mainland UK Express delivery does not include the Highlands and Islands of Scotland as defined by DHL, Northern Ireland, Isle of Man and Isles of Scilly in case of uncertainty please just type your postcode into the box provided in the Shopping Basket.

Please note we cannot ship to the Channel Islands due to the customs requirements. Zone 2 Czech Republic, France, Hungary, Italy, Luxemburg, Monaco, Netherlands, Republic of Ireland, Slovakia, Slovenia, Spain Once you have placed your order in the shopping basket, please choose the country of destination and the carriage charge will appear in the Shopping Basket. We may be able to deliver to other countries within Europe and further afield. If your country is not in Zone 1 or 2, please contact us on 01686 650 640 for a specific rate. If you include your mobile phone number when checking out you will automatically receive an SMS from DHL Parcels UK confirming that the goods have been collected from our warehouse and informing you of the expected delivery date. Deliveries

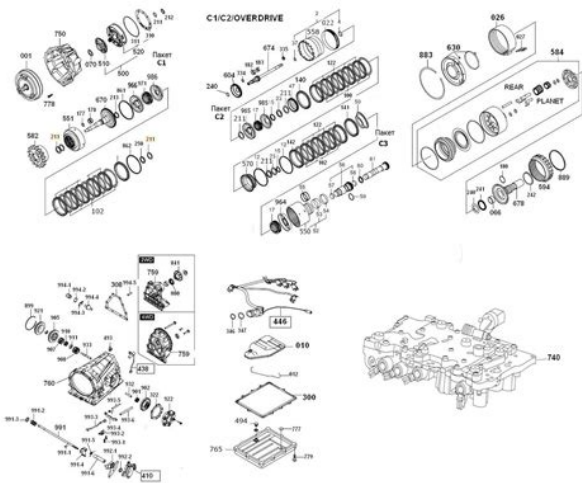
are normally made Monday to Friday between 9.00am and 6.00pm. We normally deliver the next working day to most of the UK for orders received before 9.00am Monday Friday whilst European deliveries will usually take less than 3 working days i.e. Monday to Friday inclusive, unless we contact you to advise otherwise. All deliveries sent with DHL are supplied on a signature required service. If you have asked for the parcel to left in a safe place, we will convey this instruction to the courier but cannot guarantee this will be done as the service is a POD service and items left without signature are at the discretion of the driver. Note it is not possible to give specific instructions on items sent per post. If you request delivery to be left in a safe place we cannot be held responsible for loss. Carriage charges reflect our own net costs we do not make a profit on carriage. If you have any queries regarding our carriage charges or delivery to an address, please contact us. Please be aware weights shown on products are approximate and shown only as a guide to the total weight of your order.



<http://www.drupalitalia.org/node/72462>

RAVENOL ATF BTR 95LE is an ATF Automatic transmission fluid for modern automatic transmission of BTR Engineering Australia. Guarantees maximum wear protection in all operating conditions. RAVENOL ATF BTR 95LE is red colored. Application Notes RAVENOL ATF BTR 95LE is for use in automatic transmission of BTR Engineering Australien for SsangYong Musso, Korando, Rexton, Aktyon, FORD Falcon, Fairlane, LTD, Maserati Quattroporte, 3200GT, Mitsubishi VF Nimbus, KF Verada and others. Under normal operating conditions maintenancefree filling. Not sure of the correct transmission fluid, you can ask your garage or the car dealer with respect to the original OEM gear type and number or consult our advisers. The information you need may be found in the categories below. Alternatively, you may check our site map or search function. It was the sixth generation Ford Falcon and also included the Ford Fairmont AU —the luxuryoriented model range. The AU series replaced the EL Falcon constructed on the previous generation architecture, and was replaced by the updated BA series. IRS was made available as an costly option on the base Forte, Fairmont and S models, and standard on Fairmont Ghia, XR6 VCT and XR8 models. The six and eight cylinder models had a 4speed BTR M93LE and M97LE automatic transmissions, respectively for the six and eight cylinder models, respectively. It was designed and marketed to attract to fleet buyers as well as young drivers. It achieved this through additional features such as bodycoloured grille, alloy wheels, S decals on the rear quarters and bootlid, nonIRS sports suspension and a high level spoiler. The colour choices were limited to Hot Chilli Red, Liquid Silver, Dynamic White, Galaxy Metallic Blue and Silhouette Black. It originally comprised the XR6 HP, XR6 VCT, and XR8 models all sharing a unique quadlamp front bumper bar and nonhigh end bonnet. All series I XRs could have the option of a full Tickford bodykit and unique biwing rear spoiler.

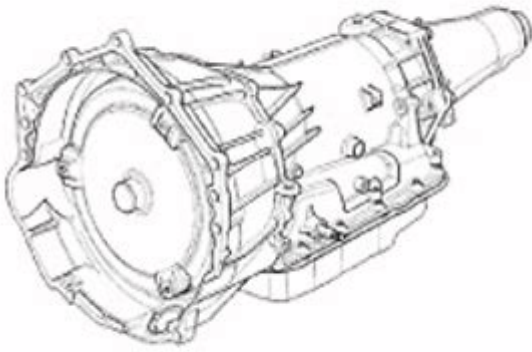
<http://floridamassagepa.com/images/bose-1sr-user-manual.pdf>



The Fairmont was offered in sedan and station wagon bodystyles. Above the Fairmont was the Fairmont Ghia, which was the highest nonperformance specification model in the range and sedan only. It had additional features that included unique wheels and more wood grainlook dash inserts. The wagons featured a new rearend relative to the previous generation Falcons. Inside, the Fairmont and XR model featured full instrumentation oil and battery meters and the Fairmont twins also adopted a different dashboard. IRS was fitted as standard on the Falcon XR6 VCT, XR8 and Fairmont Ghia, and optional on most other sedan models; the XR models being the only ones that could also be fitted with a limited slip differential. To heighten its interior quality, the Forte was offered with medium graphite interior trim slightly darker than originally and the patterned seat material was changed from the bolsters to the seat centres. As a result, this allowed the rear to accept different after market body types, including tray decks, service bodies, and camper van shells. They included In the said tests, it received a three star adult occupant protection rating with a score of 24.2 and in the offset crash test, it was found that there was a low risk of injury to all body regions including the driver's foot and lower leg due to excessive brake pedal movement. New safety features included a passenger airbag and seatbelt pretensioners and load limiters on the front seats across the range. The discs were now ventilated 287x28 mm at the front and solid 287x16 mm at the back. Also across the range, Ford now offered 3 years or 60,000 km worth of scheduled servicing included in the purchase price. Other differences included different spark plugs, inductive high tension leads and a unique engine management processor. Headlights became a shade darker, side indicators clear and a dot matrix windscreen was added to reduce sun glare.

<http://fogerindo.com/images/bose-1800-power-amplifier-service-manual.pdf>

BTR 93 97LE FORD AUTO TRANSMISSION



AUTO SERVICE MANUAL

As listed above, the resulting T series range comprised the short wheelbase TE50 and TS50 plus the longwheelbase TL50 based on the Fairlane .The cars had distinctive front and rear styling highlighted by a chromemesh grille, 17inch and 18inch alloy wheels on the TE50 and TS50 models respectively, and discreet lowprofile rear spoilers for the T1 series. The T2 saw the TE50 feature the XRstyle rear wing, whereas the TS50 retained the lowprofile version.This then debuted at the Summernats car festival that year. Following this Roman AutoTek now AutoTek approached the Hillier Brothers to produce another show car, however this time it would be made with a more extreme guise.The AU would be the only Falcon in the modern V8 Supercar era to not win a championship or a Bathurst 1000.Retrieved 9 July 2007. CS1 maint archived copy as title link By using this site, you agree to the Terms of Use and Privacy Policy. Dismounting, including that on the move, has been made much easier through introduction of larger clamshell side doors, whose lower segments are used as footboards. The field of fire of the infantry squad's small arms has been expanded much, based on the lessons learnt from the APC's tactical use in the mountainous terrain of Afghanistan. To deploy smokescreens, the APC has been furnished with the 902V system comprising six smoke dischargers mounted on the rear outer wall of the turret. With a few basic mods they are happy holding over 300rwkw. We have even put down 430rwkw with an internally stock ef trans. The two biggest killers are heat and slipping which causes more heat, keep these two things in check and you will have a happy trans. The stock radiator trans cooler just dosnt cut it. Frequent oil changes are also a good idea, especially after dyno work as the oil gets very hot. The factory trans tune gives soft shifts to enhance comfort.

As soon as more power is put through the car the auto will slip noticeably on changes until it gets to the point of hitting the rev limiter before shifts occur. Again this is caused from the factory tune commanding low trans pressures for a gentle shift. Even 200rwkw will bounce off the limiter 23 times before shifting. This is due to slippage between the change. You can modify the signal to s5 solonoid via J3 tuning or common resistor shift kit setup. This will help marginally but is still no were near enough line pressure in our opinion.Shifts are always crisp and instant, the downside being that driving around normally the shifts are a bit rough but once you learn how to drive it the shifts are acceptable and well worth it. We havnt tried this but it may be possible to use a 5 pin relay to trigger via boost switch so full line pressure is only used under full throttle. It basically thinks its still controlling the solonoids in the gearbox but its just controlling the ones wired to the outside of it. The solonoids in the trans are left in untouched. On an ef the wires are the yellow wire with green stripe and pink wire with yellow stripe and brown dots. Both wires are next to each other at the bottom of the round plug on the side of the trans. They can be reconnected at any time to go back to the factory tune perameters. Sorry for the poor quality photos. Torque converter included. V8 BTR

Transmission to suit EB ED EF EL AU V8 Windsor engines, Falcon Fairmont Fairlane XR8 GHIA. Contents General Information. Tools, Equipment and safety Precautions. General Transmission Repair Procedures. Ford C Type Automatic Transmission Identification. Automatic Transmission Ford C4, C5, C9 and C10. Automatic Transmission Ford C6. Brand new book. If you wish to order please feel free to copy and paste this link to my site. For the Ford Falcon Ute XH LPG Repair Manual see Supplement WM37LPG. Price includes postage.

<https://www.a2zmedical.com.au/wp-content/plugins/formcraft/file-upload/server/content/files/1626c427968e31---carter-carb-manual.pdf>

Series Covered Falcon GLi, Futura, Fairmont, Fairmont Ghia, XR6, XR8, Fairlane, Fairlane Ghia, and LTD. Contents General Information. Engine TuneUp and Maintenance. Emission Control 6 Cylinder Engine Maintenance and Rebuild. V8 Engine Maintenance and Rebuild. If you wish to order please feel free to copy and paste this link to my site Here is a voucher coupon code you can use in the shopping cart of my site EXTRADISC9120654. Postage included in price. This manual covers all body styles including station wagon. Series Covered Falcon GL, S, Fairmont, Fairmont Ghia, XR and Fairlane, Fairlane Ghia, LTD. If you wish to order please feel free to copy and paste this link to my site Please see below for voucher coupon code you can use in the shopping cart section of my site EXTRADISC7018293647. If you wish to order please feel free to even pop me a quick email through Gumtree and I will send you the link to this book on our site. Thanks. Covers the Utility and Cab Chassis XL, XLS and XR6 4.0 Litre Intech. Including VCT 6 cylinder. Engines described are all petrol engines except the 4.0L I6 LPG which is a dedicated LPG engine 4.0L I6 OHC SEFI 4.0L I6 HP 4.0L I6 VCT 4.0L I6 LPG 5.0L V8 5.0L V8 HO. Transmissions covered M57 5speed manual, BTR 93LE 4speed automatic 6cylinder, and BTR 97LE 4speed automatic V8. If you wish to order please feel free to copy and paste this link to my site Here is a voucher coupon code you can use in the shopping cart of my site DISVER95307503454321. If you wish to order please feel free to either call or even pop me a quick email through Gumtree and I will send you the link to this book on our site. Thanks. Ford Falcon BA 2002 2005. Ford Falcon BF 2005 2008. Ford Falcon FG 2008 2014. Ford Fairlane BA 2003 2005. Ford Fairlane BF 2005 2007. Ford Territory SX 2004 2005. Ford Territory SY 2005 2011. Engine covered. Also can be Fitted BY Transmission Specialist. Transmissions Covered. FREE postage.

Has been tuned by Profile Autosports at a max of 13psi dyno print out available. The engine was tuned with reliability, longevity and fuel economy as priorities, there is plenty more left in it if power was to be the main priority. Turbo is a Hypergear ATR45 with only 20k kms on it. Then build yourself a hotter one in black. One owner, two different takes on modern performance They look tough, sound great and bring a tingle to the nether region of anyone with half a pulse. Sure, there're great times to be had cruising with your mates on a weekend but throw that same rumbling, snarling ride into city traffic on a 40degree day and it's Panadol time. They idle, get relatively great fuel economy, don't overheat and more often than not they can rip down the quarter in times that'll leave an original Charger, Falcon or Monaro gasping. If you need more convincing, look no further than Aaron Madex's pair of latemodel screamers. Okay, it's an XH II ute, but close enough. Back in the day he was driving an XY to work — "It was okay for a weekender but horrid for everyday driving." It not only ran the EL front sheetmetal but also its front suspension and rack and pinion steering Only a year old at the time, the Heritage Green Falcon was tidy and perfect for getting to work and back. But soon enough Aaron had an itch that needed scratching and he reckoned a colour change was in order. We had to paint it something so we went with yellow." The whole lot was lowered over a set of 19in Simmons rims with coilovers front and rear and fourspot Porsche Brembos helping with braking. Low manifold vacuum meant a Saab 95 vacuum pump was needed too It's when you pop the bonnet that people stop and stare. Aaron tuned the Autronic ECU himself and it makes 348rkwW on BP Ultimate Aaron previously crafted a sheetmetal twinthrottle setup but the drivability wasn't

great. That's not a problem now. For those who don't speak electric, that's 466hp at the treads.

That's necessary when Aaron spins the 352cuber to 8000rpm And you'd be wrong. Aaron owns DTM Transmissions and he knows the insides of BTR fourspeeds like the rest of us know the insides of our own homes. But for all its power and drivability, Aaron hasn't been driving the ute much lately. There's too much cleaning and not enough fun," he claims. It looks as good as the ute, has more power and it's easier to drive on the street. Sitting low over 20in Simmons rims, the latemodel Falcon looks as sleek as it is fast But before he could buy it, the sedan moved to a mate's caryard — so he grabbed it from there instead. In fact, it had been too pampered because the previous owner had polished through the paint on the edges. Once it was painted, he took a week off work to assemble the XR6, then tuned the MoTeC ECU himself. The diff was shortened so he could get more dish on the rear rims, then filled with 31spline axles, 3.45 gears and an uberexpensive Harrop Truetrac centre. Like the ute, the sedan runs a twopiece tailshaft and a trickedup BTR fourspeed, this one with a custom DTMdesigned transbrake. Howard rods, custom JE pistons and an extensively ported head combine with a massive Turbonetics hairdryer to create 450rwkW 603hp. On the street it relaxes to 17psi and slurps Shell VPower. If it weren't for the EL TRBO plates, you'd think it was just another clean Falcon. I built it to run nines and it's done that." All Rights Reserved. Cookies also allow us and third parties to tailor the ads you see when you visit our site and other third party websites in the same online network, including social networks. By clicking Agree, you agree to these uses of cookies. If you do not agree or if you would like more information, you can manage your cookie preferences by clicking the link provided. Getting the right oil for your car is key to ensuring your gearbox operates as it is designed to and you get a smooth driving experience every day.

Providing you the peace of mind that you are selecting the right oil for your vehicle. Primarily intended for use in rear axles of Ford Falcon and Holden Commodore pre 2005 high performance models. Recommended for Holden VN V6 and V8 manual transmissions. In its rich history, the T5 has been installed as original equipment in a variety of vehicles, from pickup trucks and SUVs to the fun to drive 5.0 Mustang. Dollarfordollar, poundforpound, the T5 is the smoothestshifting, and most reliable manual transmission for moderate horsepower applications. The control system further includes at least one variable pressure solenoid whose variable pressure output is multiplexed to each pressure regulator valve in the system to provide for quality shifts between gear ratios. The desired end is effected by programmably profiling the output of the variable pressure solenoid. The regulator valves allows the profiled output of the variable pressure solenoid to pass to the effected friction unit to effect a smooth transition between gear ratios and then to deliver full actuating fluid pressure to the respective friction unit to complete the shift. To assure performance and commercial reliability, the control system includes a unique redundancy feature or characteristic. That is, the full actuating fluid pressure which is delivered to the respective friction unit is derived by either maximizing the pressure output of the variable pressure solenoid after the shift or gear change is effected or by allowing full actuating fluid pressure to pass through the regulator valve from the shift valve to the respective friction unit. In either manner, the friction unit is assuredly operated and the gear shift is effected.

BACKGROUND OF THE INVENTION A typical automatic transmission for a vehicle comprises a gear mechanism which can be conditioned to provide any one of a plurality of forward drive gear ratios between its input shaft, which is connectable to the crankshaft of an engine, and its output shaft. Automatic transmissions are commonly equipped with a plurality of friction engaging devices which control the rotary state of various elements of the gear mechanism and, thereby, a desired one of the forward gear drive ratios. Such friction engaging elements typically include hydraulically actuated clutches and brakes. For selecting a desired one of the forward gear drive ratios, such automatic transmission usually include some form of control system. The control system usually has a plurality

of shift valves for selectively connecting and disconnecting various hydraulic circuits to a source of hydraulic pressure in a manner selectively engaging one or more of the friction elements. The forward drive ratios are automatically selected in a determinate manner according to the present values of the vehicles operating parameters and by one or more conventionally described shift diagrams. Careful control of the timing and operation for engagement and disengagement of such friction engaging devices is particularly required in order to eliminate shifting shock between gear changes or shifts. If the operation of the friction engaging devices involved in effecting the shift is not carefully coordinated, a troublesome shifting shock can be generated in the power train. Such shocks between shifts reduce the comfort of vehicle operation and the drivability of the vehicle. Moreover, these shocks to the power train can significantly shorten a transmissions effective life, durability, and reliability. SUMMARY OF THE INVENTION In line with the above, and in accordance with the invention, there is provided a control system for an overdrive transmission of rear drive configuration.

The transmission has a conventional mechanical arrangement driven by a unique microprocessor based control system which utilizes input signals from a plurality of vehicle sensors to control all shift quality and schedule aspects. The control system of the present invention provides improved transmission performance within compact space requirements and the control approach is considerably more flexible than known designs. More specifically, the preferred form of the transmission includes a gear train whose condition is effected by the relative actuation of a series of fluidically actuatable friction units preferably including four clutch assemblies, two bands or brakes, and two sprags or one way clutches. The transmission may also include a lockup clutch. The clutch assemblies and bands operate in a conventional manner in association with the rotary gear elements of the gear train. A series of six input sensors provide present vehicle operating data to an electronic control unit which controls shift quality and two independent shift schedules. The electronic control unit drives a hydraulic valve body through seven electromagnetic actuators. The seventh actuator is a proportional or variable pressure solenoid whose output is multiplexed to three pressure hydraulic regulators in a manner controlling all upshifts, downshifts and lockup clutch operations while concurrently offering a redundancy feature which insures reliability of the instant invention for commercial applications. The control valve body has been reduced to a simple hydraulic driver. Consequently, twelve valves and two accumulators have been eliminated. Contained within the software is the ability to control all shift schedule and shift quality aspects with full temperature compensation for the latter.

Because this transmission further includes a lockup clutch, the valve body may accordingly further includes lockup clutch regulator means; and, valve means for controlling the flow of actuating fluid to the lockup clutch regulator means. Such a programmable profile for the variable pressure solenoid allows more flexibility in shaping the solenoids pressure output and thereby the effectiveness of the related friction unit. The event or shift is completed by concurrently switching the state of the applicable regulator valve, switching the shift valve, and sending the variable pressure solenoid to maximum pressure. By sending the variable pressure solenoid to maximum pressure a redundancy feature is added which insures accomplishment of the event or shift. Although some compliance is offered by the hydromechanical actuators, there are no accumulators to absorb pressure overshoots and limit cycles. In view of the above, a primary object of this invention is the provision of a control system for an automatic transmission which provides a method of controlling shift feel or quality without the use of accumulators. Another object of this invention is the provision of a control system for an automatic transmission which provides an improved control approach through independent execution of any shift through various actuators controlling a series of shift and regulator valves. Another object of this invention is the provision of an automatic transmission control system having the ability to shape pressure traces and durations using software rather having to modify valve body hardware. Still another object of this invention is the provision of

an automatic control system which provides an independence between line pressure control and shift quality control. DETAILED DESCRIPTION OF THE PRESENT INVENTION Referring now to the drawings, wherein like reference numerals indicate like parts throughout the several views, in FIG.

<http://www.drupalitalia.org/node/72463>