



Applies To: **See VEHICLES AFFECTED**

January 20, 2003

3rd Gear Clutch Pack is Worn

SYMPTOM

The symptoms of a worn 3rd gear clutch pack include, but are not limited to

- No upshifts or downshifts
- Slippage or flaring on upshifts or downshifts (primarily in 3rd gear)
- Erratic or excessively harsh shifts
- Slow or delayed gear engagement
- The MIL is on and/or the D5 indicator is flashing

PROBABLE CAUSE

The 3rd gear clutch pack in the automatic transmission is worn.

VEHICLES AFFECTED

2000-02 3.2TL: All

2003 3.2TL (except Type S):

From VIN 19UUA5...3A000001
thru 19UUA5...3A019556

2003 3.2TL Type S:

From VIN 19UUA5...3A000001
thru 19UUA5...3A019061

2001-02 3.2CL: All

2003 3.2CL (all models):

From VIN 19UYA42..3A000001
thru 19UYA42..3A005203

CORRECTIVE ACTION

If diagnostics confirm an internal problem with the automatic transmission, replace the transmission and the PCM.

NOTE: Certain 2000 3.2TLs and 2001 3.2CLs will also need a new fuel pressure regulator, whether or not the regulator was previously replaced because of Service Bulletin 01-001, *Hard Start After "Hot Soak."*

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

OP #	FRT	Description
222102	5.9	Replace PCM and transmission
222103	6.1	Replace PCM, transmission, and fuel pressure regulator

Failed Part: Use the "RM" part number (from the repair order) without the "RM"
Example: 06200-PAX-A000

Defect Code: 5AT

Contention Code: L73

Part used for repair: Use the "RM" part number (from the repair order)
Example: 06200-PAX-A000RM

Skill Level: Repair Technician

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Parts and Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

DIAGNOSIS

NOTE: A low-mileage vehicle (less than 3,500 miles) will not have a worn 3rd gear clutch pack. If you're diagnosing a low-mileage vehicle, refer to the appropriate service manual for troubleshooting procedures.

Do these checks *before* you repair a vehicle for a worn 3rd gear clutch pack:

- Make sure the customer complaint is not a normal characteristic of the vehicle. If possible, compare the vehicle to another of the same model and year. Refer to these normal operating characteristics to prevent unnecessary A/T replacement.
- **Quick downshifts.** The transmission's grade logic system compares the vehicle's memorized driving conditions with current conditions, and shifts the transmission accordingly. When going down a hill, even a light touch of the brake pedal can cause grade logic to downshift to the next lower gear. Downshifting helps to slow the vehicle through engine braking.



CUSTOMER INFORMATION: The information in this bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your vehicle. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your vehicle, or that your vehicle has the condition described. To determine whether this information applies, contact an authorized Acura automobile dealer.

- **Does not always shift through the full range of gears.** This can also be caused by the grade logic system keeping the transmission in its optimum gear for different driving conditions.
 - **Mechanical noise when selecting a forward or reverse gear.** It's normal to hear a slight mechanical noise when moving the shift lever from one gear to another. This noise can sound abnormally loud if any of the windows are down and you are parked next to a wall or another vehicle.
 - **Vehicle may not hold its position when stopped on an incline in gear** (may roll backward when the brake pedal is released). This can occur on most Acura-made vehicles. It is one of the measures used to improve fuel economy.
 - **Hard shifts before the engine warms up.** By design, the transmission shifts a little harder when the engine is cold. It returns to smoother shifting when the engine warms up.
- Check ISIS for any service bulletins or ServiceNews articles that cover the complaint.
 - Check the fluid level of the transmission, and make sure it's filled with Honda ATF-Z1. Other brands of ATF can affect shift quality and lock-up performance.
 - Check the PCM for DTCs. Sometimes, electrical problems cause the same symptoms as internal transmission problems.
 - Do a road test.

If your diagnosis confirms an internal transmission problem, *do not disassemble the transmission*; replace it with a remanufactured unit (see REPAIR PROCEDURE).

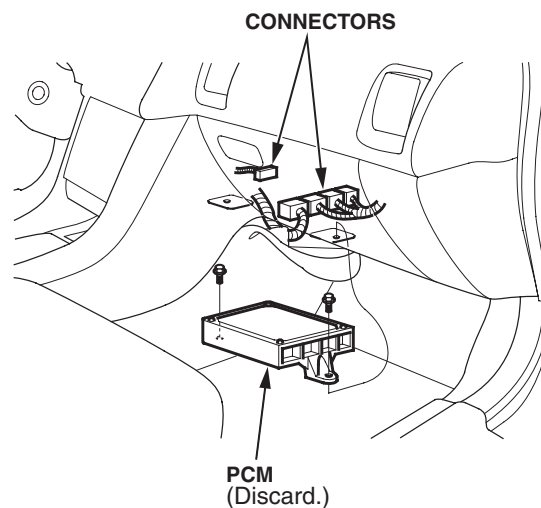
REPAIR PROCEDURE

1. Call the ATR (automatic transmission remanufacturing) program order desk at (888) 997-7278. Be prepared to give this information:
 - Your dealer number
 - Year, model, and mileage of the vehicle
 - The vehicle identification number (VIN)
 - The warranty claim number
 - Complete and accurate failure information, including symptoms, diagnostic trouble codes (DTCs), and freeze data

Based on this information, you will be sent the parts you need to repair the vehicle.

NOTE: The PCM and, if needed, the fuel pressure regulator will be shipped separately from the transmission. That shipment should arrive within two days before or after the transmission.

2. Download the immobilizer key transponder codes from the PCM to the PGM Tester (loaded with software SN320 or later). Refer to **2000 3.2TL, 2001 3.2CL, 2000 Integra** under **REWRITING A NEW ECM/PCM** in Service Bulletin 00-019, *Immobilizer System (Type 2)*.
3. Write down the radio station presets. Make sure you have the anti-theft code for the radio and (if equipped) the navigation system.
4. Remove the transmission. Refer to section 14 of the appropriate service manual.
NOTE: Follow all applicable instructions in Service Bulletin 90-009, *Automatic Transmission In-Warranty Exchange Program*.
5. If you received a new fuel pressure regulator to repair *this* vehicle, remove and discard the existing regulator, and install the new one. Refer to section 11 of the appropriate service manual.
NOTE: The new fuel pressure regulator has a black dot on top to help you identify it.
6. Install the new transmission. Refer to section 14 of the appropriate service manual.
7. Remove and discard the PCM.



8. Install the new PCM, and torque the bolts to 12 N·m (8.7 lb-ft).
NOTE: If PCM replacement is ever needed again, use the part number on the PCM's label; do not use the part number from the parts catalog.
9. Enter the anti-theft code for the radio and (if equipped) the navigation system. Set the clock.
10. Upload the immobilizer key transponder codes from the PGM Tester to the PCM. Refer to **2000 3.2TL, 2001 3.2CL, 2000 Integra** under **REWRITING A NEW ECM/PCM** in Service Bulletin 00-019, *Immobilizer System (Type 2)*.