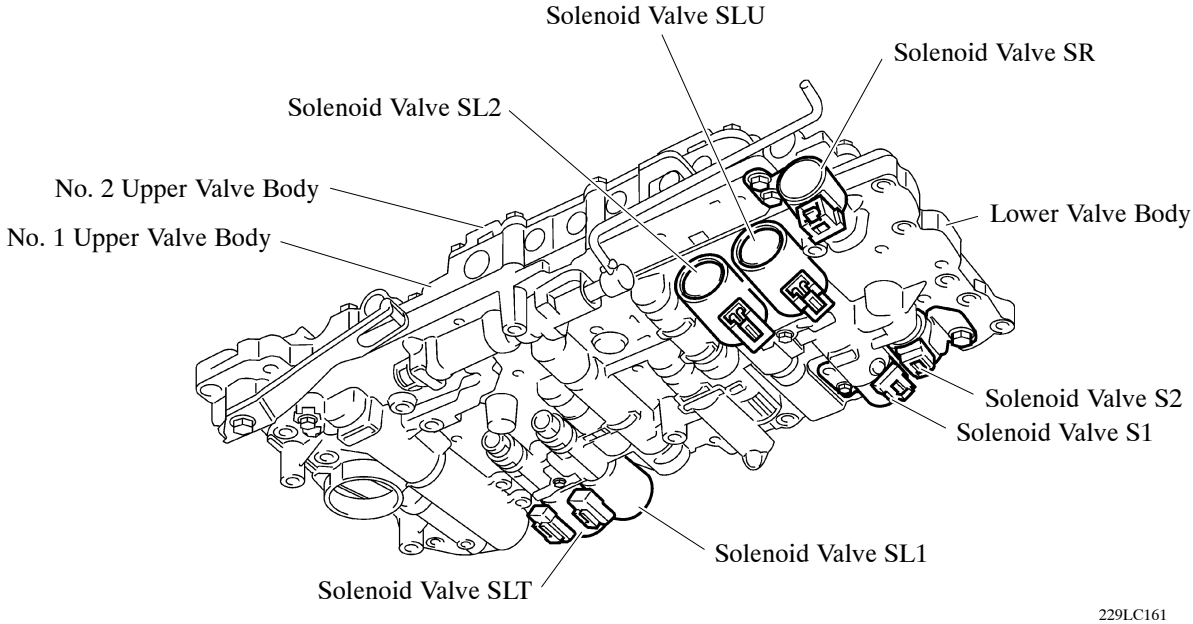
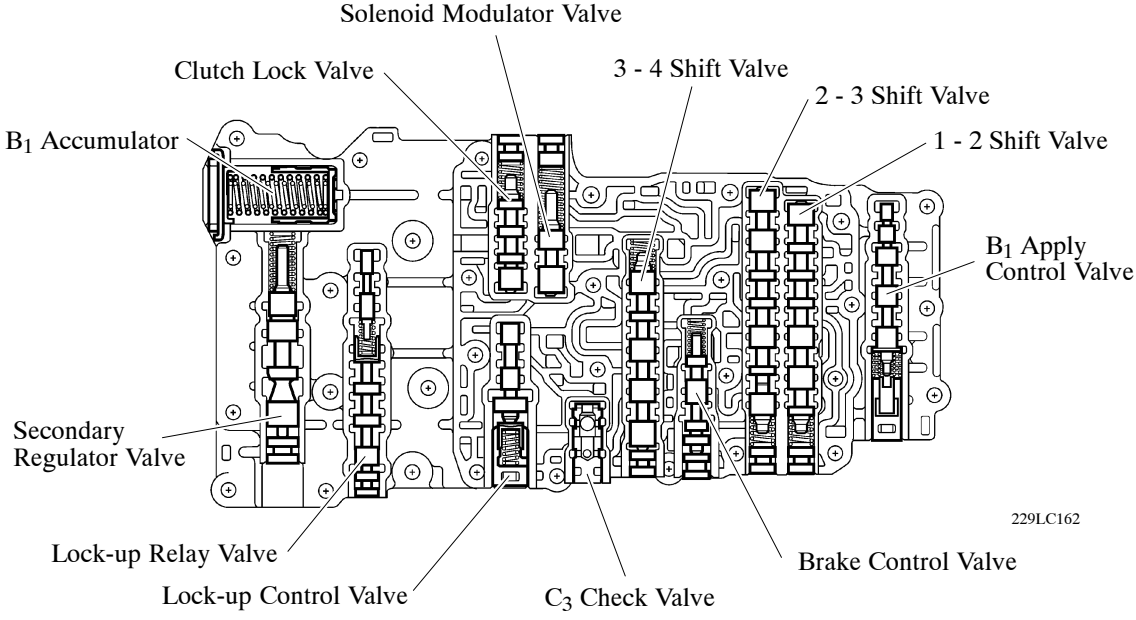
■VALVE BODY UNIT

1. General

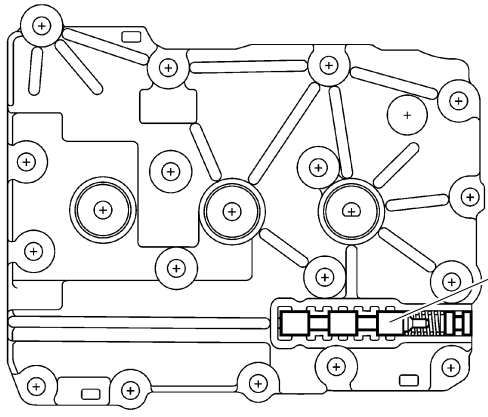
The valve body unit consists of the upper (No. 1 and No. 2) and lower valve bodies and 7 solenoid valves.



▶ No. 1 Upper Valve Body ◀

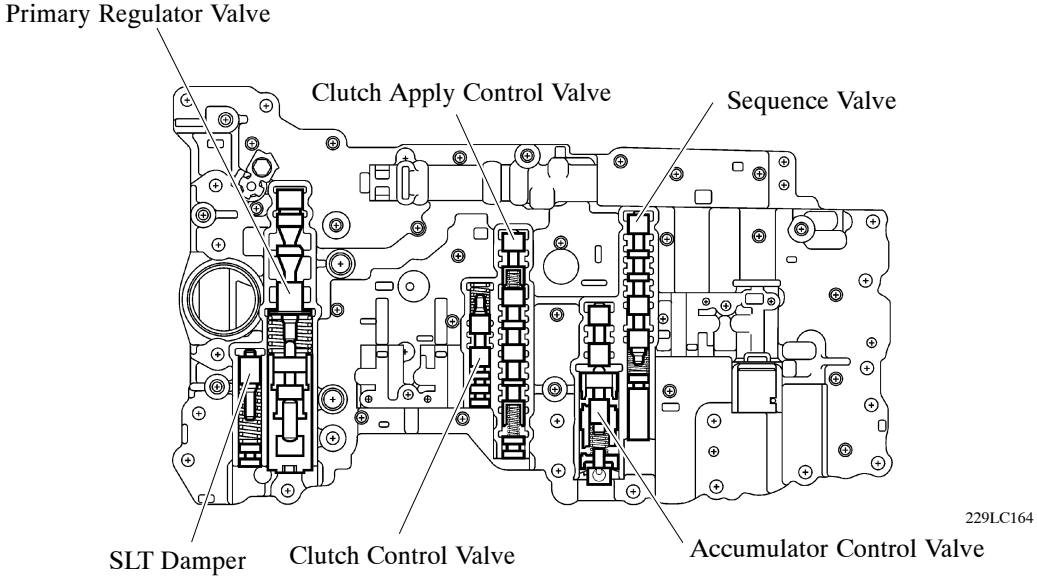


▶ No. 2 Upper Valve Body ◀



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▶ Lower Valve Body ◀

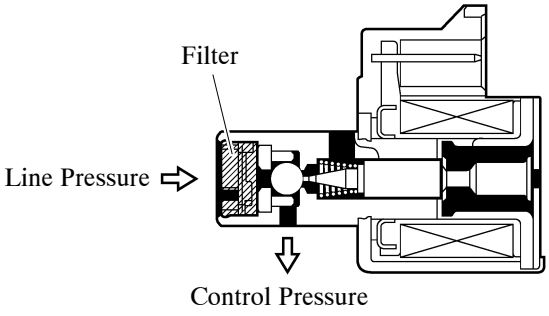


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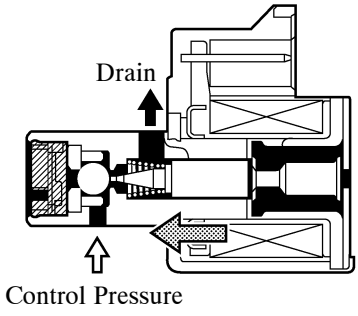
2. Solenoid Valve

Solenoid Valves S1, S2 and SR

- Solenoid valve S1 and solenoid valve SR use a 3-way solenoid valve.
- Solenoid valve S2 uses a 2-way solenoid valve.
- A filter is used at the tip of the solenoid valve to further improve operational reliability.

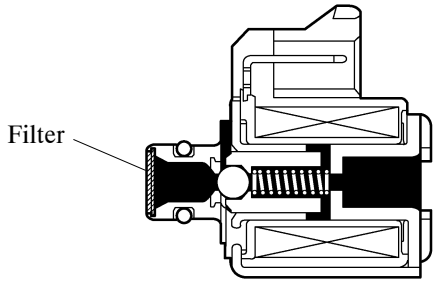


Solenoid Valve S1 OFF

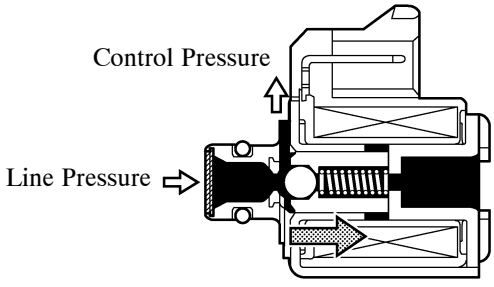


Solenoid Valve S1 ON

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Solenoid Valve S2 OFF



Solenoid Valve S2 ON

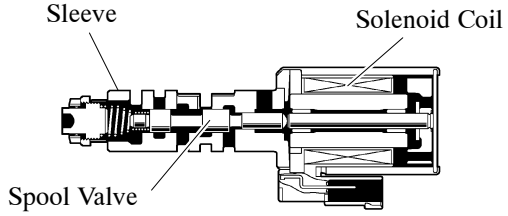
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▶ Function of Solenoid Valves S1, S2 and SR ◀

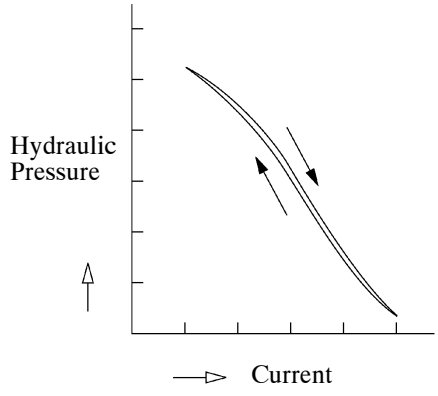
Solenoid Valve	Type	Function
S1	3-way	Switches the 2 - 3 shift valve
S2	2-way	• Switches the 1 - 2 shift valve • Switches the 3 - 4 shift valve
SR	3-way	Switches the clutch apply control valve

Solenoid Valves SL1, SL2, SLT and SLU

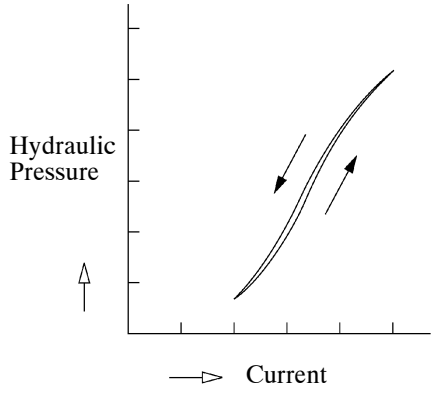
- In order to provide a hydraulic pressure that is proportional to the current that flows to the solenoid coil, the solenoid valves SL1, SL2, SLT, and SLU linearly control the line pressure and clutch and brake engagement pressure based on the signals they receive from the ECM.
- The solenoid valves SL1, SL2, SLT, and SLU have the same basic structure.



Solenoid Valve SLT



Solenoid Valves SL1, SL2 and SLT



Solenoid Valve SLU

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▶ Function of Solenoid Valves SL1, SL2, SLT and SLU ◀

Solenoid Valve	Function
SL1	• C_1 clutch pressure control • Accumulator back pressure control
SL2	B_1, B_2 and B_4 brake pressure control
SLT	• Line pressure control • Accumulator back pressure control
SLU	• Lock-up clutch pressure control • Accumulator back pressure control