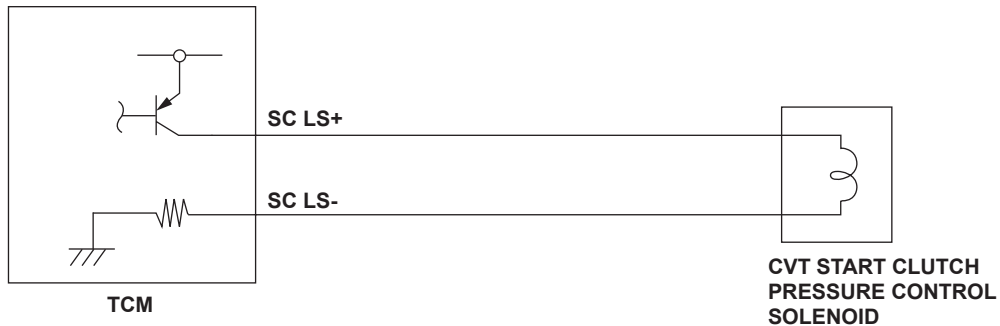


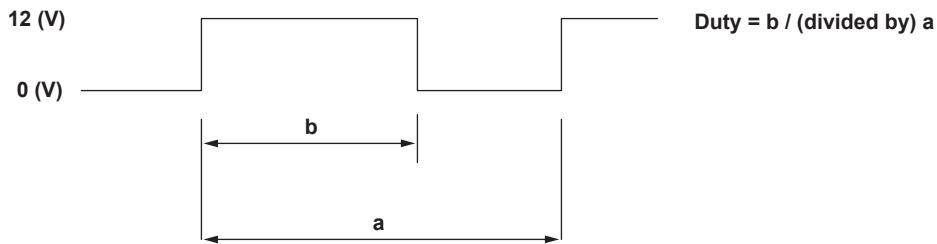
Advanced Diagnostics

DTC P1879: Problem in CVT Start Clutch Pressure Control Solenoid Circuit



P1879-9601

CVT Start Clutch Pressure Control Solenoid Output Waveform



P1879-9675

General Description

The CVT start clutch pressure control solenoid is used to control clutch pressure (hydraulic pressure) so the pressure for the various driving conditions is optimized. The spool in the linear solenoid pushes the valve by the duty cycle, and produces hydraulic pressure in proportion to the current. The CVT start clutch pressure control solenoid measures the current that passes through the linear solenoid and uses feedback control for the differential between the measured current and the commanded value. If the measured current is not equal to the duty cycle command, a malfunction (open, short to ground, short to power on the plus terminal side of linear solenoid) is detected and a DTC is stored.

Monitor Execution, Sequence, Duration, DTC Type

Execution	Continuous
Sequence	None
Duration	1 second
DTC Type	One drive cycle, MIL ON, D indicator blinks

Enable Conditions

Condition	
State of the engine	Running
No active DTCs	Engine speed input circuit, CVT drive pulley speed sensor, CVT driven pulley speed sensor, Shift control system, Start clutch control system, CVT drive pulley pressure control solenoid, CVT driven pulley pressure control solenoid

Malfunction Threshold

Measured current is not equal to the transmission control module (TCM) duty cycle command for at least 1 second.

Diagnosis Details

Conditions for illuminating the MIL

When a malfunction is detected, the MIL comes on and the DTC and the freeze frame data are stored.

Conditions for clearing the MIL

The MIL, the DTC, and the freeze frame data can be cleared by using the scan tool Clear command or by disconnecting the battery.