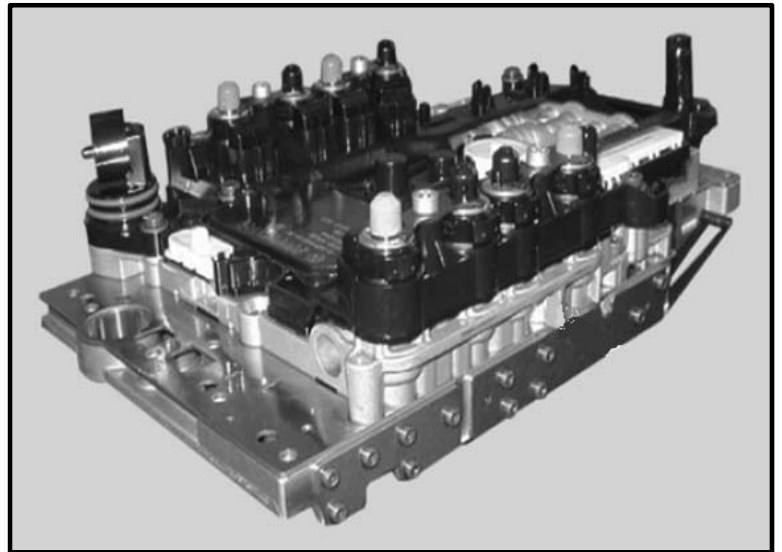


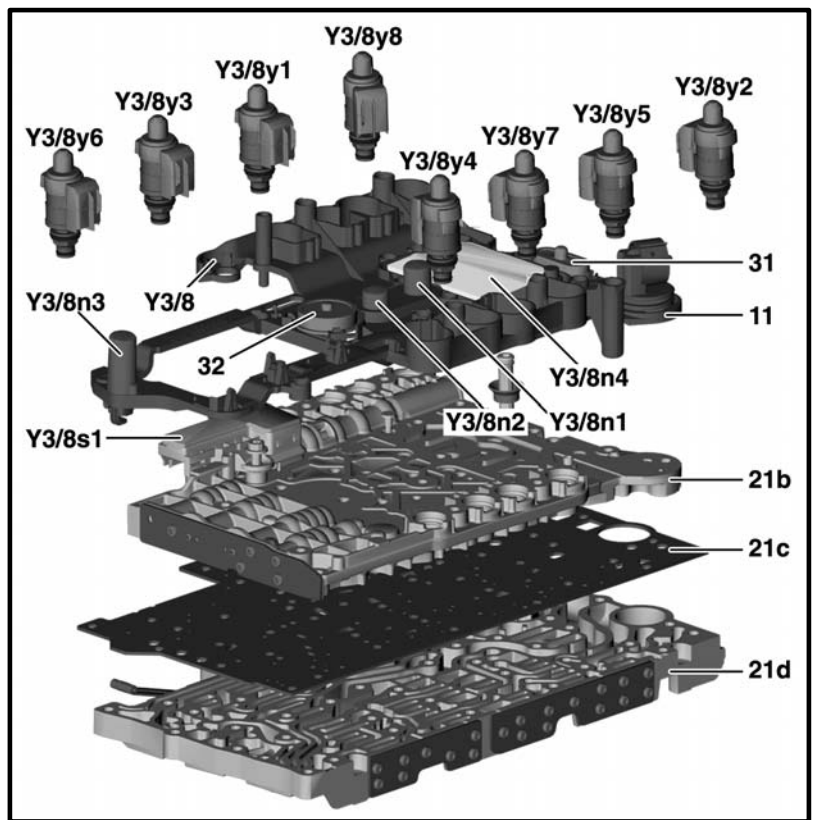
Electrohydraulic Control Module

- Basic principle of controlling hydraulics with electronics, as 722.6
- Transmission control module will adapt shift for optimal quality
- Valve body contains traditional valves, restrictors, selector valve, etc ...
- Mounted onto valve body are electrical components that control, monitor and enable the gear shifts
- Assembly comes as one unit
- **Do not** remove or replace any components of this assembly – only replace as a complete unit



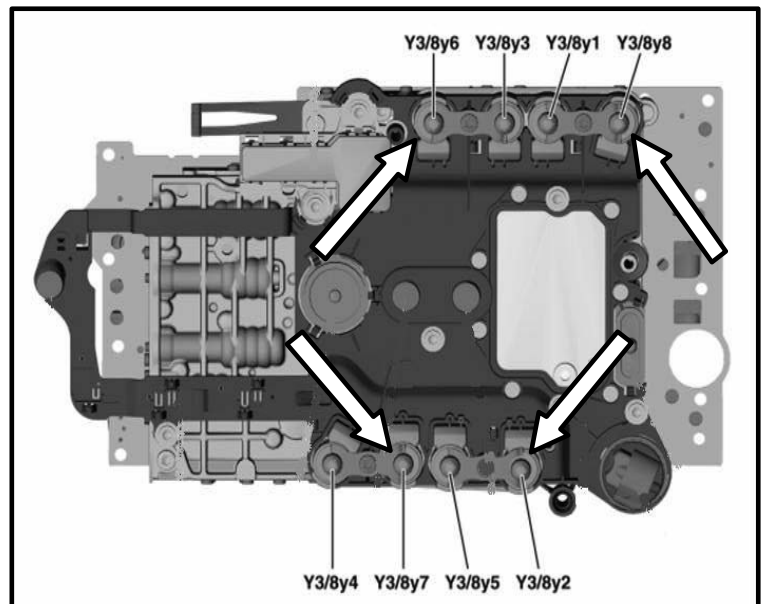
Electrohydraulic Control Module

- 11 Plug connection
- 21b Valve body upper
- 21c Intermediate panel
- 21d Valve body lower / Shift housing
- 31 Oil control float 1
- 32 Oil control float 2
- Y3/8 Electric control module
- Y3/8n1 Turbine rpm sensor
- Y3/8n2 Internal rpm sensor
- Y3/8n3 Output rpm sensor
- Y3/8n4 Transmission control module
- Y3/8s1 Selection range sensor
- Y3/8y1 Working pressure control solenoid valve
- Y3/8y2 K1 clutch control solenoid valve
- Y3/8y3 K2 clutch control solenoid valve
- Y3/8y4 K3 clutch control solenoid valve
- Y3/8y5 B1 brake control solenoid valve
- Y3/8y6 B2 brake control solenoid valve
- Y3/8y7 B3 brake control solenoid valve
- Y3/8y8 Torque converter lockup clutch control solenoid valve



Solenoid Valves

- Actuated by transmission control module using variable current
- Each solenoid valve has a mesh filter beneath it
- The following valves produce increasing pressure with increasing current or no pressure with no current (normally closed):
 - K1 clutch valve (Y3/8y2)
 - B2 brake valve (Y3/8y6)
 - B3 brake valve (Y3/8y7)
 - Torque converter lockup clutch valve (Y3/8y8)



Solenoid Valves

- The following valves produce max. pressure with no current or no pressure with max. current (normally open):

- Working pressure valve (Y3/8y1)
- K2 clutch valve (Y3/8y3)
- K3 clutch valve (Y3/8y4)
- B1 brake valve (Y3/8y5)

- These valves are responsible for limp-home mode when all valves are de-energized

