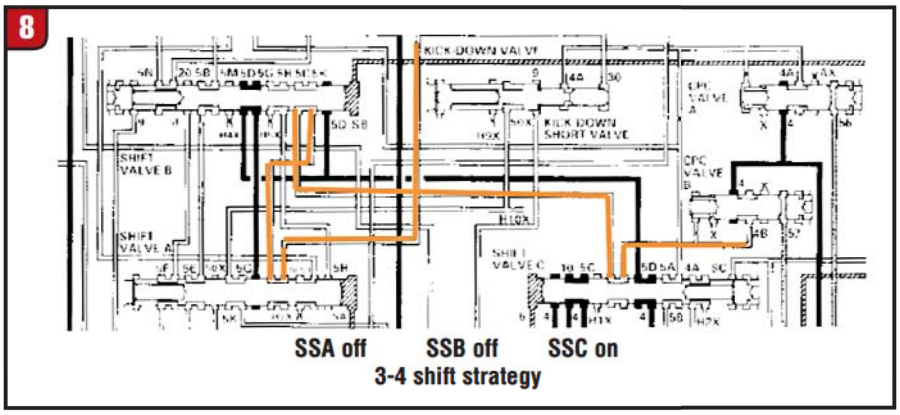

shift valve C circuit 5C, through shift valve B, then through shift valve A and finally through circuit 30, third clutch.

When SSC was turned off again and SSB was being turned on (0.7s on the time scale in Figure 7), CPC B oil continued uninterrupted into circuit 30 third clutch, this time through circuit 5D at shift valve C, through shift valve B, through shift valve A and finally to circuit 30 at shift valve A (**Figure 10**).

Finally, solenoid A comes on, giving you second-gear solenoid strategy (SSA on, SSB on, SSC off). Third-gear oil exhausts at H3X through shift valve A when shift solenoid A is turned on (**Figure 11**).

What makes matters worse is that, as figures 6 and 7 show, the 2-3 shift can start immediately if the gas pedal is backed off slightly, by turning solenoid C on. This does not give the CPC B oil present in circuit 30 enough time to exhaust. Because of the 2-3 shift strategy CPC B oil starts to enter again into circuit 30, or third clutch.

On the basis of this finding, it is my opinion that this CPC B oil pressure present on a 4-2 forced downshift is dragging the clutches and contributing to an early third-clutch failure. If we keep in mind that the third clutches are also applied momentarily during the shift

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