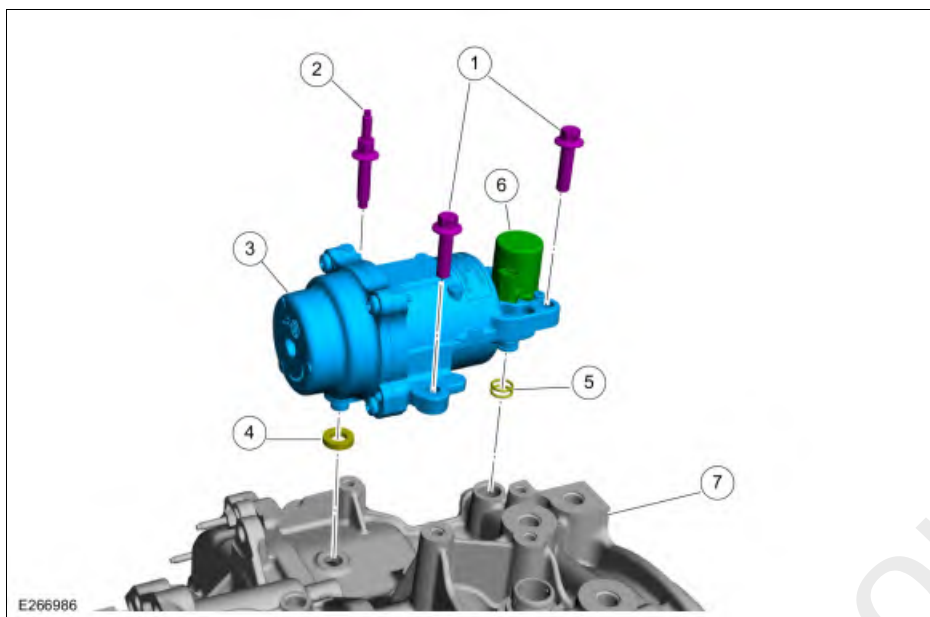


Auto-Start-Stop Accumulator

Auto-Start-Stop Accumulator components

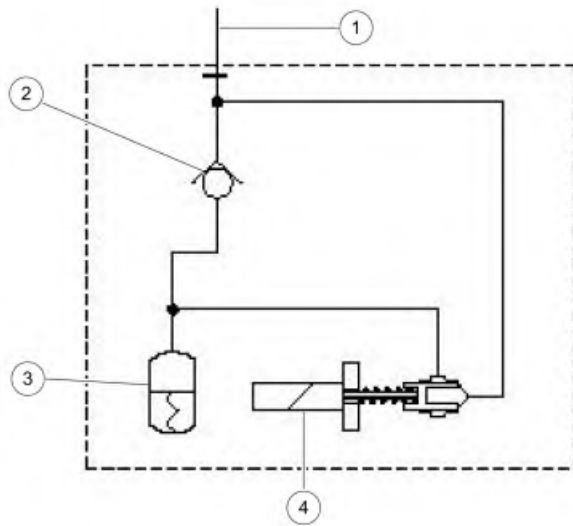


Item	Description
1	Bolts (2 required)
2	Studbolt
3	Auto-Start-Stop accumulator
4	Seal
5	O-ring seal (2 required)
6	Solenoid
7	Transmission case

Mechanical Operation

When the engine is running, line pressure is routed to the rear port of the accumulator. Line pressure unseats a check ball and charges the accumulator. Air and residual fluid on the opposite side of the accumulator piston returns to the transmission through a vent port on the front of the accumulator. At 896 kPa (130 psi) of line pressure, the accumulator is at full stroke. The normally closed solenoid is de-energized. During an engine auto-start-stop event when the engine rpm equals 200, the PCM commands the accumulator solenoid on. The solenoid pintle valve opens and allows the accumulator to discharge into the line pressure passage. The accumulator discharges at a rate to fully apply the A (1, 2, 3, 4, 5) clutch and actuate the D SOWC clutch.

Hydraulic Circuit



E275934

Item	Description
1	Line pressure
2	Check valve
3	Accumulator
4	Solenoid