



Technical Service Information

NISSAN RE0F11A (CVT7)

FLARED 1-2 & 2-1 SHIFT

COMPLAINT: A Nissan equipped with an RE0F11A (CVT7) has a complaint of a flare on the 1-2 upshift and the 2-1 downshift.

CAUSE: The high clutch bonded piston was compromised, refer to figure 1.

CORRECTION: Replace the high clutch piston.

SUMMARY: A number of CVT transmissions would not be capable of a flared shift due to design which may use a clutch for forward and reverse engagement but use only pulleys for gear ratio changes. The CVT7 is unique in that it uses a low brake and a high clutch to make an actual 1-2 shift then reverts to pulley operation for higher gear ratio changes. This is why the CVT can have a flare on the 1-2 or 2-1 shift as the pulleys range from a low wrap to a high wrap and vice versa. The flare has been mistaken for a pressure problem which could lead the technician to suspect a slipping pulley or the pump flow control valve seen in figure 2. The valve is well known to wear. A worn secondary regulator valve in the valve body can also cause these symptoms due to the fact that this valve shown in figure 3 is also prone to wear.

NISSAN RE0F11A (CVT7) FLARED 1-2 & 2-1 SHIFT

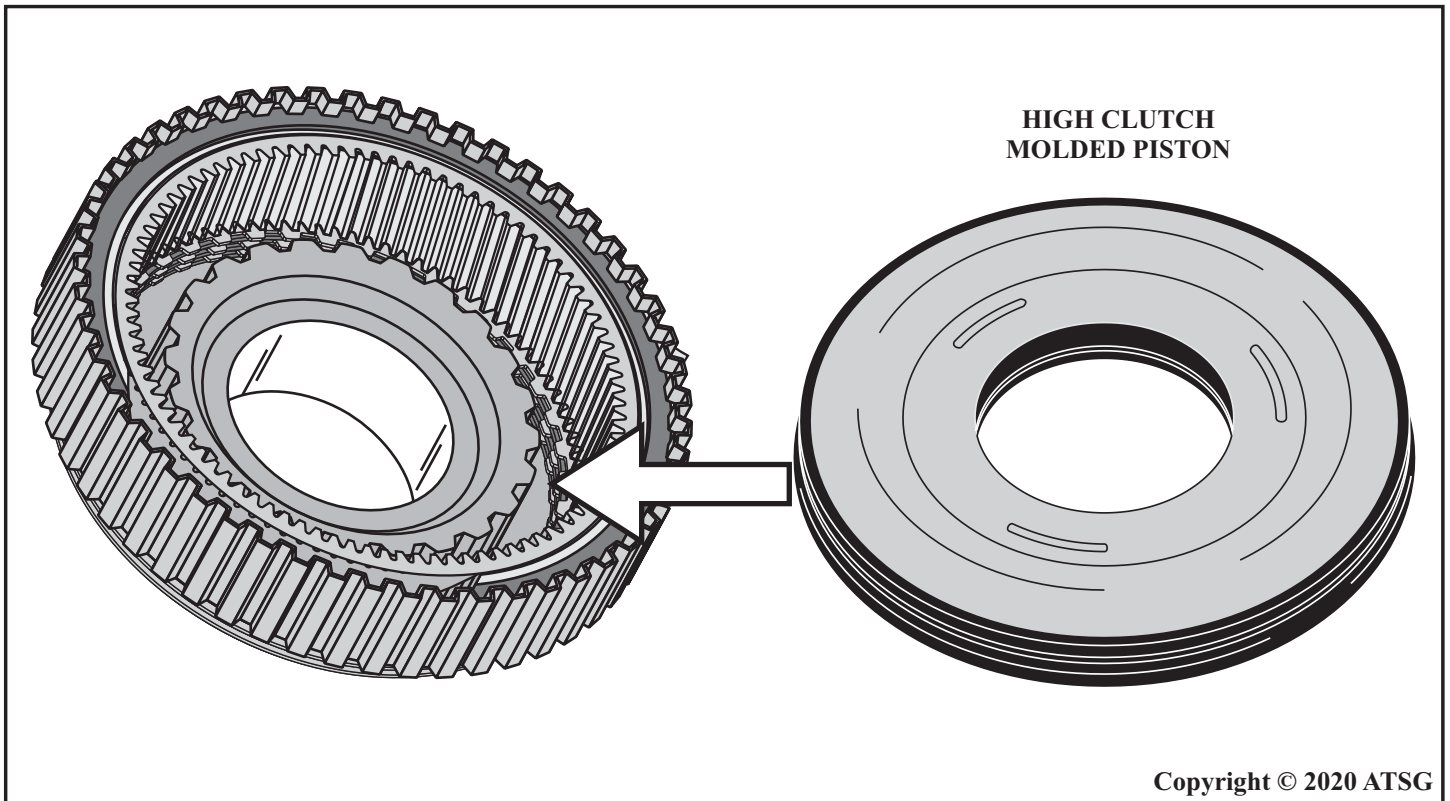


Figure 1

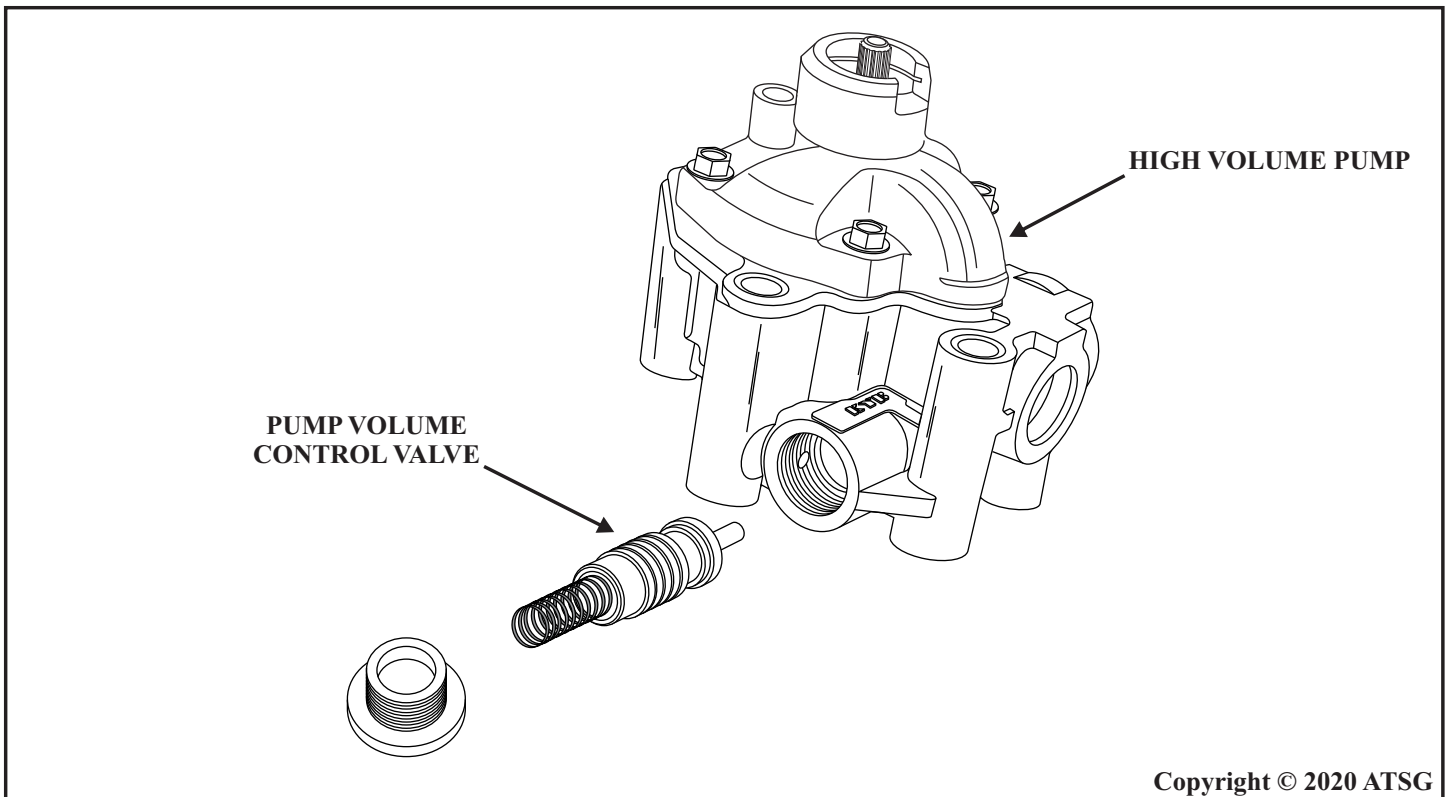


Figure 2

NISSAN RE0F11A (CVT7) FLARED 1-2 & 2-1 SHIFT

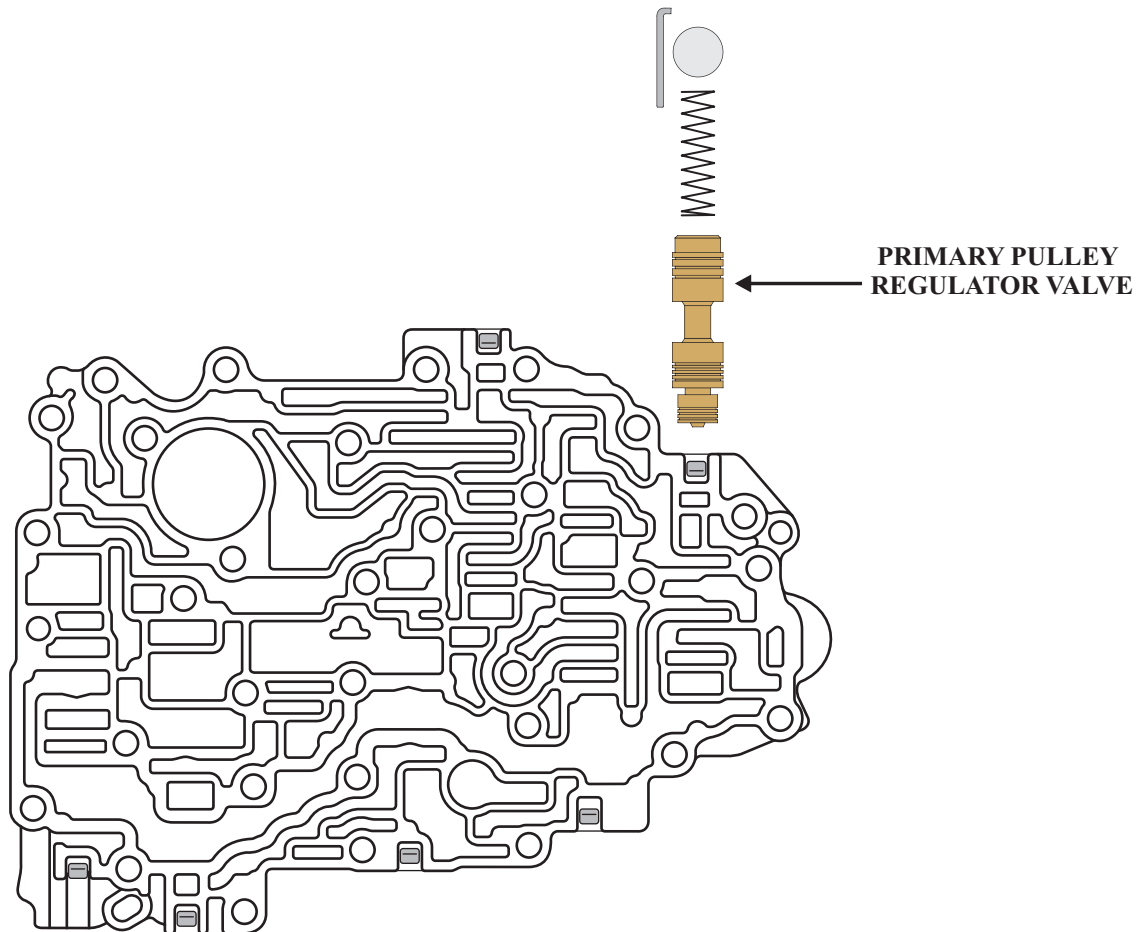


Figure 3