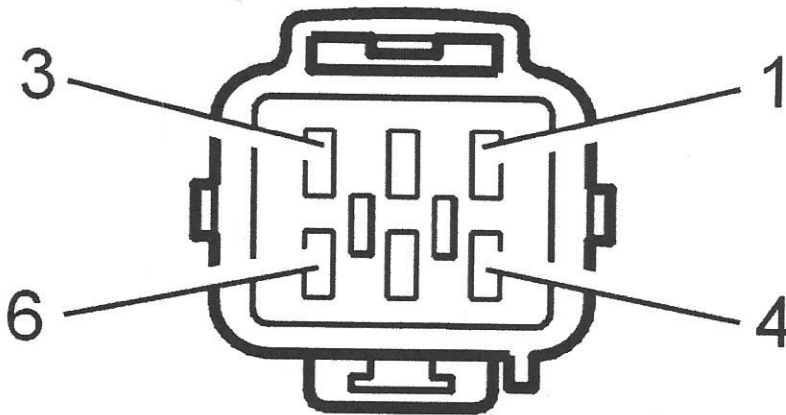


**Fig. 4: Connector, White 2-Pin**  
 Courtesy of VOLVO CARS OF NORTH AMERICA.

Terminal	Signal	Connected to control module terminal #
1	Signal, output speed sensor SP1	10
2	Power supply, output speed sensor SP1	9

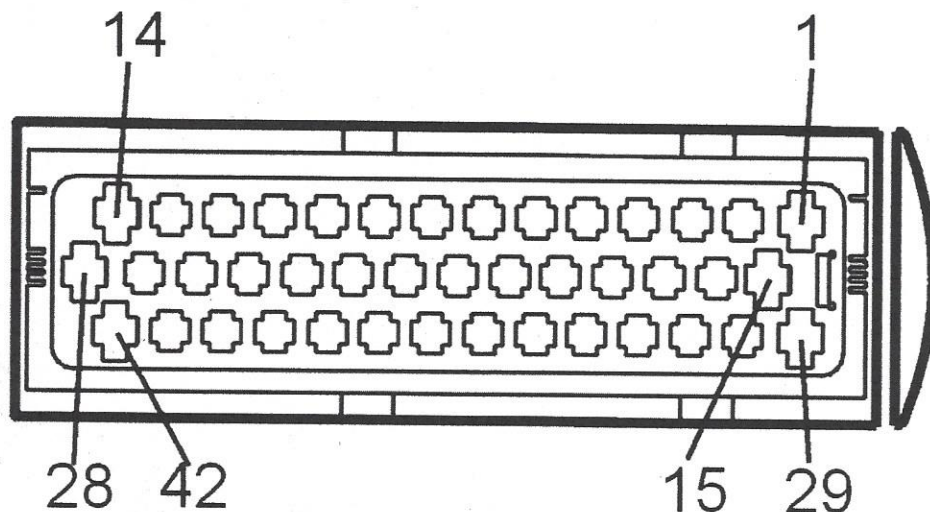
**Connector, dark gray 6-pin**



**Fig. 5: Connector, Dark Gray 6-Pin**  
 Courtesy of VOLVO CARS OF NORTH AMERICA.

Terminal	Signal	Connected to control module terminal #
1	Control signal shift solenoid S1	33

Otherwise, the transmission control system wiring is routed along other cable harnesses in the car.



**Fig. 7: Transmission Control Module (TCM) Connector**  
Courtesy of VOLVO CARS OF NORTH AMERICA.

The illustration shows the terminals on the cable harness connector that are connected to the transmission control module (TCM).

## **437: VEHICLE COMMUNICATION INFORMATION, AW55-50/51SN**

### **DESCRIPTION OF PARAMETERS**

#### **Parameters, status**

#### **General**

Certain values deviate from those contained in the signal specifications . This is because read off values are calculated and filtered by the control module. In certain cases the engine must be running to obtain the relevant values.

#### **Gear-shift position sensor position**

#### **Only digital display**

The value P/R/N/D/4/3/L displays the shifting program selected by the transmission control module (TCM), based on the signals from the gear-shift position sensor. If the signals from the gear-shift position sensor are outside the normal range and a diagnostic trouble code (DTC) is stored, the transmission control module (TCM) selects Limp home mode.

#### **Gear-shift position sensor, gear selector assembly PRND43L**

P/R/N/D/4/3/L = normal gear positions.