



Tips & Techniques

Why and How To Monitor the Transmission Oil Temperature

This article provides an understanding of why you should monitor the transmission oil temperature and a step by step guide for setting up two of the common OBDII solutions:

1. UltraGauge MX ([link](#))
2. ScanGaugell ([link](#))

The article is applicable for the the Mitsubishi **Pajero** (NS, NT, NW, NX), **Challenger** (PB and PC), and **Triton** (MN and MQ).

A promotional graphic for 'auto-mate'. The word 'auto-mate' is written in a stylized font where 'auto-' is orange and '-mate' is black. The graphic is enclosed in a thin orange border. On the left, a yellow starburst contains the text 'Up to 10% Fuel Savings'. On the right, another yellow starburst contains the text 'Protects Your Transmission'. Below the main text, it says 'Online Shop mm4x4.com.au'.

Why monitor the Transmission Oil Temperature?

The transmission oil may get excessively hot when towing, driving in soft sand, or climbing long and steep hills. Transmission damage due to overheating is a major cause of expensive rebuilds. Monitoring your transmission oil temperature is important to enable the driver can take action to avoid over-heating.

Just as the engine coolant temperature gauge should be monitored to avoid the engine over-heating, so should the transmission oil. Unfortunately, vehicles do not come with a gauge as standard, and instead have a high (extreme) temperature warning lamp.

The transmission oil starts to deteriorate above 125°C, and in the Pajero (for example) the transmission warning lamp doesn't come on until 147°C. Well before the oil reaches this temperature the driver should take action to cool it down to protect the transmission's internal parts.

The cause of high temperatures is the torque converter slipping

The torque converter is a fluid coupling between the engine and transmission. As the oil passes through the torque converter under higher load it rises by 20-30°C. To remove this heat the oil then passes through a small oil cooler (radiator) that is placed in front of the larger engine radiator.

The standard transmission oil cooler is not able to remove enough heat under higher loads (eg, extended towing up hills). As a result, the transmission oil slowly gets hotter and hotter. The factory system relies on extended periods of lower loads to allow the oil cooler to reduce the temperature again.

Typical solutions are:

1. Install a larger after-market transmission cooler that is able to remove more heat. This extra heat, however, goes into the engine radiator (causing increased coolant temperature), and the air conditioning radiator (causing reduced air-con performance).
2. Or, install a torque converter lockup kit that stop the heat being generated in the first place. **auto-mate** and **lockup-mate** (available from mm4x4.com.au) keep the torque converter locked to prevent excessive heat being generated, thus protecting the transmission from over-heating. You also get the benefit of up to 10% better fuel economy.

With auto-mate installed, you have peace of mind, and you don't need to monitor your transmission oil temperature

Want to read more? There's a wealth of knowledge available. Below are a some articles from the US. Please note that the mentioned temperatures are in °F not °C.

- [\(link to a °F converter\)](#)
- <https://www.transmissionrepaircostguide.com/transmission-overheating/>
- <https://www.lakecityautocare.com/blog/what-to-do-when-your-transmission-is-overheating>

How to monitor the transmission oil temperature?

You can monitor the transmission oil by either installing a dedicated after-market gauge, or more commonly people use an OBDII reader that connects to the vehicles diagnostic port. The OBDII standard does not specify the need to report transmission oil temperature, so most OBDII readers don't provide this ability off-the-shelf. The reader needs to be able to be programmed to read and display the transmission temperature. Not all readers have this capability.

Transmission Temperature Sensors

There are two temperature sensors available in the AISIN transmission, and one temperature sensor in the JATCO transmission.

Pan Temperature Sensor

The pan temperature sensor is located in the main oil reservoir of the transmission. This temperature reading varies slowly as the oil in the whole reservoir warms up or cools down.

auto-mate monitors this temperature to determine if the minimum operating temperature has been reached before commencing operation.

Pipe Temperature Sensor [AISIN TRANSMISSION ONLY]

The pipe temperature sensor is located between the output of the torque converter and the transmission.

When the torque converter is unlocked, this temperature increases by 10-30°C according to the amount of slippage of the torque converter.

When the torque converter is locked, minimal heat is generated and this temperature drops to the same value as the pan temperature.

Which temperature sensor to monitor?

If you only wish to setup one oil temperature gauge, we recommend the pipe temperature is chosen as this measures the oil at its hottest point.

---ooo000ooo---

UltraGauge MX Setup



The UltraGauge MX has the ability to access non-standard, manufacturer specific gauges such as the transmission oil temperature.

NOTE: The UltraGauge EM does not have this capability, so the MX version should be purchased.

To monitor your transmission temperature, you need to program the UltraGauge to read the sensors from the transmission computer using the M-Gauge feature.

The following steps will setup the M-gauge to measure your chosen temperature (Pipe Temperature, or Pan Temperature).

If you want to monitor both temperature sensors, repeat the whole process and create two M-Gauges (one for each temperature sensor).

Enter the M-GAUGE Menu

These instructions assume you are familiar with how to use the UltraGauge menu system and how to setup a page to display your preferred vehicle parameters onto the gauge screen. If not, please refer to the UltraGauge operating manual for more detail.

DISPLAY

NOTES

```
Back
→ Gauge/Page Menu ..
Fuel Menu ..
Vehicle Setup ..
UltraGauge Setup ..
Display settings ..
Alarms ..
Trouble Codes ..
```

Enter the main menu and select the *Gauge/Page...* menu

```
Back
→ Select Gauge/Page ..
Zero Ave Speed
Zero Ave MPG, G/H
Zero All Trip
Zero Run Time
Zero Oil Distance
Zero Service Dist
```

Select *Gauge/Page...* menu

```
Back
Select Gauges ..
Page settings ..
→ M Gauge Setup ..
Unassign All Gauges
Load Default Gauges
```

Select the *M Gauge setup* menu

Next steps are vehicle model dependent. Setup the screens as shown.

AISIN Transmission

Pajero Diesel (NT, NW, NX)
Triton MQ

JATCO Transmission

Pajero Petrol (NS, NT, NW)
Challenger PB, PC
Triton MN

Pipe Temperature

```
M Gauge 1 Exit
Abbr1:Atf Abbr2:°C
TData: 07E12102000000
TCtrl:92 RCtrl: 10
RPos:1008 Mtch:210000
X:0001 /:0001 +:FFCE
Out.Format:00 Ave:00
Left/Right:30
```

Pan Temperature

```
M Gauge 1 Exit
Abbr1:Atf Abbr2:°C
TData: 07E12102000000
TCtrl:92 RCtrl: 10
RPos:1008 Mtch:210000
X:0001 /:0001 +:FFD8
Out.Format:00 Ave:00
Left/Right:30
```

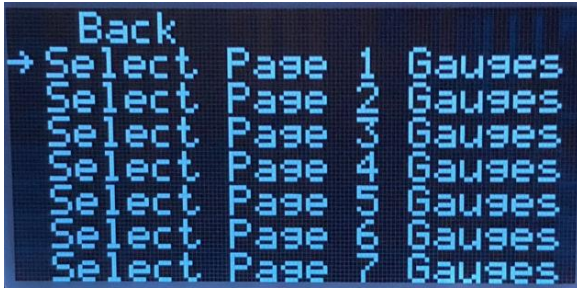
OR

Pan Temperature

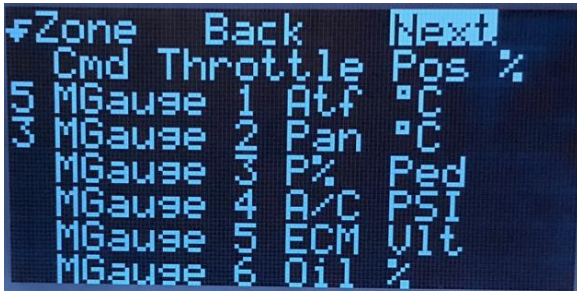
```
M Gauge 2 Exit
Abbr1:Pan Abbr2:°C
TData: 07E12102000000
TCtrl:92 RCtrl: 10
RPos:1808 Mtch:210000
X:0001 /:0001 +:FFCE
Out.Format:00 Ave:00
Left/Right:30
```

Now add the new M Gauges to the page display

```
Back
→ Select Gauges ..
Page settings ..
M Gauge Setup ..
Unassign All Gauges
Load Default Gauges
```



Choose the page onto which the gauge will be displayed



Using NEXT, scroll to the MGauge screen, and choose the page locations to display the gauges; position 5 and 3 in this example.



To confirm your gauge has been setup correctly for your vehicle, after the vehicle has been off for many hours (overnight) the various temperature sensors should measure the same reading (+/- 1 °C)

ScanGauge™ Setup



The ScanGauge^{II} features the X-Gauge™ programmable gauge system that gives you the ability to customise your ScanGauge^{II} by adding additional vehicle specific digital gauges. To monitor your transmission temperature, you need to program the ScanGauge to read the sensors from the transmission computer using the X-Gauge™ feature.

The following steps will setup the X-Gauge to measure your chosen temperature (Pipe Temperature, or Pan Temperature).

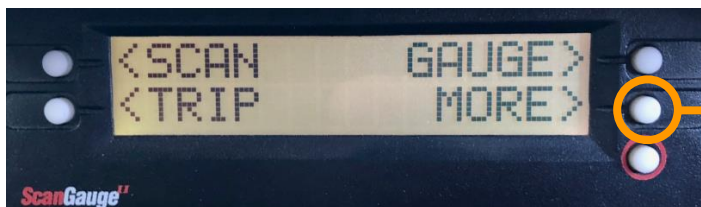
If you want to monitor both temperature sensors, repeat the whole process and create two X-Gauges (one for each temperature sensor).

Programming ScanGauge^{II}

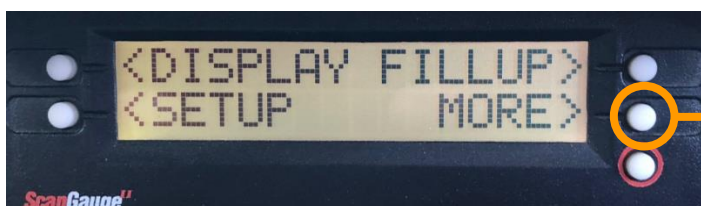
Enter the XGAUGE Menu:

DISPLAY

BUTTON TO PRESS



MORE>



MORE>

DISPLAY

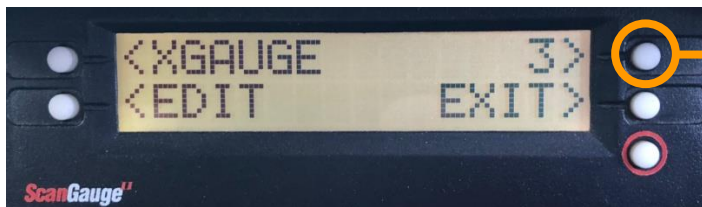
BUTTON TO PRESS



< MODE >

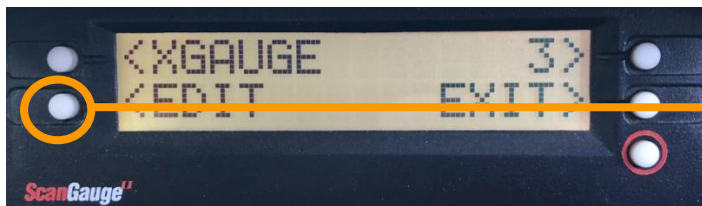


EDIT >



3>

Repeatedly press until a 'blank' position is available (3 in this example).



EDIT>

Enter PID for temperature measurement:

DISPLAY

BUTTON TO PRESS



Enter number shown
07E12102 then OK>



Enter number shown, then
OK>

Next steps are vehicle dependent:

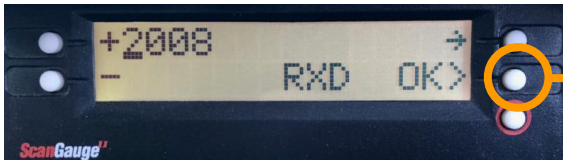
AISIN Transmission

Pajero Diesel (NT, NW, NX)
Triton MQ

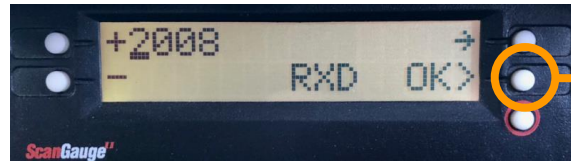
JATCO Transmission

Pajero Petrol (NS, NT,NW)
Challenger PB, PC
Triton MN

Pipe Temperature



Pan Temperature



OR

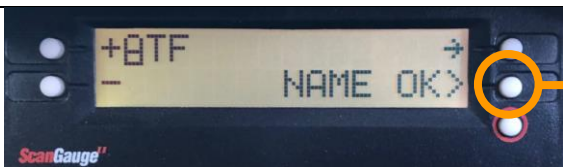
Pan Temperature



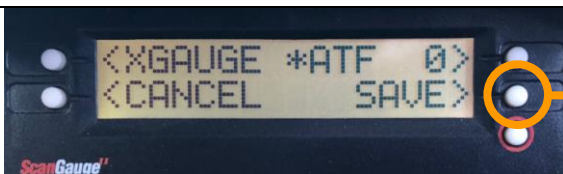
Offset (-50 °C)



Offset (-40 °C)



Enter the name for the gauge of your choice, eg, ATF , ATF2, PIPE, PAN etc.



SAVE>