

# CITROËN TECHNICAL TRAINING

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## ZF 4HP20 AUTOMATIC TRANSMISSION

**CITROËN UK LTD**  
221 BATH ROAD  
SLOUGH SL1 4BA

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DEALER PERSONNEL  
DEVELOPMENT AND  
TRAINING

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# CONTENTS

<b>CHAPTER 1 : PRESENTATION - GENERAL.....</b>	PAGE	1
I - INTRODUCTION.....	PAGE	1
II - PRESENTATION.....	PAGE	3
III - DESCRIPTION.....	PAGE	4
IV - IDENTIFICATION OF THE COMPONENTS OF THE AUTOMATIC TRANSMISSION.....	PAGE	5
V - SPECIFICATIONS - MAINTENANCE.....	PAGE	7
VI - TIGHTENING TORQUES.....	PAGE	8
VII - LAYOUT OF THE 4HP20 AUTOMATIC TRANSMISSION.....	PAGE	10
VIII - MISCELLANEOUS NOTES.....	PAGE	11
<b>CHAPTER 2 : SELECTOR CONTROL.....</b>	PAGE	13
I - SELECTOR LEVER.....	PAGE	13
II - PROGRAM SELECTOR.....	PAGE	15
III - DISPLAY ON CONTROL PANEL.....	PAGE	16
<b>CHAPTER 3 : LUBRICATION.....</b>	PAGE	19
I - LUBRICATION CIRCUIT.....	PAGE	19
II - OIL GRADE.....	PAGE	20
III - PERIPHERAL COMPONENTS.....	PAGE	20
IV - CHECKING THE OIL LEVEL.....	PAGE	24
V - DRAINING - REFILLING THE TRANSMISSION.....	PAGE	26
<b>CHAPTER 4 : THE HOUSINGS.....</b>	PAGE	27
<b>CHAPTER 5 : THE TORQUE CONVERTER.....</b>	PAGE	29
I - DESCRIPTION.....	PAGE	29
II - SPECIFICATIONS.....	PAGE	30
III - LOCK-UP DEVICE.....	PAGE	31

## ZF 4HP20 AUTOMATIC TRANSMISSION

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# CONTENTS

<b>CHAPTER 6 : THE FINAL DRIVE</b> .....	PAGE 35
I - DESCRIPTION .....	PAGE 35
II - FUNCTION .....	PAGE 37
III - PARK LOCK SYSTEM .....	PAGE 38
<b>CHAPTER 7 : THE MECHANISM</b> .....	PAGE 41
I - INTRODUCTION .....	PAGE 41
II - THE EPICYCLIC GEAR TRAIN.....	PAGE 43
III - BRAKES AND CLUTCHES .....	PAGE 46
IV - OBTAINING THE GEARS .....	PAGE 50
V - COMPLETE OVERVIEW OF THE AUTOMATIC TRANSMISSION ...	PAGE 60
<b>CHAPTER 8 : THE HYDRAULIC CIRCUIT</b> .....	PAGE 63
I - FUNCTIONS.....	PAGE 63
II - OIL PUMP.....	PAGE 64
III - THE HYDRAULIC UNIT .....	PAGE 65
<b>CHAPTER 9 : SENSORS AND INFORMATION</b> .....	PAGE 109
I - PROGRAM SELECTOR.....	PAGE 109
II - AUTOMATIC TRANSMISSION INPUT AND OUTPUT SPEED SENSORS .....	PAGE 111
III - OIL TEMPERATURE PROBE .....	PAGE 114
IV - BRAKING INFORMATION .....	PAGE 115
V - LOGICAL INFORMATION SUPPLIED BY THE EMC.....	PAGE 115
VI - SELECTOR LEVER POSITION INFORMATION .....	PAGE 119
<b>CHAPTER 10 : THE ECU</b> .....	PAGE 129
I - ECU FUNCTIONS .....	PAGE 130
II - INPUTS/OUTPUTS .....	PAGE 133
III - CONNECTIONS .....	PAGE 134
IV - ECU ARCHITECTURE .....	PAGE 135

# CONTENTS

<b>CHAPTER 11 : THE STRATEGIES .....</b>	<b>PAGE 137</b>
I - GEAR CHANGING LAWS.....	PAGE 137
II - HOLD COMMAND .....	PAGE 140
III - PROGRAMS AND VARIOUS LAWS .....	PAGE 141
IV - DSP FUNCTION (AUTOADAPTIVE CHANGING LAWS) .....	PAGE 146
V - ADAPTIVE REGULATION OF LINE PRESSURE .....	PAGE 159
VI - OPERATING THE LOCK-UP CLUTCH .....	PAGE 162
VII - SAFETY FUNCTIONS .....	PAGE 165
VIII - FUNCTIONS PERFORMED BY THE ENGINE MANAGEMENT COMPUTER (EMC) .....	PAGE 166
<b>CHAPTER 12 : ASSOCIATED FUNCTIONS .....</b>	<b>PAGE 169</b>
I - CONTROL PANEL DISPLAY.....	PAGE 169
II - OPERATION OF REVERSING LIGHTS.....	PAGE 175
III - STARTING PREVENTION.....	PAGE 175
IV - SHIFT-LOCK .....	PAGE 176
V - KEY-LOCK .....	PAGE 178
VI - OPERATING THE FANS .....	PAGE 181
<b>CHAPTER 13 : DIAGNOSTIC.....</b>	<b>PAGE 183</b>
I - GENERAL .....	PAGE 183
II - SERIAL COMMUNICATIONS WITH THE ELIT TESTER .....	PAGE 186
III - DESCRIPTION OF THE DIAGNOSTIC .....	PAGE 190
<b>CHAPTER 14 : WIRING DIAGRAM .....</b>	<b>PAGE 193</b>
I - LAYOUT .....	PAGE 193
II - INSTALLATION.....	PAGE 194
III - LOCATION .....	PAGE 195
IV - PARTS LIST .....	PAGE 196

## ZF 4HP20 AUTOMATIC TRANSMISSION

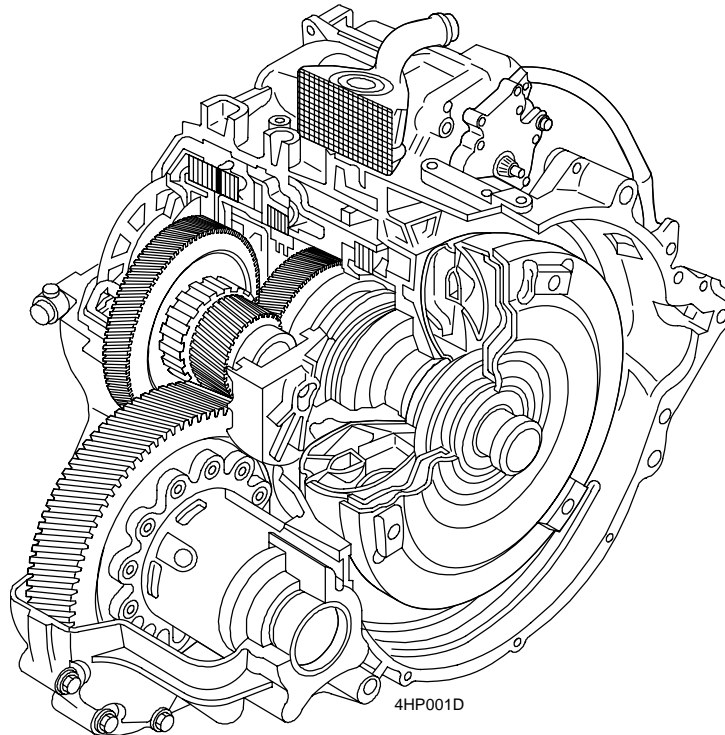
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# CONTENTS

<b>CHAPTER 15 : AFTER-SALES OPERATIONS .....</b>	<b>PAGE 197</b>
I - DOWNLOADING TO THE ECU .....	PAGE 197
II - INITIALISING THE ECU .....	PAGE 197
III - TESTING AFTER THE WORK .....	PAGE 197
IV - LIST OF AUTHORISED OPERATIONS ON THE 4HP20 TRANSMISSION IN AFTER-SALES DURING THE FIRST YEAR OF WARRANTY* .....	PAGE 198
V - SPECIAL TOOLING .....	PAGE 200
<b>CHAPTER 16 : DIAGNOSTIC - LOCATING FAULTS.....</b>	<b>PAGE 203</b>
I - TRANSMISSION REPAIR PROCEDURE.....	PAGE 203
II - ANALYSE THE RESULTS .....	PAGE 205
III - AUTOMATIC TRANSMISSION OIL LEAKS.....	PAGE 210
IV - PRESENTATION.....	PAGE 212
V - DIAGNOSTIC: AUTOMATIC TRANSMISSION 4HP20 .....	PAGE 214

# PRESENTATION - GENERAL

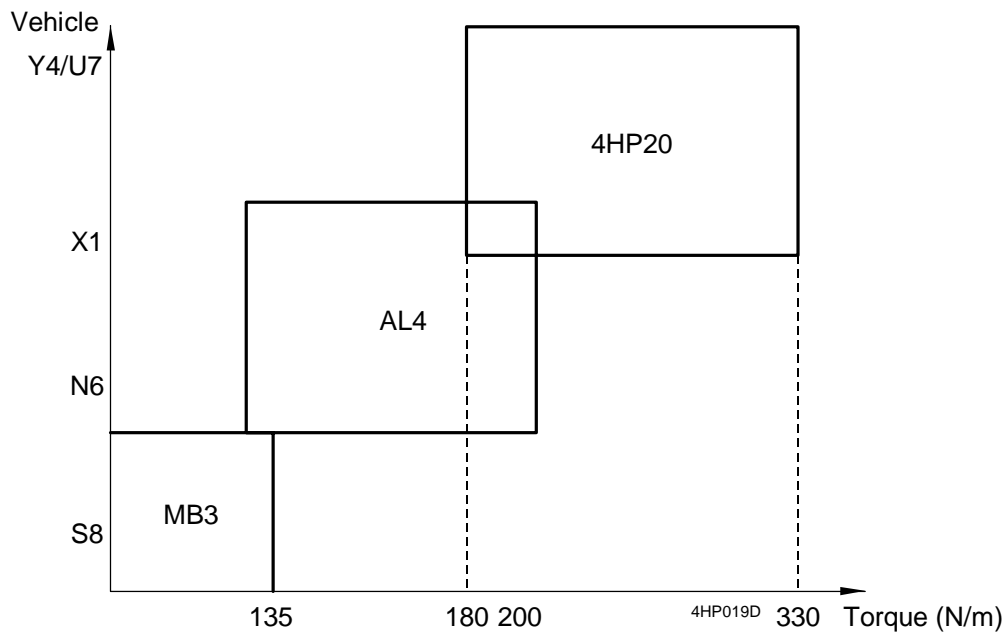
## I - INTRODUCTION



- Totally electronically managed transverse automatic transmission.
- Four forward gears and one reverse gear.
- Auto-adaptive ECU used for managing the converter, gear changes and specific programs.
- The maximum torque capacity is 330 mN.
- Sealed transmission with reduced maintenance.
- This transmission is aimed at the powerful engines fitted to the top of the range CITROËN vehicles: mono volume, H and M2 segments.

*Note: This document only deals with the ES9 J4 L3 engine.*

## ZF 4HP20 AUTOMATIC TRANSMISSION



## ZF 4HP20 AUTOMATIC TRANSMISSION



## II - PRESENTATION

### Transmission architecture

- Hydraulic torque converter with lock-up device.
- Primary shaft.
- Two "Simpson 2" type epicyclic gear trains.
- Multidisc clutches / brakes (no belt brakes).
- Step down torque in central position.
- Differential with sealed outputs.

### Control

This is provided by:

- the hydraulic unit,
- the ECU,
- the control cable.

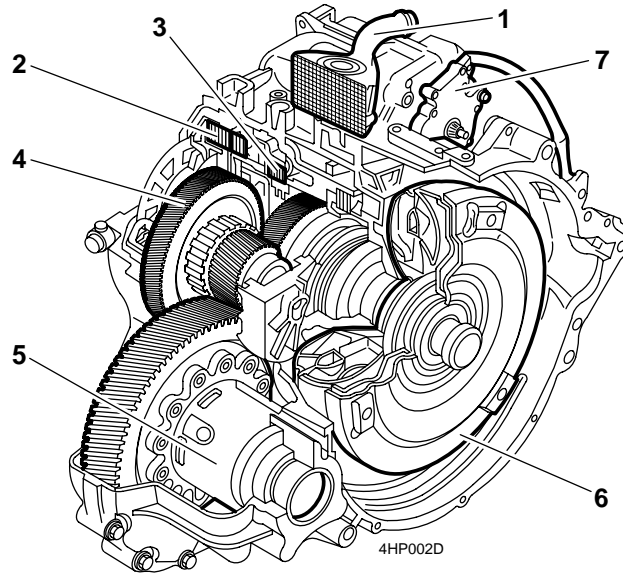
### Points of note

- Lock-up of 2nd, 3rd and 4th gears with controlled slip.
  - Electronic management of all regulation and gear changing functions.
  - Multiple programs: auto-adaptive (DSP) - Sport-Snow.
  - Gears and programs displayed on dashboard.
  - Possibility of manually selecting one of the first three gears: 1 - 2 - 3.
  - Cannot change up a gear when in no load position (foot off accelerator).
  - ECU with auto-adaptive "Flash EPROM".
  - Downgraded mode operation in the event of a fault.
  - Closed loop operation.
  - Autodiagnostic and downgraded mode.
  - SHIFT LOCK\* and KEY LOCK\*\* functions
- \* Shift lock: impossible to leave position P without having pressed brake beforehand.
- \*\* KEY LOCK: impossible to remove key from ignition if the selector lever is not in P. On CITROËN vehicles, the KEY LOCK device has not been chosen and may be replaced by a buzzer (same as the lights on reminder buzzer).

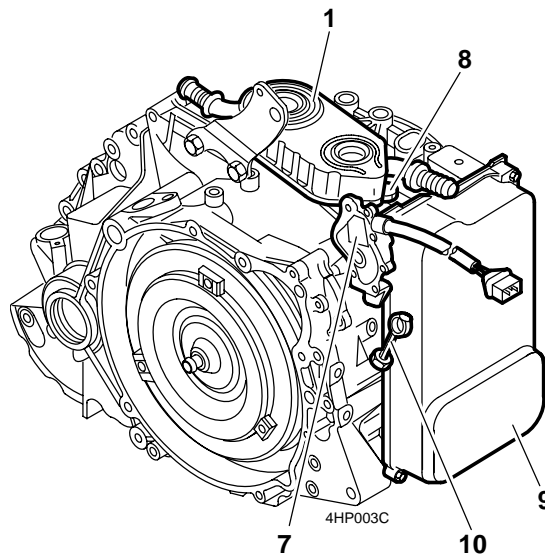
This will appear on the restyled CITROËN XANTIA.

## ZF 4HP20 AUTOMATIC TRANSMISSION

### III - DESCRIPTION



- 1 - Heat exchanger
- 2 - Clutch
- 3 - Brake
- 4 - Step-down torque
- 5 - Differential
- 6 - Torque converter
- 7 - Multifunction switch

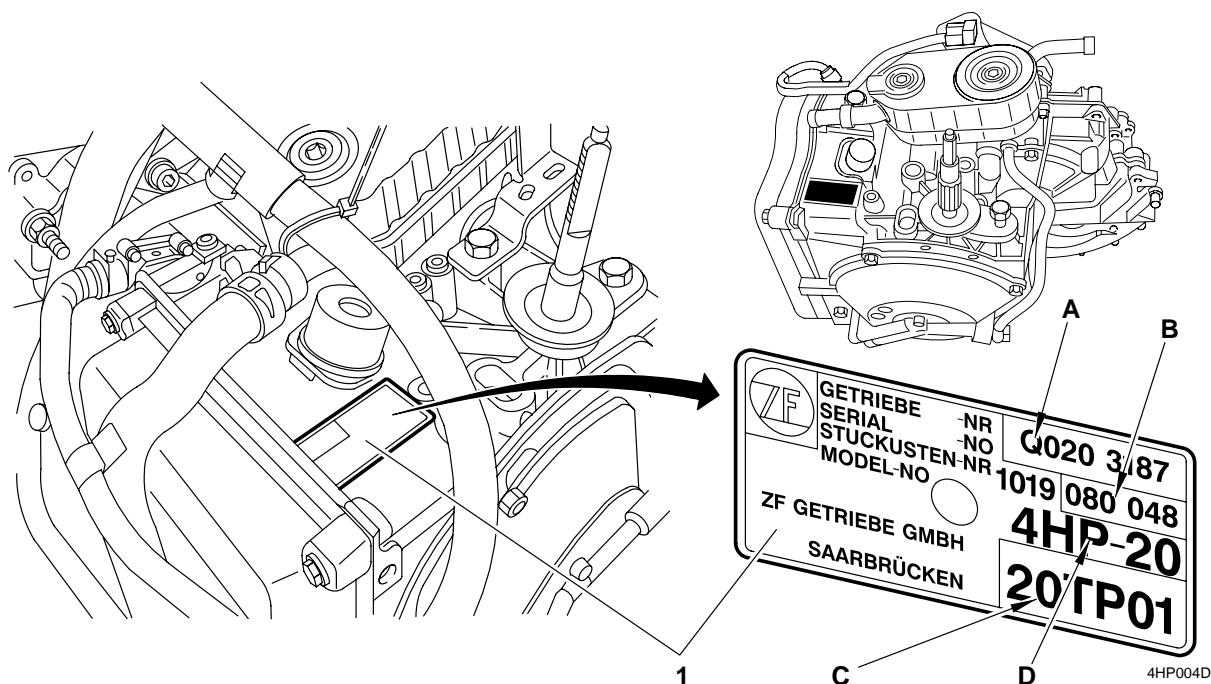


- 8 - Breather
- 9 - Hydraulic unit cover
- 10 - Oil dipstick

### ZF 4HP20 AUTOMATIC TRANSMISSION

## IV - IDENTIFICATION OF THE COMPONENTS OF THE AUTOMATIC TRANSMISSION

### A - AUTOMATIC TRANSMISSION



1 - Identification plate

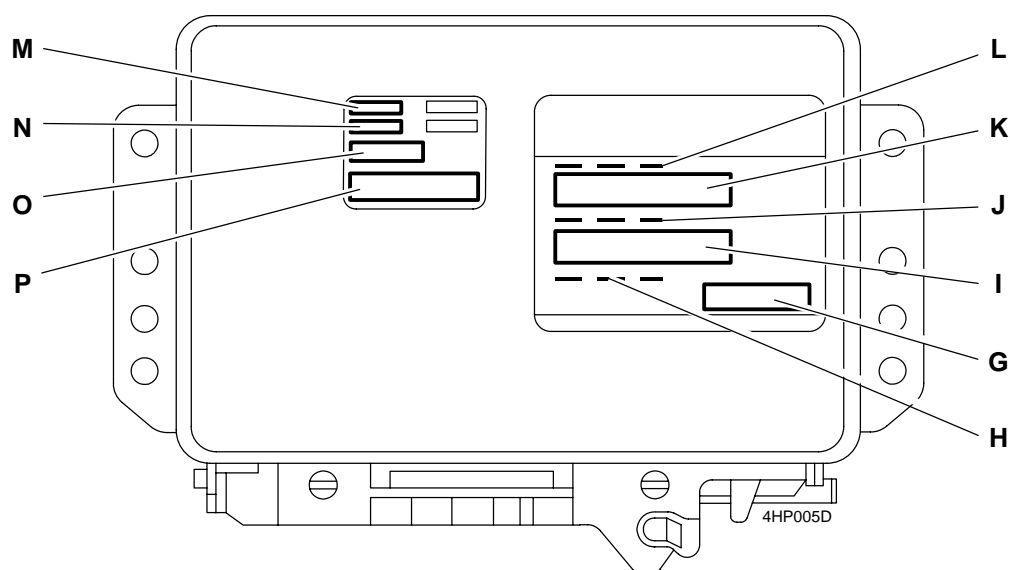
The transmission is identified by means of a plate riveted to the housing:

- A - Serial number.
- B - Parts list number (last 3 figures taken into account).
- C - Component reference.
- D - Automatic transmission type.

ZF PARTS LIST NUMBER (B)	COMPONENT REFERENCE (C)	HYDRAULIC UNIT NUMBER (D)
1019000010	20HZ07	1019198306

### ZF 4HP20 AUTOMATIC TRANSMISSION

## B - ECU



- G - Reference.
- H - Customer number.
- I - Customer number bar code.
- J - ZF parts list number.
- K - ZF number bar code (software identification).
- L - Order number.
- M - Hardware version.
- N - Program data version (software version).
- O - Date of manufacture.
- P - Serial number.

Identification (with an ELIT type diagnostic device)

- The ECU identification is found in the Identification menu.

## ZF 4HP20 AUTOMATIC TRANSMISSION

**V - SPECIFICATIONS - MAINTENANCE****A - INTERVALS - CAPACITIES**

	<b>XANTIA</b>
Engine	ES9J4L3
Transmission capacity	7.7 - 8.3 litres
Draining capacity	between 2.7 and 3 litres
Exclusive oil	ESSO LT 71141
Draining interval	lubricated for life
Top-up interval	60 000 km
Transmission lubrication	pressurised
Final drive lubrication	oil splash
Weight	88 kg with oil and electronics
Torque capacity	330 mN at 3500 rpm

**B - GEARS**

	<b>XANTIA</b>	<b>XM</b>
Engine	ES9J4L3	ES9J4L3
Tyres - circumference	205/60R15MXV3 A	205/65R15 index V
1st	2.718 - 11.35 km/h*	2.718 - 11.65 km/h*
2nd	1.481 - 21 km/h*	1.481 - 21.4 km/h*
3rd	1 - 31 km/h*	1 - 31.66 km/h*
4th	0.720 - 43 km/h*	0.720 - 44 km/h*
Reverse	2.568 - 12 km/h*	2.568 - 12.33 km/h*
Step-down torque	61x66	59x68
Cylindrical torque	20x69	20x69
Tachometric torque	20x16	20x16

\* Speeds in km/h are given at 1000 rpm.

**Internal gear change safety thresholds:**

<b>LEVER POSITION</b>	<b>SAFETY THRESHOLD</b>
D → R	10 km/h
D → 3	165 km/h
3 → 2	110 km/h
2 → 1	60 km/h

**ZF 4HP20 AUTOMATIC TRANSMISSION**

**VI - TIGHTENING TORQUES**

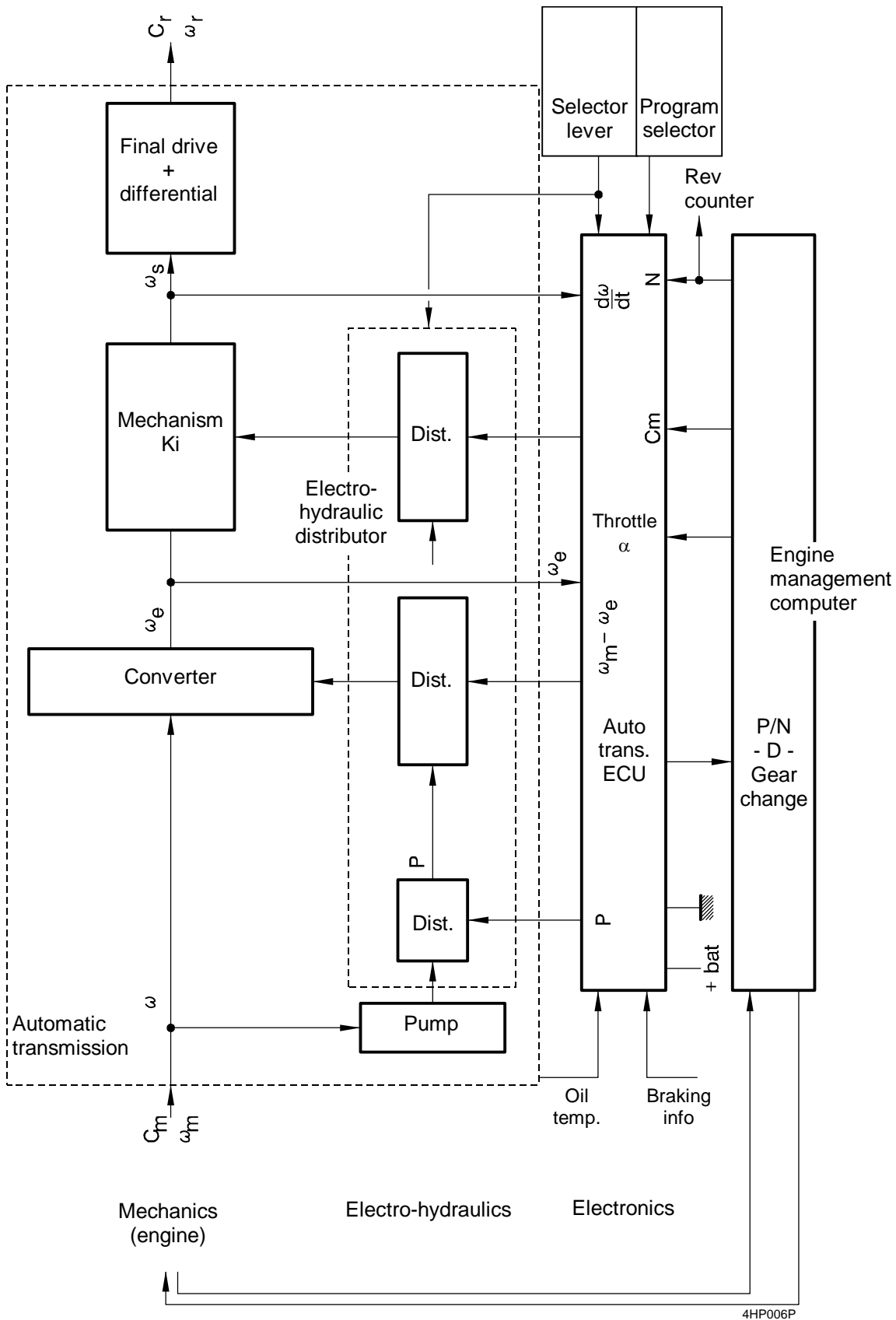
<b>TRANSMISSION COMPONENT</b>	<b>DESCRIPTION</b>	<b>N° BOLTS</b>	<b>HEX HEAD</b>	<b>BOLT DIMENSIONS</b>	<b>TIGHTENING TORQUE(S)</b>
Auto trans housing	Exchanger output connector tube mounting to auto. trans	1	Hex head - 13 mm spanner	M8	23 Nm
Side cover	Cover mountings	5	Hex head - 13 mm spanner	M8 L = 28	23 Nm
Side cover	Banjo connect. Transmission input	1	Hex head - 19 mm spanner	M14 x 1.5	25 Nm
Converter housing	External mountings on auto trans + strap bracket (2 bolts)	18	Hex head - 13 mm spanner	M8 L = 40	23 Nm
Converter housing	auto trans mountings behind converter	5	Hex head - 13 mm spanner	M8 L = 50	23 Nm
Converter housing	Drain plug	1	6 point socket bolt, 8 spanner	M16 x 1.5	45 Nm
Exchanger	Mounting(s) on auto trans (socket bolts)	2	6 point socket bolt, 6 spanner	M12 x 1.5	35 Nm
Position switch	Switch mountings on support plate	2	Hex head - 10 mm spanner	M6 L = 16	10 Nm
Selector control	Selector mounting on shaft	1	Hex nut (13)	M8	21 Nm
Selector control	Sleeve stop lug mounting on converter housing	2	Hex head - 13 mm spanner	M8	15 Nm
Hydraulic unit cover	Bridge mountings on auto trans housing	4	-	M6 L = 37	6 Nm
Hydraulic unit cover	Angle mountings on auto trans housing	2	Hex head - 10 mm spanner	M6 L = 20	6 Nm
Hydraulic unit	Mounting(s) on auto trans housing	7	TORX	M6 L = 55	8 Nm
Engine speed sensor	Mounting on hydraulic unit (output speed)	1	TORX	M6 L = 20	10 Nm
Engine speed sensor	Mounting(s) on auto trans housing (input speed)	1	TORX	M6 L = 35	8 Nm
Speedo sensor	Mounting(s) on auto trans housing	1	Hex head - 11 mm spanner	M7 X1 L = 16	8 Nm

**ZF 4HP20 AUTOMATIC TRANSMISSION**

<b>ASSEMBLY</b>	<b>N° BOLTS</b>	<b>BOLT HEAD</b>	<b>BOLT DIMENSIONS</b>	<b>TIGHTENING TORQUE(S)</b>
Drive plate converter	3	Hex head - 16 mm spanner	M8 x 1.25 L = 14	65 Nm (± 20%)
Engine block converter housing	4	Hex head - 17 mm spanner	M10 x 1.5 L = 75	65 Nm (± 20%)
Engine block converter housing	2	6 point socket bolt - 8 spanner (thread on AT side)	M10 x 1.5 L = 80	65 Nm (± 20%)
Crankshaft/carrier - ring	8	Hex head - 17 mm spanner	M9 x 1 L = 18	90 Nm (± 10%)
Closure plate	3	Hex head - 10 mm spanner	M6 x 1 L = 16	17.6 Nm (± 10%)
Auto trans. suspension	1	Stud(s)	M14 x 1.5 L = 29	50 Nm (± 10%)
Auto trans. suspension	1	Hex head - 13 mm spanner	M12 x 1.5 L = 35	60 Nm

## ZF 4HP20 AUTOMATIC TRANSMISSION

VII - LAYOUT OF THE 4HP20 AUTOMATIC TRANSMISSION



ZF 4HP20 AUTOMATIC TRANSMISSION



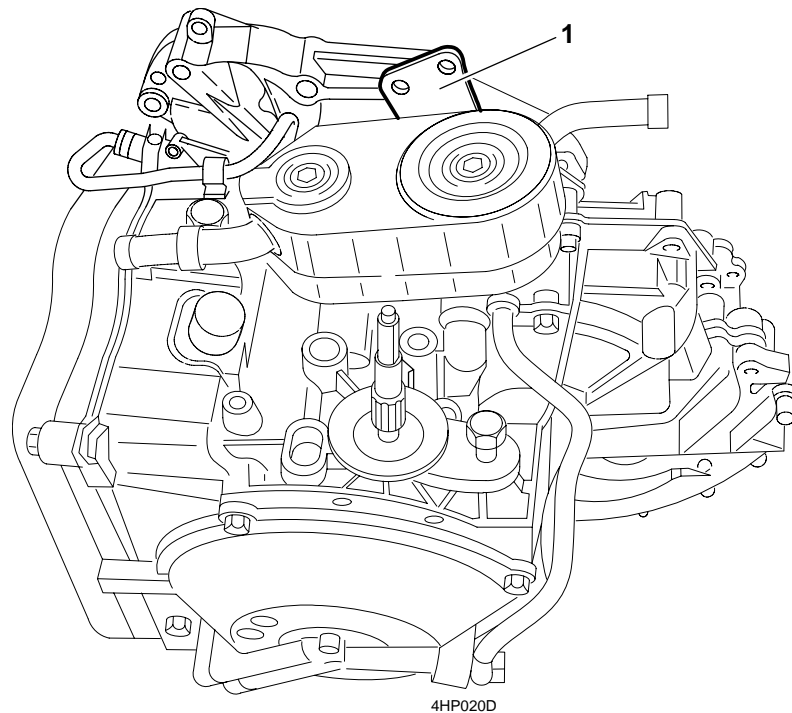
## VIII - MISCELLANEOUS NOTES

### A - TOWING

The transmission is lubricated when the engine is running since the engine drives the transmission oil pump; therefore, when towing, the drive wheels must be raised off the ground. The vehicle can however be towed with the drive wheels on the ground under exceptional circumstances as long as the following conditions are complied with:

- travel a distance of no more than 100 km,
- drive at less than 70 km/h,
- put lever in position N,
- the vehicle must be horizontal or else be inclined by a maximum of 5° if the rear wheels have to be raised.

### B - LIFTING



The 4HP20 transmission is fitted with a sling bracket (1) for easy lifting.

Never place the transmission on the floor unprotected.

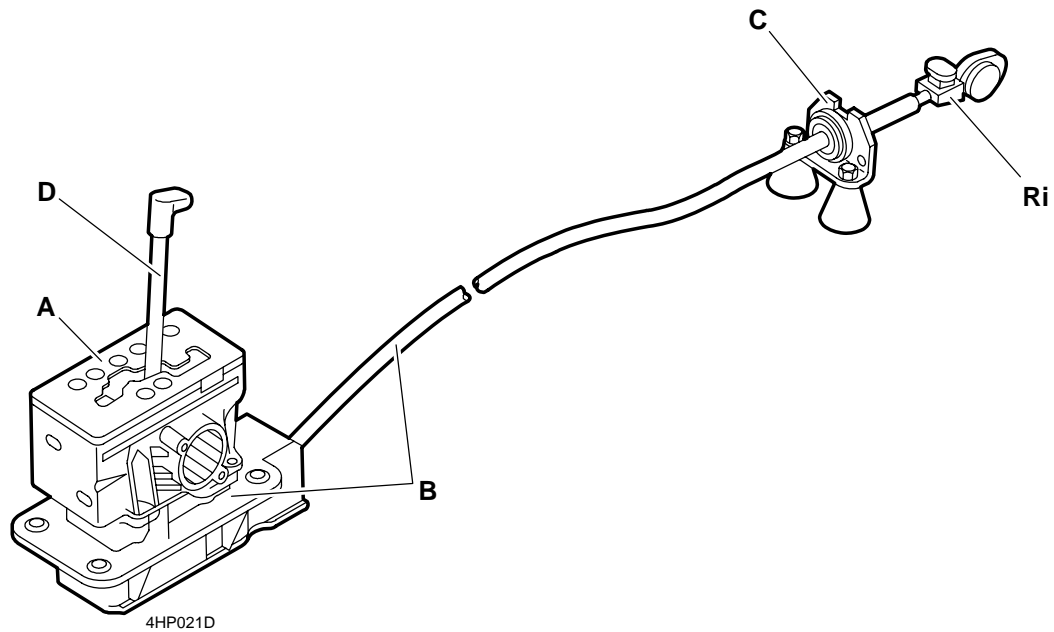
## ZF 4HP20 AUTOMATIC TRANSMISSION

## ZF 4HP20 AUTOMATIC TRANSMISSION

# SELECTOR CONTROL

XANTIA

## I - SELECTOR LEVER



A - Upper part

B - Lower part

C - Sleeve stop

D - Control lever

Ri - Initial adjustment

The selector lever, located on the central console, has 7 positions using an offset grid.

The lever has a mechanical safety device which locks by means of a radial action on the lever.

## ZF 4HP20 AUTOMATIC TRANSMISSION

**Different positions:**

- P - park: the transmission is mechanically locked, the starter motor may be operated.
  - R - reverse: corresponds to reverse gear with illumination of reversing lights.
  - N - neutral: corresponds to the neutral position; the starter motor may be operated.
  - D - drive: the 4 gears are changed automatically; 1-2, 2-3, 3-4, 4-3, 3-2, 2-1
  - 3-3rd hold: the first 3 gears can be used
  - 2-2nd hold: the first 2 gears can be used
  - 1-1st hold: only first gear can be used
- } Except in  
} "snow"  
} program

The 3rd, 2nd and 1st hold positions are totally controlled by the ECU.

**Mechanical safety**

The lever has to be moved radially in the following cases:

- from position P to position R,
- from position R to position P,
- from position N to position R,
- from position D to position N,
- from position 3 to position 2,
- from position 2 to position 1.

**ZF 4HP20 AUTOMATIC TRANSMISSION**