

### 36. Diagnostics with Phenomenon

#### A: INSPECTION

| Symptoms                                                                                                     | Faulty parts                                                                                                                                                                                                                                            |
|--------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Engine does not start when the select lever is in "N" and "P" range.                                         | <ul style="list-style-type: none"> <li>• Select cable</li> <li>• Inhibitor switch</li> <li>• TCM</li> </ul>                                                                                                                                             |
| Engine starts when the select lever is in a range other than "N" or "P" range.                               | <ul style="list-style-type: none"> <li>• Select cable</li> <li>• Inhibitor switch</li> <li>• TCM</li> </ul>                                                                                                                                             |
| The vehicle is not switched to parking mode when the select lever is in "P" range.                           | <ul style="list-style-type: none"> <li>• Inhibitor switch</li> <li>• Select cable</li> <li>• Parking mechanism</li> </ul>                                                                                                                               |
| Parking mode is not canceled even if the select lever is shifted from "P" range to another range.            | <ul style="list-style-type: none"> <li>• Inhibitor switch</li> <li>• Select cable</li> <li>• Parking mechanism</li> </ul>                                                                                                                               |
| Excessive shock when the select lever is shifted from "N" range to "D" range or from "N" range to "R" range. | <ul style="list-style-type: none"> <li>• ATF</li> <li>• Turbine speed sensor</li> <li>• Line pressure solenoid</li> <li>• Line pressure circuit</li> </ul>                                                                                              |
| Engine stalls when the select lever is shifted from "N" range to "D" range or from "N" range to "R" range.   | <ul style="list-style-type: none"> <li>• ATF</li> <li>• Turbine speed sensor</li> <li>• Line pressure circuit</li> <li>• Lock-up solenoid</li> <li>• Lock-up pressure circuit</li> <li>• Engine speed signal</li> <li>• TCM</li> </ul>                  |
| Excessive shift shock while driving with the select lever in "D" range.                                      | <ul style="list-style-type: none"> <li>• ATF</li> <li>• Vehicle speed sensor</li> <li>• Turbine speed sensor</li> <li>• Line pressure circuit</li> <li>• Engine speed signal</li> <li>• TCM</li> </ul>                                                  |
| Excessive shock at lock-up or lock-up does not occur when the select lever is in "D" range.                  | <ul style="list-style-type: none"> <li>• Vehicle speed sensor</li> <li>• Turbine speed sensor</li> <li>• Line pressure circuit</li> <li>• Lock-up solenoid</li> <li>• Lock-up pressure circuit</li> <li>• Engine speed signal</li> <li>• TCM</li> </ul> |
| Cannot drive in all ranges.                                                                                  | <ul style="list-style-type: none"> <li>• ATF</li> <li>• Select cable</li> <li>• Inhibitor switch</li> <li>• Line pressure solenoid</li> <li>• Line pressure circuit</li> <li>• Engine speed signal</li> <li>• TCM</li> <li>• Gear and clutch</li> </ul> |
| The vehicle can run when the select lever is in "P" and "N" range.                                           | <ul style="list-style-type: none"> <li>• Inhibitor switch</li> <li>• Select cable</li> </ul>                                                                                                                                                            |
| Excessively poor acceleration when the select lever is in "D" range.                                         | <ul style="list-style-type: none"> <li>• ATF</li> <li>• Line pressure solenoid</li> <li>• Line pressure circuit</li> <li>• Vehicle speed sensor</li> <li>• Engine speed signal</li> <li>• TCM</li> <li>• Gear and clutch</li> </ul>                     |

## Diagnostics with Phenomenon

AUTOMATIC TRANSMISSION

| Symptoms                        | Faulty parts                                                                                                     |
|---------------------------------|------------------------------------------------------------------------------------------------------------------|
| Noise emitted from transmission | <ul style="list-style-type: none"><li>• ATF</li><li>• Gear, clutch and bearing</li><li>• Control valve</li></ul> |



# AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## *5AT(diag)*

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