

46. Diagnostics with Phenomenon

A: INSPECTION

Symptoms	Faulty parts
Stall speed is low after warming-up, with select lever in "D" or "R" range.	Engine control system
Vehicle does not move despite engine speed rising up, with select lever in "D" or "R" range.	<ul style="list-style-type: none">• Engine control system• Select cable• CVTF• Secondary pressure circuit• Pulley, gear and variator chain• Forward/reverse changeover section• TCM• Control valve body• Inhibitor switch
Vehicle does not move by engine stall, with select lever in "D" or "R" range.	<ul style="list-style-type: none">• Parking mechanism• Select cable• Bearing• Forward/reverse changeover section
Excessive shock occurs at starting, with select lever in "D" or "R" range.	<ul style="list-style-type: none">• Secondary pressure circuit• Pulley, gear and variator chain
Acceleration speed from standstill is insufficient, with select lever in "D" or "R" range.	<ul style="list-style-type: none">• Control valve body• Forward/reverse changeover section
Engine speed suddenly rises up during driving, with select lever in "D" or "R" range.	<ul style="list-style-type: none">• Control valve body• Secondary pressure circuit• Primary pressure circuit
Vibration occurs during driving, with select lever in "D" or "R" range.	<ul style="list-style-type: none">• Secondary pressure circuit• Primary pressure circuit• Forward/reverse changeover section• Pulley and variator chain• Torque converter ASSY• Hydraulic pressure circuit to torque converter• Control valve body
Sudden braking occurs during driving, with select lever in "D" or "R" range.	<ul style="list-style-type: none">• Secondary pressure circuit• Primary pressure circuit• Control valve body
During deceleration, lockup clutch does not disengage until just before halting, with select lever in "D" or "R" range.	<ul style="list-style-type: none">• Control valve body• Torque converter ASSY
Engine stalls with vehicle at a standstill, with select lever in "D" or "R" range.	<ul style="list-style-type: none">• Engine control system• Control valve body
Excessive lockup shock occurs during driving, with select lever in "D" range.	Control valve body
Slipping occurs at lockup, or lockup does not occur during driving, with select lever in "D" range.	<ul style="list-style-type: none">• Control valve body• Lockup hydraulic line• Torque converter ASSY
Excessive shift shock occurs when shifting the select lever from "N" range to "D" range, or from "N" range to "R" range.	<ul style="list-style-type: none">• Inhibitor switch• Control valve body• Forward/reverse changeover section
Vehicle does not keep at standstill with select lever in "P" range, or parking cannot be released when shifting from "P" range to another range.	<ul style="list-style-type: none">• Select cable• Parking mechanism
Select lever does not shift smoothly.	<ul style="list-style-type: none">• Select cable• Inhibitor switch• Detent spring• Manual plate

Diagnostics with Phenomenon

CONTINUOUSLY VARIABLE TRANSMISSION

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

CVT(*diag*)

	Page
1. Basic Diagnostic Procedure	2
2. Check List for Interview	4
3. General Description	5
4. Electrical Component Location	7
5. Transmission Control Module (TCM) I/O Signal	11
6. Subaru Select Monitor	16
7. Read Diagnostic Trouble Code (DTC)	18
8. Clear Memory Mode	19
9. Inspection Mode	20
10. Learning Control	21
11. AT OIL TEMP Warning Light Display	23
12. AWD Warning Light Display	25
13. Diagnostic Procedure for Subaru Select Monitor Communication	27
14. List of Diagnostic Trouble Code (DTC)	29
15. Diagnostic Procedure with Diagnostic Trouble Code (DTC)	32
16. Diagnostic Procedure without Diagnostic Trouble Code (DTC)	84
17. Diagnostics with Phenomenon	85