

Diagnostics with Phenomenon

CONTINUOUSLY VARIABLE TRANSMISSION

52. 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 • Output clutch • Torque converter assembly • 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 • Output clutch
Excessive shock occurs at starting, with select lever in "D" or "R" range.	<ul style="list-style-type: none"> • Secondary pressure circuit • Control valve body • Pulley, gear and variator chain • Output clutch
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 • Output clutch • Torque converter assembly • Drive motor
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 assembly • Hydraulic pressure circuit to torque converter • Control valve body • Drive motor • Output clutch
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 • Drive motor
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 assembly • CVTF
Engine stalls with vehicle at a standstill, with select lever in "D" or "R" range, except for Auto Start Stop.	<ul style="list-style-type: none"> • Engine control system • Control valve body • Torque converter assembly
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 assembly

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Symptoms	Faulty parts
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
Clutch engagement shock occurs when engine is restarted from the Auto Start Stop condition and driving with motor.	<ul style="list-style-type: none"> • Electric oil pump • Relief valve • Electric oil pump hydraulic circuit • Forward clutch • CVTF
Large clutch engagement shock occurs with vehicle at a standstill.	<ul style="list-style-type: none"> • Output clutch • Forward clutch • CVTF • Torque converter assembly • Output clutch control valve body

Diagnostics with Phenomenon

CONTINUOUSLY VARIABLE TRANSMISSION

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

CVT(HEV)(diag)

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