

# **AUTOMATIC TRANSMISSION (DIAGNOSTICS) H4DOTC (turbo)**

# Basic Diagnostic Procedure

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

### 1. Basic Diagnostic Procedure

#### A: PROCEDURE

NOTE:

This section is specified for H4DOTC engine model.

Step	Check	Yes	No
<b>1 CHECK PRE-INSPECTION.</b> 1) Ask the customer when and how trouble occurred using interview checklist. <Ref. to 4AT(diag)-4, Check List for Interview.> 2) Before performing the diagnosis, inspect following items which might influence the AT problems. <ul style="list-style-type: none"> <li>• General inspection &lt;Ref. to 4AT(diag)-5, INSPECTION, General Description.&gt;</li> <li>• Oil leak</li> <li>• Check if each harness connector is securely connected.</li> <li>• Visually check the harness for damage.</li> <li>• Stall speed test &lt;Ref. to 4AT-35, Stall Test.&gt;</li> <li>• Line pressure test &lt;Ref. to 4AT-38, Line Pressure Test.&gt;</li> <li>• Transfer clutch pressure test &lt;Ref. to 4AT-40, Transfer Clutch Pressure Test.&gt;</li> <li>• Time lag test &lt;Ref. to 4AT-37, Time Lag Test.&gt;</li> <li>• Road test &lt;Ref. to 4AT-34, Road Test.&gt;</li> <li>• Inhibitor switch &lt;Ref. to 4AT-52, Inhibitor Switch.&gt;</li> </ul>	Is the unit that might influence AT problem normal?	Go to step 2.	Repair or replace each item.
<b>2 CHECK AT OIL TEMP WARNING LIGHT.</b> Turn the ignition switch to ON.	Does the AT OIL TEMP warning light illuminate?	Go to step 4.	Go to step 3.
<b>3 CHECK AT OIL TEMP WARNING LIGHT.</b> 1) Turn the ignition switch to OFF. 2) Repair the AT OIL TEMP warning light circuit or power supply and ground line circuit. <Ref. to 4AT(diag)-23, Diagnostic Procedure for AT OIL TEMP Warning Light.> 3) Turn the ignition switch to ON.	Is the AT OIL TEMP warning light illuminate?	Go to step 4.	Go to step 5.
<b>4 CHECK INDICATION OF DTC.</b> Calling up the DTC. With Subaru Select Monitor <Ref. to 4AT(diag)-18, WITH SUBARU SELECT MONITOR, OPERATION, Read Diagnostic Trouble Code (DTC).> NOTE: If the communication function of select monitor cannot be executed normally, check the communication circuit. <Ref. to 4AT(diag)-28, COMMUNICATION FOR INITIALIZING IMPOSSIBLE, Diagnostic Procedure for Select Monitor Communication.>	Is the DTC displayed?	Go to step 6. NOTE: Record all DTC.	Go to step 5.

# Basic Diagnostic Procedure

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>5</b> <b>PERFORM THE GENERAL DIAGNOSTICS.</b> 1) Inspect using "Diagnostic Procedure without DTC". <Ref. to 4AT(diag)-78, Diagnostic Procedure without Diagnostic Trouble Code (DTC).> 2) Inspect using "Symptom Related Diagnostic". <Ref. to 4AT(diag)-88, General Diagnostic Table.> 3) Perform the clear memory mode. With Subaru Select Monitor <Ref. to 4AT(diag)-20, WITH SUBARU SELECT MONITOR, OPERATION, Clear Memory Mode.> 4) Perform the inspection mode. <Ref. to 4AT(diag)-19, Inspection Mode.> 5) Calling up the DTC. With Subaru Select Monitor <Ref. to 4AT(diag)-18, WITH SUBARU SELECT MONITOR, OPERATION, Read Diagnostic Trouble Code (DTC).>	Is the DTC displayed?	Go to step 6.	Complete the diagnosis.
<b>6</b> <b>PERFORM THE DIAGNOSIS.</b> 1) Inspect using "Diagnostics Chart with DTC". <Ref. to 4AT(diag)-31, Diagnostic Procedure with Diagnostic Trouble Code (DTC).> NOTE: For DTC table, refer to "List of Diagnostic Trouble Code (DTC)". <Ref. to 4AT(diag)-22, List of Diagnostic Trouble Code (DTC).> 2) Repair the trouble cause. 3) Perform the clear memory mode. With Subaru Select Monitor <Ref. to 4AT(diag)-20, WITH SUBARU SELECT MONITOR, OPERATION, Clear Memory Mode.> 4) Perform the inspection mode. <Ref. to 4AT(diag)-19, Inspection Mode.> 5) Calling up the DTC. With Subaru Select Monitor <Ref. to 4AT(diag)-18, WITH SUBARU SELECT MONITOR, OPERATION, Read Diagnostic Trouble Code (DTC).>	Is the DTC displayed?	Inspect using "Diagnostics Procedure with Diagnostic Trouble Code (DTC)". <Ref. to 4AT(diag)-31, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Complete the diagnosis.

## Check List for Interview

### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## 2. Check List for Interview

### A: CHECK

Check the following items when problem has occurred.

NOTE:

Use copies of this page for interviewing customers.

Customer's name			
Date of purchase			
Date of repair			
Trans. model	TRANSMISSION	VIN	
Odometer reading	km/h or miles		
Frequency	<input type="checkbox"/> Continuous <input type="checkbox"/> Intermittent (   times a day)		
Weather	<input type="checkbox"/> Fine <input type="checkbox"/> Cloudy <input type="checkbox"/> Rainy <input type="checkbox"/> Snowy <input type="checkbox"/> Various/Others (   )		
Place	<input type="checkbox"/> High <input type="checkbox"/> Suburbs <input type="checkbox"/> Inner city <input type="checkbox"/> Uphill <input type="checkbox"/> Rough road <input type="checkbox"/> Others (   )		
Outdoor temperature	<input type="checkbox"/> Hot <input type="checkbox"/> Warm <input type="checkbox"/> Cool <input type="checkbox"/> Cold		
Vehicle speed	km/h (MPH)		
AT diagnostic indicator light (AT OIL TEMP warning light)	<input type="checkbox"/> Continuously lit		<input type="checkbox"/> Not lit
Select lever position	<input type="checkbox"/> P <input type="checkbox"/> R <input type="checkbox"/> N <input type="checkbox"/> D <input type="checkbox"/> 3 <input type="checkbox"/> 2 <input type="checkbox"/> 1		
Driving condition	<input type="checkbox"/> Not affected <input type="checkbox"/> At racing <input type="checkbox"/> While decelerating	<input type="checkbox"/> At starting <input type="checkbox"/> While accelerating <input type="checkbox"/> While turning ( <input type="checkbox"/> RH / <input type="checkbox"/> LH)	<input type="checkbox"/> While idling <input type="checkbox"/> While cruising
Symptoms	<input type="checkbox"/> No up-shift		
	<input type="checkbox"/> No down-shift		
	<input type="checkbox"/> No kick down		
	<input type="checkbox"/> Vehicle does not move ( <input type="checkbox"/> Any position <input type="checkbox"/> Particular position)		
	<input type="checkbox"/> Lock-up malfunction		
	<input type="checkbox"/> Noise or vibration		
	<input type="checkbox"/> Shift shock or slip		
	<input type="checkbox"/> Select lever does not move		
<input type="checkbox"/> Others (   )			

### 3. General Description

#### A: CAUTION

##### • Supplemental Restraint System “Airbag”

The airbag system wiring harness is routed near the transmission control module (TCM).

#### CAUTION:

- All airbag system wiring harness and connectors are colored yellow. Do not use an electrical test equipment on these circuit.
- Be careful not to damage the airbag system wiring harness when performing diagnostics and servicing the TCM.

##### • Measurement

When measuring the voltage and resistance of ECM, TCM or each sensor, use a tapered pin with diameter of less than 0.64 mm (0.025 in) in order to avoid poor contact. Do not insert the pin more than 0.65 mm (0.256 in).

#### B: INSPECTION

##### 1. BATTERY

Measure the battery voltage and specific gravity of electrolyte.

**Standard voltage: 12 V or more**

**Specific gravity: Above 1.260**

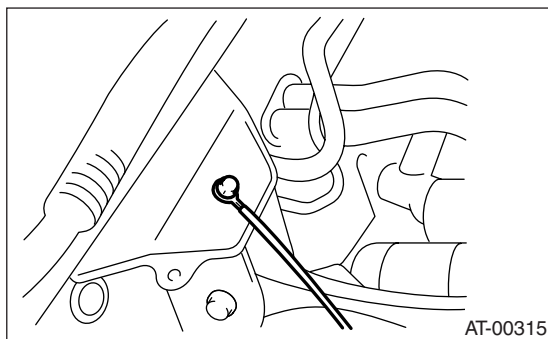
##### 2. TRANSMISSION GROUND

Make sure that the ground terminal bolt is tightened securely.

##### • Chassis side

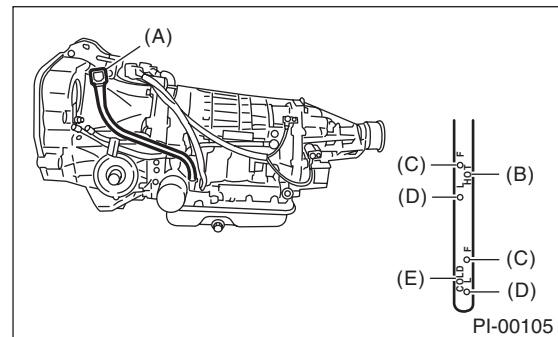
**Tightening torque:**

**13 N·m (1.3 kgf-m, 9.4 ft-lb)**



##### 3. ATF LEVEL

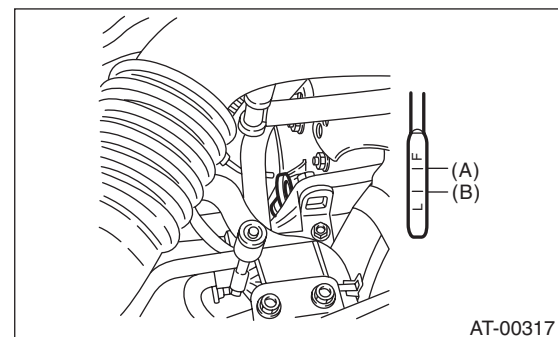
Make sure that ATF level is in the specification. <Ref. to 4AT-31, INSPECTION, Automatic Transmission Fluid.>



- (A) Level gauge
- (B) “HOT” side
- (C) Upper level
- (D) Lower level
- (E) “COLD” side

##### 4. FRONT DIFFERENTIAL OIL LEVEL

Make sure that the front differential oil level is in specification. <Ref. to 4AT-33, INSPECTION, Differential Gear Oil.>



- (A) Upper level
- (B) Lower level

## General Description

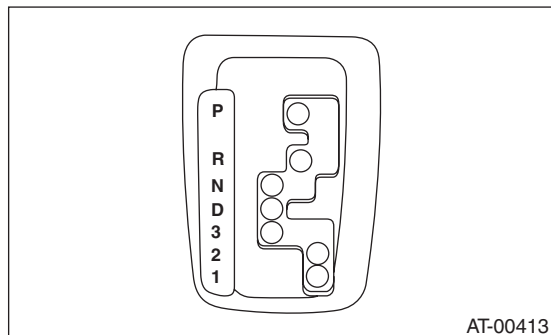
### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

#### 5. OPERATION OF SHIFT SELECT LEVER

Make sure there is no abnormal noise, dragging or contact pattern in each select lever range.

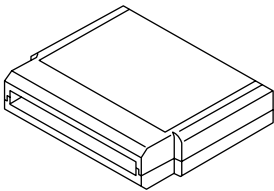

#### WARNING:

Stop the engine while checking operation of selector lever.



### C: PREPARATION TOOL

#### 1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p>ST24082AA260</p>	24082AA260 (Newly adopted tool)	CARTRIDGE	Troubleshooting for electrical systems.
 <p>ST22771AA030</p>	22771AA030	SUBARU SELECT MONITOR KIT	Troubleshooting for electrical systems.

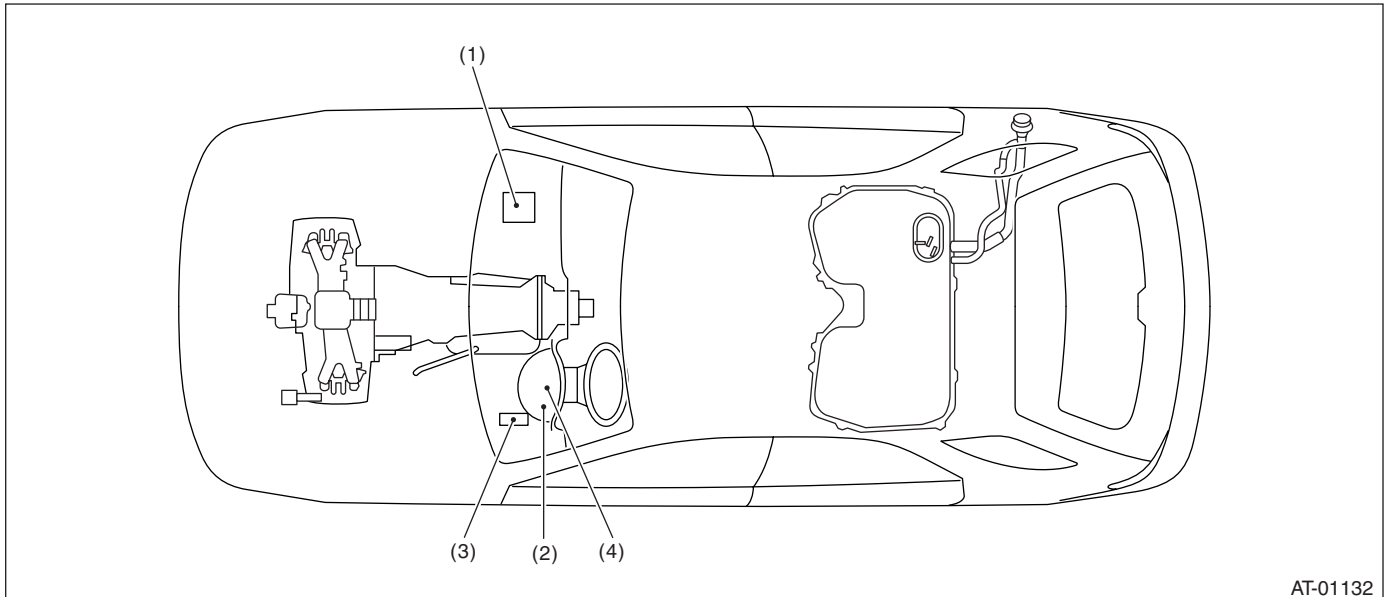
#### 2. GENERAL PURPOSE TOOL

TOOL NAME	REMARKS
Circuit Tester	Used for measuring resistance, voltage and ampere.
Oscilloscope	Used for measuring sensor.

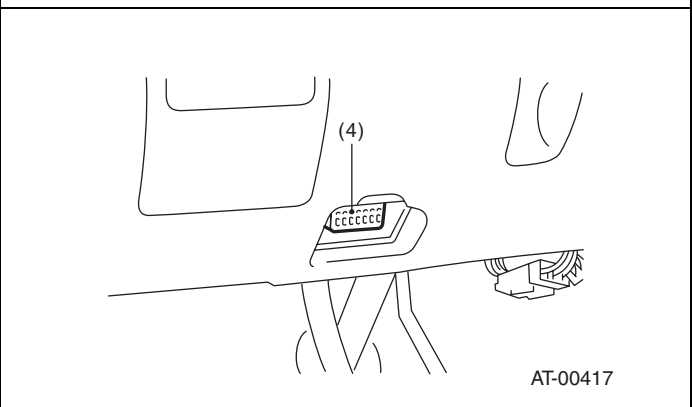
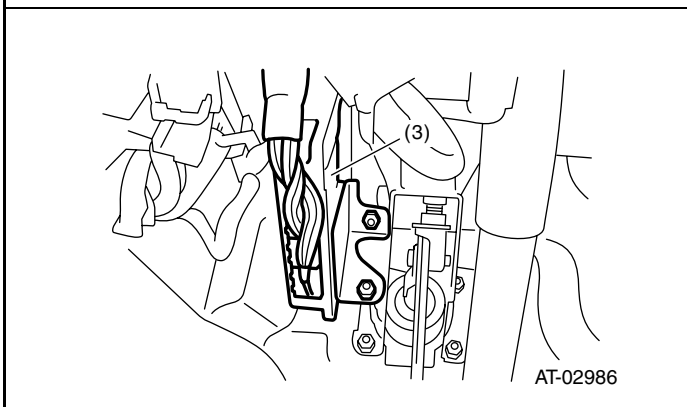
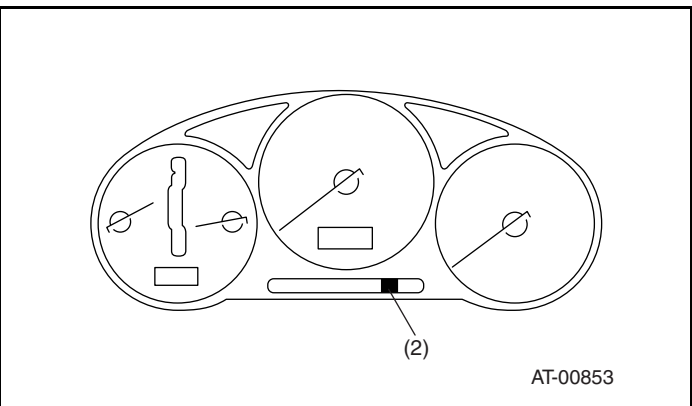
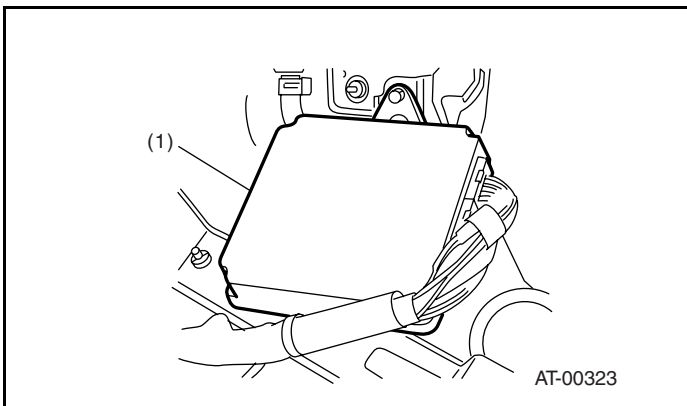
### 4. Electrical Component Location

#### A: LOCATION

##### 1. CONTROL MODULE



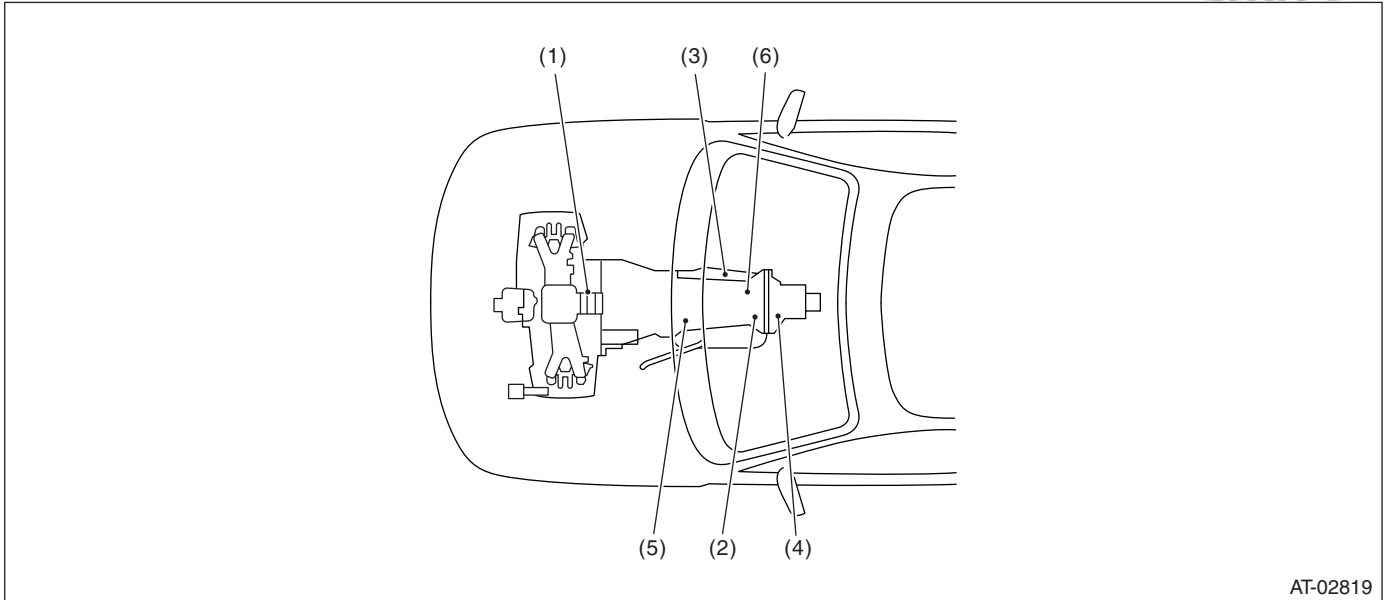
- |   |                                       |                         |
|---|---------------------------------------|-------------------------|
| (1) Engine control module (ECM)                               | (3) Transmission control module (TCM) | (4) Data link connector |
| (2) AT OIL TEMP warning light (AT diagnostic indicator light) |                                       |                         |



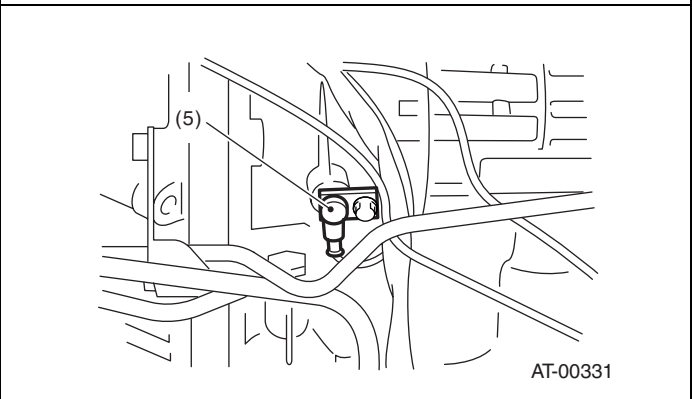
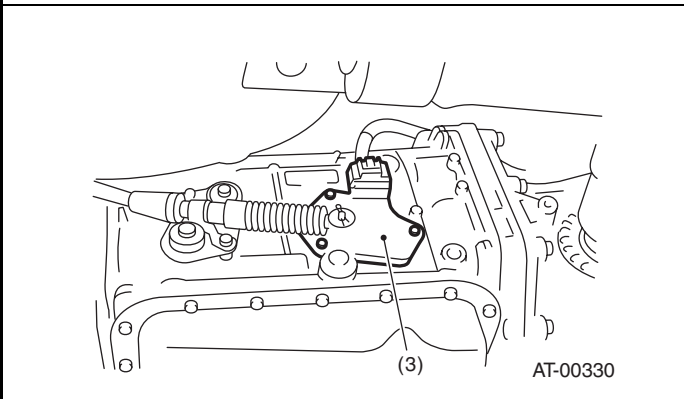
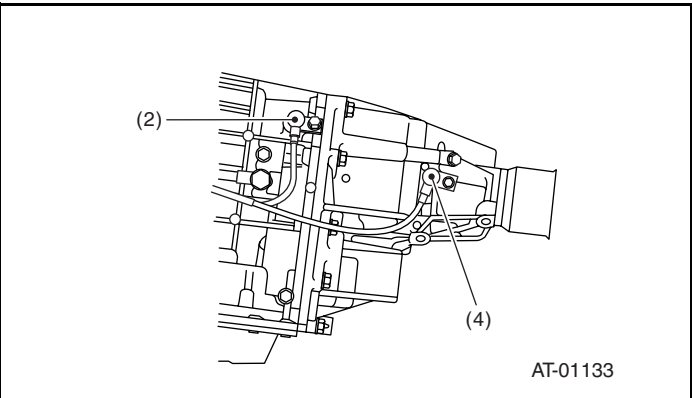
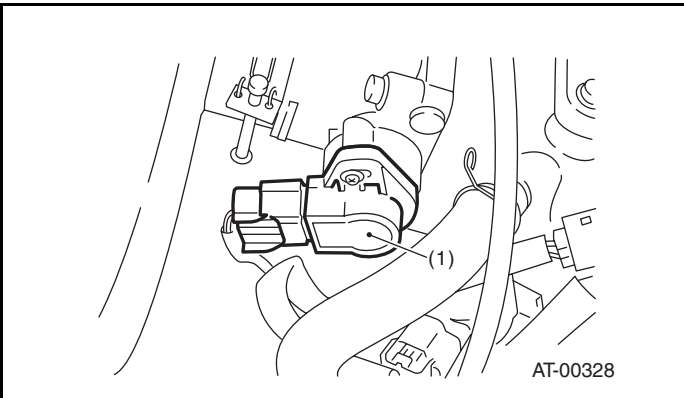
# Electrical Component Location

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

### 2. SENSOR



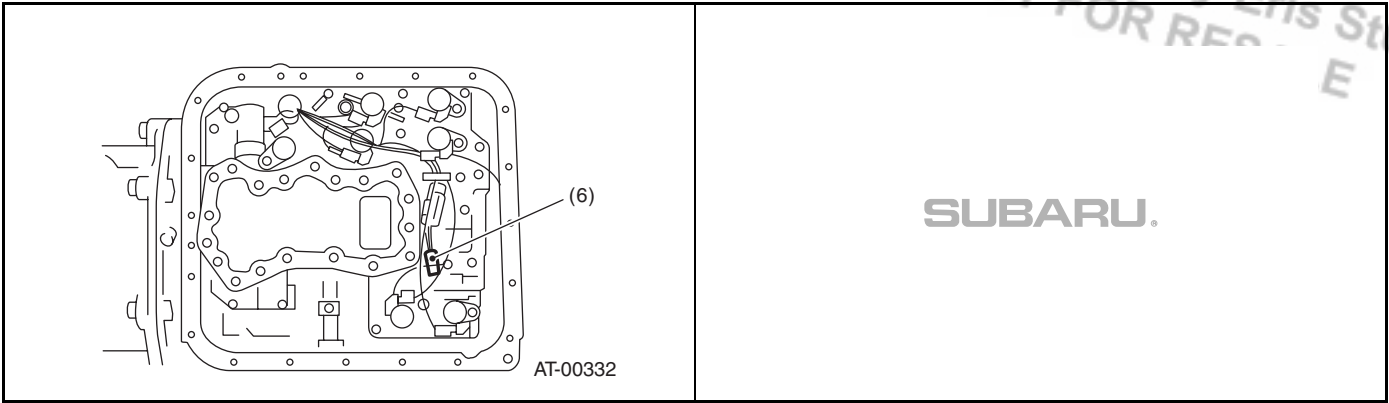
- |                                |   |                            |
|--------------------------------|---|----------------------------|
| (1) Throttle position sensor   | (4) Rear vehicle speed sensor             | (6) ATF temperature sensor |
| (2) Front vehicle speed sensor | (5) Torque converter turbine speed sensor |                            |
| (3) Inhibitor switch           |   |                            |



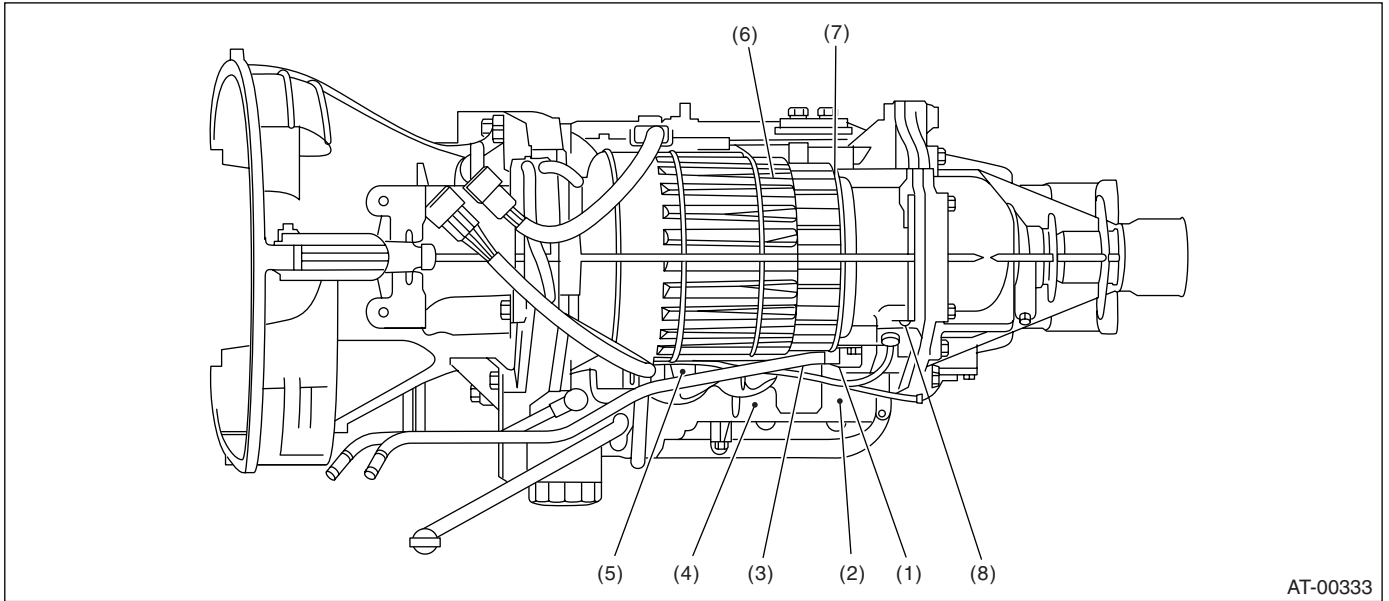


Electrical Component Location

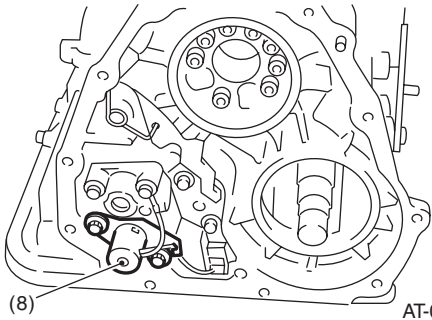
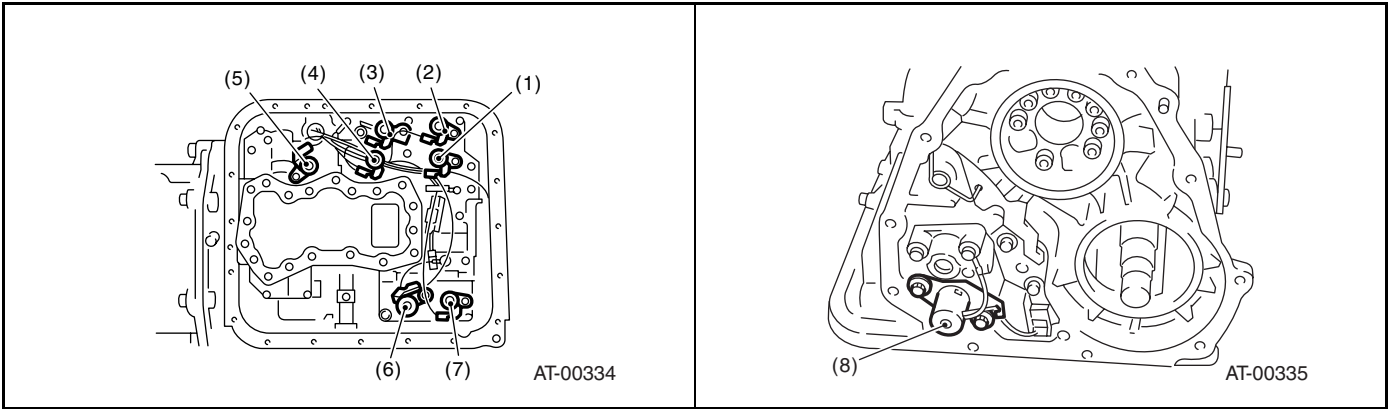
AUTOMATIC TRANSMISSION (DIAGNOSTICS)



3. SOLENOID



- |                                 |                                |                               |
|---------------------------------|--------------------------------|-------------------------------|
| (1) Solenoid 1                  | (4) Low clutch timing solenoid | (7) 2-4 brake timing solenoid |
| (2) Solenoid 2                  | (5) Lock-up duty solenoid      | (8) Transfer duty solenoid    |
| (3) Line pressure duty solenoid | (6) 2-4 brake duty solenoid    |                               |

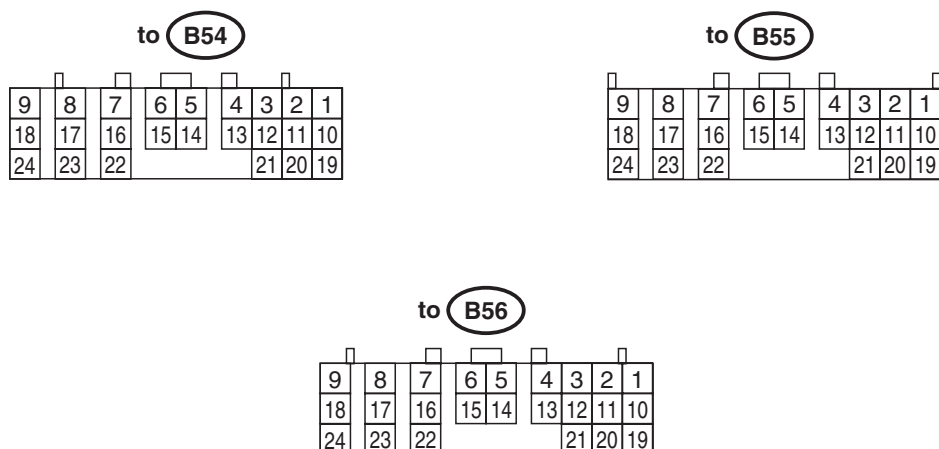


# Transmission Control Module (TCM) I/O Signal

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## 5. Transmission Control Module (TCM) I/O Signal

### A: ELECTRICAL SPECIFICATION



AT-00568

Check with ignition switch ON.					
Item	Connector No.	Terminal No.	Measuring conditions	Voltage (V)	Resistance to chassis ground (ohms)
Back-up power supply	B56	1	Ignition switch OFF	10 — 13	—
Ignition power supply	B54	23	Ignition switch ON (with engine OFF)	10 — 13	—
	B54	24			
Inhibitor switch	B55	1	Select lever in "P" range	Less than 1	—
			Select lever in any other than "P" range (except "N" range)	More than 8	
	B55	14	Select lever in "N" range	Less than 1	—
			Select lever in any other than "N" range (except "P" range)	More than 8	
	B55	3	Select lever in "R" range	Less than 1	—
			Select lever in any other than "R" range	More than 8	
	B55	4	Select lever in "D" range	Less than 1	—
			Select lever in any other than "D" range	More than 8	
	B55	5	Select lever in "3" range	Less than 1	—
			Select lever in any other than "3" range	More than 8	

# Transmission Control Module (TCM) I/O Signal

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Check with ignition switch ON.						
Item		Connector No.	Terminal No.	Measuring conditions	Voltage (V)	Resistance to chassis ground (ohms)
Inhibitor switch	“2” range switch	B55	6	Select lever in “2” range	Less than 1	—
				Select lever in any other than “2” range	More than 8	
	“1” range switch	B55	7	Select lever in “1” range	Less than 1	—
				Select lever in any other than “1” range	More than 8	
Brake switch		B55	12	Brake pedal depressed.	More than 10.5	—
				Brake pedal released.	Less than 1	
AT OIL TEMP warning light		B56	10	Light ON	Less than 1	—
				Light OFF	More than 9	
AWD warning light		B56	2	Light ON	Less than 1	—
				Light OFF	More than 9	
Throttle position sensor		B54	3	Throttle fully closed.	0.2 — 1.0	—
				Throttle fully open.	4.2 — 4.7	
Throttle position sensor power supply		B54	2	Ignition switch ON (with engine OFF)	4.8 — 5.3	—
ATF temperature sensor		B54	11	ATF temperature 20°C (68°F)	1.6 — 2.0	2.1 k — 2.9 k
				ATF temperature 80°C (176°F)	0.4 — 0.9	275 — 375
Rear vehicle speed sensor		B55	24	Vehicle stopped.	0	450 — 650
				Vehicle speed at least 20 km/h (12 MPH)	More than 1 (AC range)	
Front vehicle speed sensor		B55	18	Vehicle stopped.	0	450 — 650
				Vehicle speed at least 20 km/h (12 MPH)	More than 1 (AC range)	
Torque converter turbine speed sensor		B55	8	Engine idling after warm-up. (D range)	0	450 — 650
				Engine idling after warm-up. (N range)	More than 1 (AC range)	
Vehicle speed output signal		B56	17	Vehicle speed at most 10 km/h (6 MPH)	Less than 1 ← → More than 4	—
Engine speed signal		B55	17	Ignition switch ON (with engine OFF)	More than 10.5	—
				Ignition switch ON (with engine ON)	8 — 11	
Cruise set signal		B55	22	When cruise control is set. (SET lamp ON)	Less than 1	—
				When cruise control is not set. (SET lamp OFF)	More than 6.5	
Torque control signal 1		B56	5	Ignition switch ON (with engine ON)	More than 4	—
Torque control signal 2		B56	14	Ignition switch ON (with engine ON)	More than 4	—
Torque control cut signal		B55	10	Ignition switch ON	8	—
Mass air flow signal		B54	1	Engine idling after warm-up.	0.9 — 1.4	—
Shift solenoid 1		B54	22	1st or 4th gear	More than 9	10 — 16
				2nd or 3rd gear	Less than 1	
Shift solenoid 2		B54	5	1st or 2nd gear	More than 9	10 — 16
				3rd or 4th gear	Less than 1	

# Transmission Control Module (TCM) I/O Signal

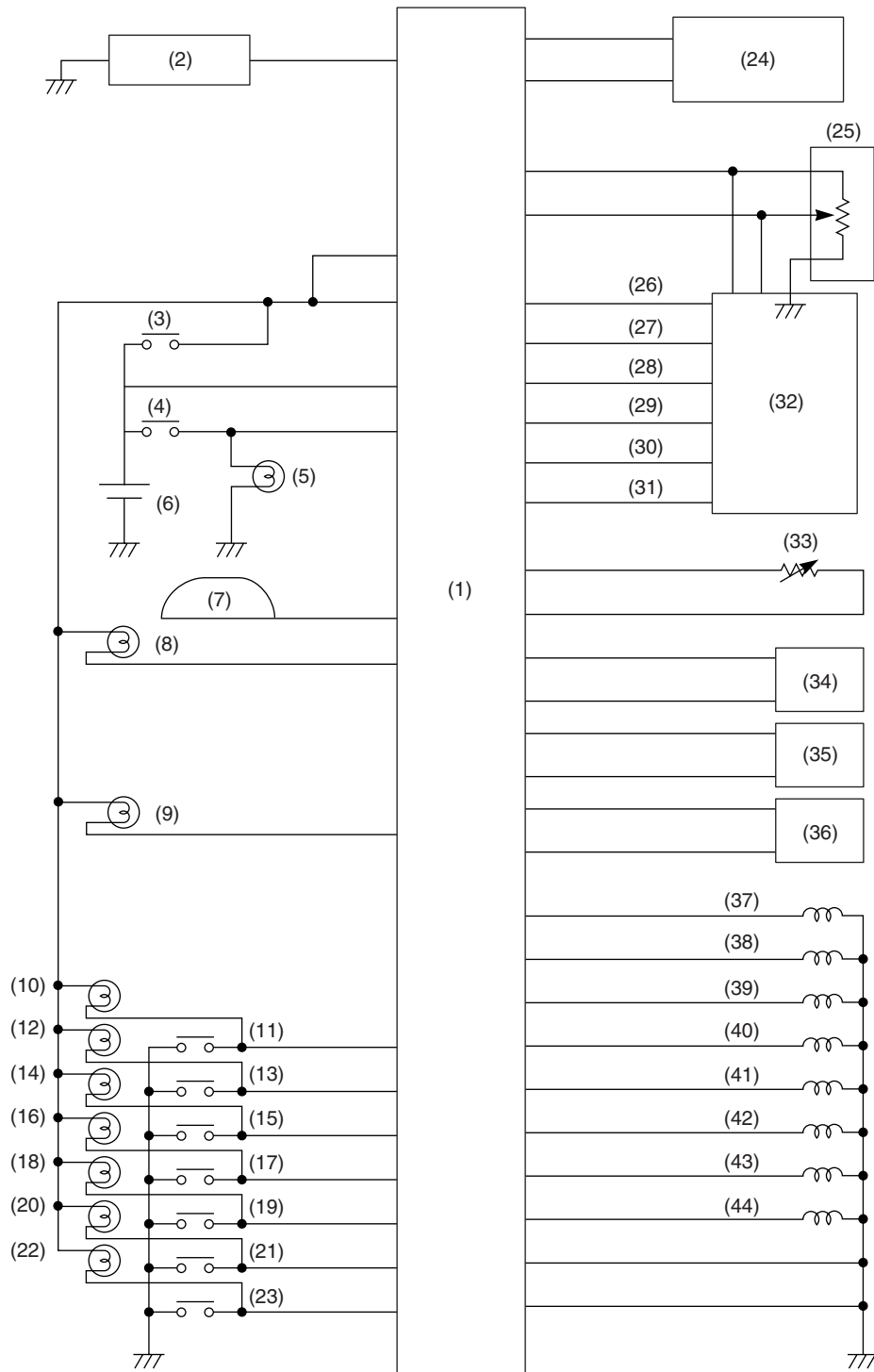
## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Check with ignition switch ON.					
Item	Connector No.	Terminal No.	Measuring conditions	Voltage (V)	Resistance to chassis ground (ohms)
Line pressure duty solenoid	B54	9	Ignition switch ON (with engine OFF). Throttle fully closed after warm-up.	1.5 — 4.0	2.0 — 4.5
			Ignition switch ON (with engine OFF). Throttle fully open after warm-up.	Less than 0.5	
Lock-up duty solenoid	B54	7	When lock up occurs.	More than 8.5	10 — 17
			When lock up is released.	Less than 0.5	
Transfer duty solenoid	B54	6	Throttle fully closed.	More than 8.5	10 — 17
			Throttle fully open.	Less than 0.5	
2-4 brake duty solenoid	B54	18	Throttle fully closed (with engine OFF) after warm-up.	1.5 — 5.0	2.0 — 4.5
			Throttle fully open (with engine OFF) after warm-up.	Less than 0.5	
2-4 brake timing solenoid	B54	16	1st gear	Less than 1	10 — 16
			3rd gear	More than 9	
Low clutch timing solenoid	B54	15	2nd gear	Less than 1	10 — 16
			4th gear	More than 9	
Sensor ground line 1	B54	20	—	0	Less than 1
Sensor ground line 2	B55	9	—	0	Less than 1
System ground line	B56	19	—	0	Less than 1
	B54	21			
Sensor ground line 3	B54	10	—	0	Less than 1
Sensor ground line 4	B54	19	—	0	Less than 1
AT diagnosis signal	B56	21	Ignition switch ON	Less than 1 ← → More than 4	—
Data link signal (Subaru Select Monitor)	B56	15	—	—	—

# Transmission Control Module (TCM) I/O Signal

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## B: WIRING DIAGRAM



AT-02820

## Transmission Control Module (TCM) I/O Signal

### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

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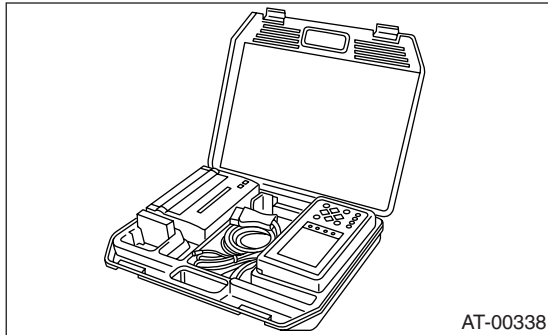
(1) Transmission control module (TCM)	(15) "N" range switch	(31) AT diagnostics signal
(2) Cruise control module	(16) "D" range indicator light	(32) Engine control module (ECM)
(3) Ignition switch	(17) "D" range switch	(33) ATF temperature sensor
(4) Brake switch	(18) "3" range indicator light	(34) Torque converter turbine speed sensor
(5) Brake light	(19) "3" range switch	(35) Rear vehicle speed sensor
(6) Battery	(20) "2" range indicator light	(36) Front vehicle speed sensor
(7) Combination meter (Speedometer circuit)	(21) "2" range switch	(37) Shift solenoid 1
(8) AT OIL TEMP warning light	(22) "1" range indicator light	(38) Shift solenoid 2
(9) AWD warning light	(23) "1" range switch	(39) 2-4 brake timing solenoid
(10) "P" range indicator light	(24) Data link connector	(40) Line pressure duty solenoid
(11) "P" range switch	(25) Throttle position sensor	(41) 2-4 brake duty solenoid
(12) "R" range indicator light	(26) Engine speed signal	(42) Lock-up duty solenoid
(13) "R" range switch	(27) Torque control cut signal	(43) Low clutch timing solenoid
(14) "N" range indicator light	(28) Torque control signal 2	(44) Transfer duty solenoid
	(29) Torque control signal 1	
	(30) Mass air flow signal	

### 6. Subaru Select Monitor

#### A: OPERATION

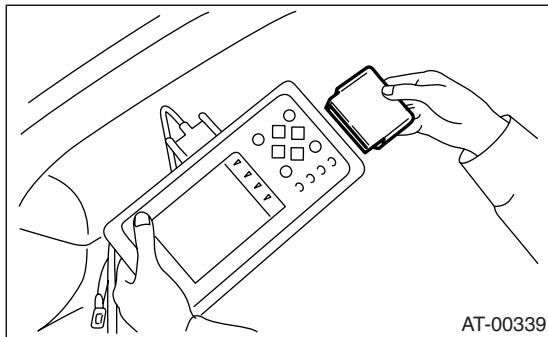
##### 1. READ DIAGNOSTIC TROUBLE CODE (DTC)

1) Prepare the Subaru Select Monitor kit.



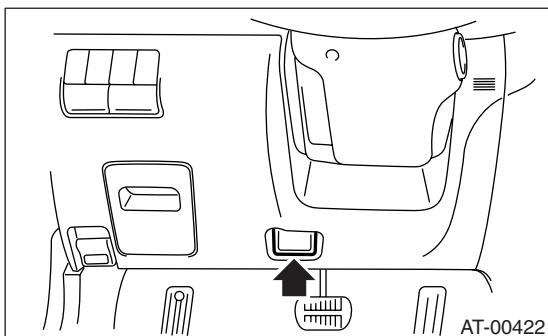
2) Connect the diagnosis cable to Subaru Select Monitor.

3) Insert the cartridge into Subaru Select Monitor.  
<Ref. to 4AT(diag)-6, PREPARATION TOOL, General Description.>



4) Connect the Subaru Select Monitor to data link connector.

(1) Data link connector located in the lower portion of instrument panel (on driver's side).

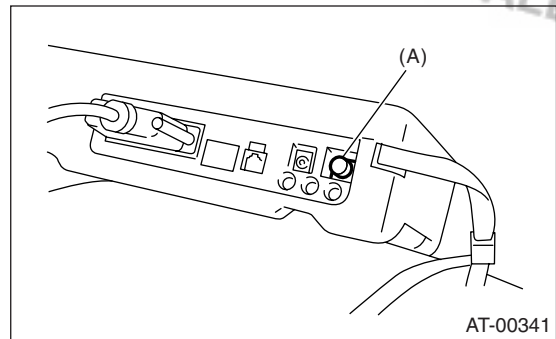


(2) Connect the diagnosis cable to data link connector.

#### NOTE:

Do not connect scan tools except for Subaru Select Monitor and general scan tool.

5) Turn the ignition switch to ON (engine OFF) and Subaru Select Monitor switch to ON.



(A) Power switch

6) On the «Main Menu» display screen, select the {Each System Check} and press the [YES] key.

7) On the «System Selection Menu» display screen, select the {Transmission Control System} and press the [YES] key.

8) Press the [YES] key after the information of transmission type is displayed.

9) On the «Transmission Diagnosis» display screen, select the {DTC Display} and press the [YES] key.

10) On the «DTC Display» display screen, select the {Memorized DTC} and press the [YES] key.

#### NOTE:

- For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.

- For details concerning the DTC, refer to the List of Diagnostic Trouble Code (DTC). <Ref. to 4AT(diag)-22, List of Diagnostic Trouble Code (DTC).>

## Subaru Select Monitor

### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## 2. READ CURRENT DATA

- 1) On the «Main Menu» display screen, select the {Each System Check} and press the [YES] key.
  - 2) On the «System Selection Menu» display screen, select the {Transmission Control System} and press the [YES] key.
  - 3) Press the [YES] key after the information of transmission type is displayed.
  - 4) On the «Transmission Diagnosis» display screen, select the {Current Data Display & Save} and press the [YES] key.
  - 5) On the «Data Display Menu» display screen, select the {Data Display} and press the [YES] key.
  - 6) Using the scroll key, move the display screen up or down until desired data is shown.
- A list of the support data is shown in the following table.

Contents	Display	Unit of measure
Battery voltage	Battery Voltage	V
Rear vehicle speed sensor signal	Rear Wheel Speed	km/h or MPH
Front vehicle speed sensor signal	Front Wheel Speed	km/h or MPH
Engine speed signal	Engine Speed	rpm
Automatic transmission fluid temperature signal	ATF Temp.	°C or °F
Throttle position sensor	Throttle Sensor Voltage	V
Gear position	Gear Position	—
Line pressure control duty ratio	Line Pressure Duty Ratio	%
Lock up clutch control duty ratio	Lock Up Duty Ratio	%
Transfer clutch control duty ratio	Transfer Duty Ratio	%
Power supply for throttle position sensor	Throttle Sensor Power	V
Torque converter turbine speed signal	Turbine Revolution Speed	rpm
2-4 brake timing pressure control duty ratio	Brake Clutch Duty Ratio	%
Mass air flow sensor signal	Air Flow Sensor Voltage	V
Stop light switch signal	Stop Light Switch	ON or OFF
Anti lock brake system signal	ABS Signal	ON or OFF
Cruise control system signal	Cruise Control Signal	ON or OFF
Parking range signal	P Range Signal	ON or OFF
Neutral range signal	N Range Signal	ON or OFF
Reverse range signal	R Range Signal	ON or OFF
Drive range signal	D Range Signal	ON or OFF
3rd range signal	3rd Range Signal	ON or OFF
2nd range signal	2nd Range Signal	ON or OFF
1st range signal	1st Range Signal	ON or OFF
Shift control solenoid 1	Shift Solenoid #1	ON or OFF
Shift control solenoid 2	Shift Solenoid #2	ON or OFF
Torque control output signal #1	Torque Control Signal 1	ON or OFF
Torque control output signal #2	Torque Control Signal 2	ON or OFF
Torque control cut signal	Torque Control Cut Sig.	ON or OFF
2-4 brake timing control solenoid valve	2-4 Brake Timing Sol.	ON or OFF
Low clutch timing control solenoid valve	Low Clutch Timing Sol.	ON or OFF
Automatic transmission diagnosis indicator lamp	Diagnosis Lamp	ON or OFF
Automatic transmission fluid temperature lamp	ATF Temperature Lamp	ON or OFF

#### NOTE:

For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.



### 3. CLEAR MEMORY MODE

- 1) On the «Main Menu» display screen, select the {2. Each System Check} and press the [YES] key.
- 2) On the «System Selection Menu» display screen, select the {Transmission Control System} and press the [YES] key.
- 3) Press the [YES] key after the information of transmission type is displayed.
- 4) On the «Transmission Diagnosis» display screen, select the {Clear Memory} and press the [YES] key.
- 5) When the “Done” and “Turn Ignition Switch OFF” are shown on display screen, turn the Subaru Select Monitor and ignition switch to OFF.

#### NOTE:

For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.

## **Read Diagnostic Trouble Code (DTC)**

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

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### **7. Read Diagnostic Trouble Code (DTC)**

#### **A: OPERATION**

##### **1. WITH SUBARU SELECT MONITOR**

Refer to Subaru Select Monitor for information about how to obtain and understand DTC. <Ref. to 4AT(diag)-15, OPERATION, Subaru Select Monitor.>

### 8. Inspection Mode

#### A: PROCEDURE

Shift the select lever to D range, and drive continuously for 10 seconds or more at 60 km/h (37 MPH).

#### WARNING:

Observe the road traffic law.

## **9. Clear Memory Mode**

### **A: OPERATION**

#### **1. WITH SUBARU SELECT MONITOR**

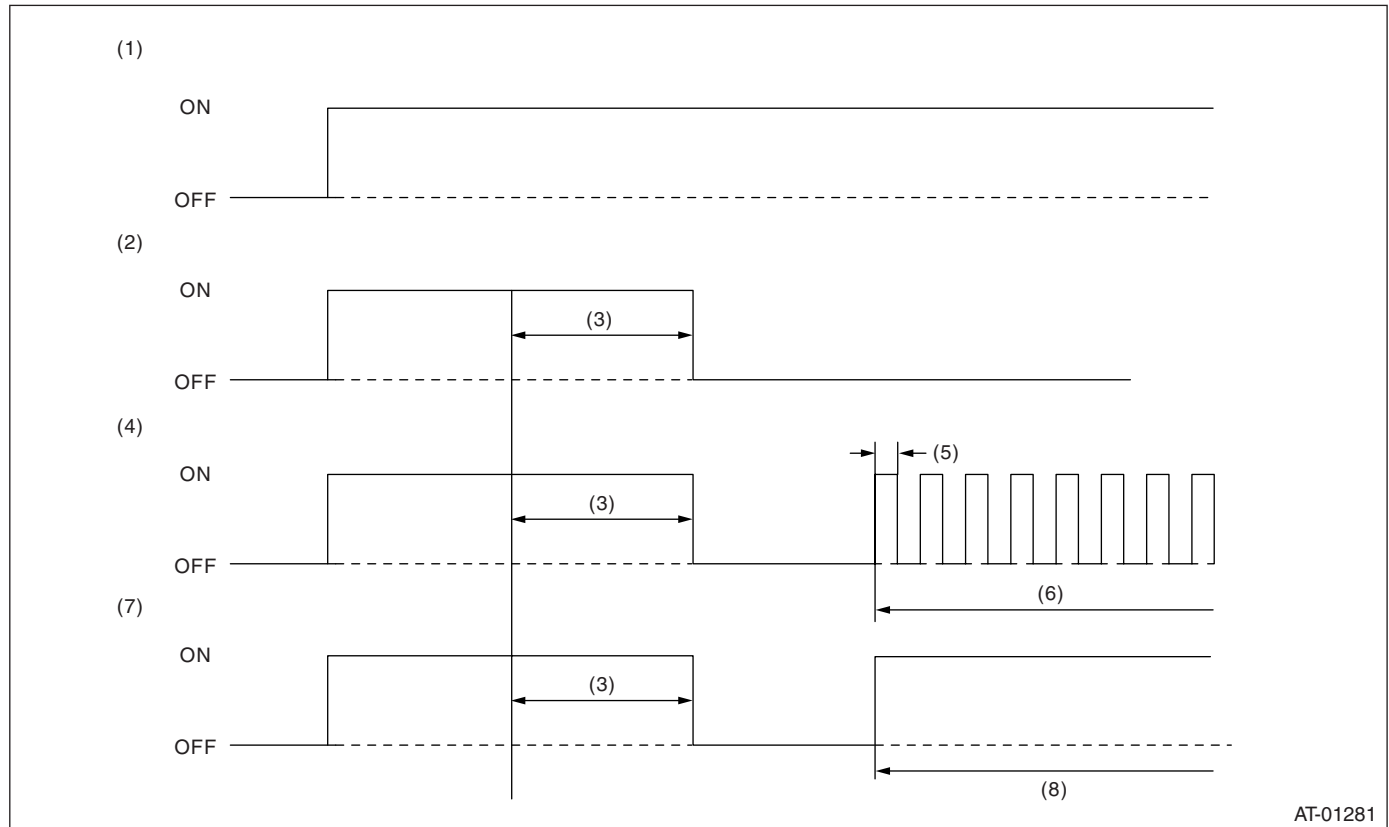
Refer to Subaru Select Monitor for information about how to clear DTC.

<Ref. to 4AT(diag)-17, CLEAR MEMORY MODE, OPERATION, Subaru Select Monitor.>

### 10.AT OIL TEMP Warning Light Display

#### A: INSPECTION

When any on-board diagnostics item is malfunctioning, the display on AT OIL TEMP warning light blinks from the time malfunction is detected after starting the engine until ignition switch is turned to OFF. The malfunctioning part or unit can be determined by a DTC during on-board diagnostics operation. Problems which occurred previously can also be identified through the memory function. If the AT OIL TEMP warning light does not show a problem (although a problem is occurring), the problem can be determined by checking the performance characteristics of each sensor using Subaru Select Monitor. The AT OIL TEMP warning light signal is as shown in the figure.



AT-01281

(1) Ignition switch (Engine OFF)

(2) Normal (Engine ON)

(3) 2 seconds

(4) Faulty (Engine ON)

(5) 0.25 seconds

(6) Blink

(7) Normal (ATF temperature is high)

(8) ATF temperature is high

## List of Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

### 11. List of Diagnostic Trouble Code (DTC)

#### A: LIST

DTC	Item	Content of diagnosis	Index
11	Engine speed signal	Detects open or shorted input signal circuit.	<Ref. to 4AT(diag)-31, DTC 11 ENGINE SPEED SIGNAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
23	Mass air flow signal	Detects open or shorted input signal circuit.	<Ref. to 4AT(diag)-33, DTC 23 MASS AIR FLOW SIGNAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
27	ATF temperature sensor	Detects open or shorted input signal circuit.	<Ref. to 4AT(diag)-35, DTC 27 ATF TEMPERATURE SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
31	Throttle position sensor	Detects open or shorted input signal circuit.	<Ref. to 4AT(diag)-38, DTC 31 THROTTLE POSITION SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
33	Front vehicle speed sensor	Detects open or shorted input signal circuit.	<Ref. to 4AT(diag)-41, DTC 33 FRONT VEHICLE SPEED SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
36	Torque converter turbine speed sensor	Detects open or shorted input signal circuit.	<Ref. to 4AT(diag)-45, DTC 36 TORQUE CONVERTER TURBINE SPEED SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
38	Torque control signal	Detects open or shorted input signal circuit.	<Ref. to 4AT(diag)-47, DTC 38 TORQUE CONTROL SIGNAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
71	Shift solenoid 1	Detects open or shorted output signal circuit.	<Ref. to 4AT(diag)-49, DTC 71 SHIFT SOLENOID 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
72	Shift solenoid 2	Detects open or shorted output signal circuit.	<Ref. to 4AT(diag)-52, DTC 72 SHIFT SOLENOID 2, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
73	Low clutch timing solenoid	Detects open or shorted output signal circuit.	<Ref. to 4AT(diag)-56, DTC 73 LOW CLUTCH TIMING SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
74	2-4 brake timing solenoid	Detects open or shorted output signal circuit.	<Ref. to 4AT(diag)-59, DTC 74 2-4 BRAKE TIMING SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
75	Line pressure duty solenoid	Detects open or shorted output signal circuit.	<Ref. to 4AT(diag)-63, DTC 75 LINE PRESSURE DUTY SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
76	2-4 brake duty solenoid	Detects open or shorted output signal circuit.	<Ref. to 4AT(diag)-66, DTC 76 2-4 BRAKE DUTY SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
77	Lock-up duty solenoid	Detects open or shorted output signal circuit.	<Ref. to 4AT(diag)-69, DTC 77 LOCK-UP DUTY SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
79	Transfer duty solenoid	Detects open or shorted output signal circuit.	<Ref. to 4AT(diag)-72, DTC 79 TRANSFER DUTY SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
93	Rear vehicle speed sensor	Detects open or shorted input signal circuit.	<Ref. to 4AT(diag)-75, DTC 93 REAR VEHICLE SPEED SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

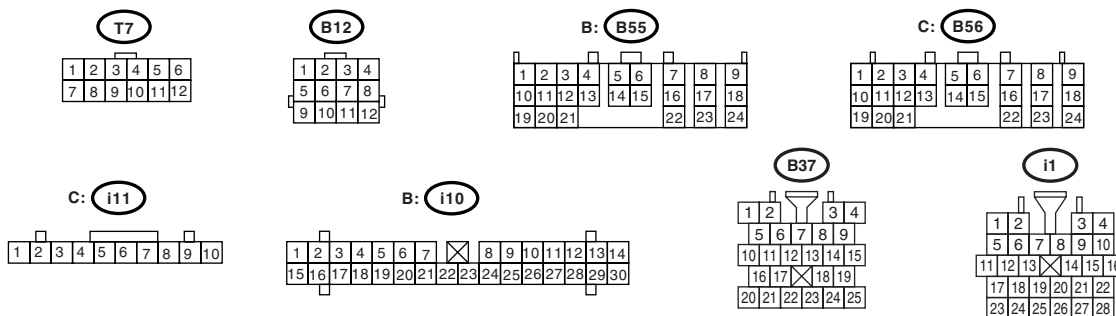
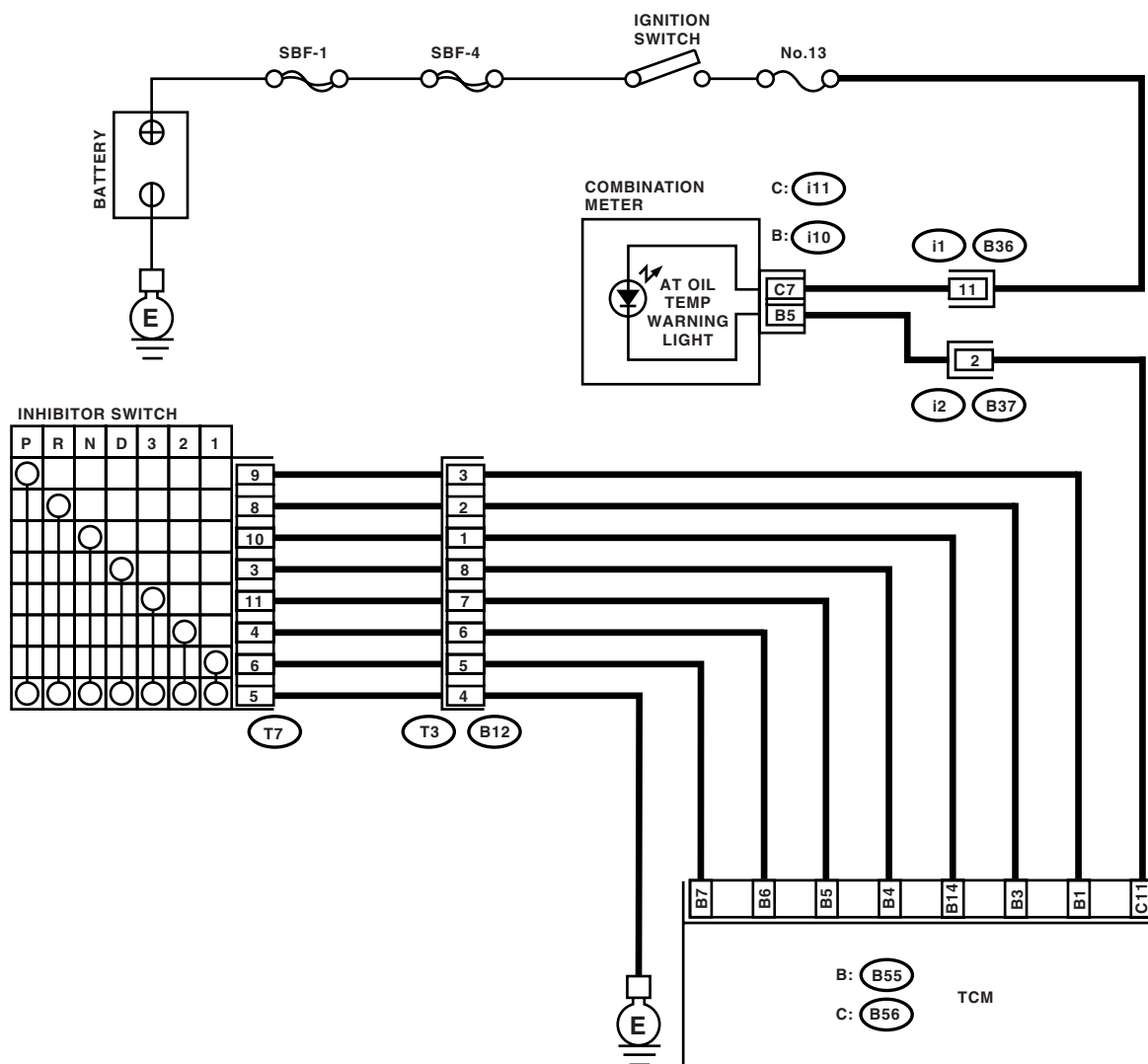
## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

**A: AT OIL TEMP WARNING LIGHT DOES NOT COME ON OR GO OFF**

The AT OIL TEMP warning light circuit is open or shorted.

- When the ignition switch is turned to ON (engine OFF), AT OIL TEMP warning light does not illuminate.
- When the on-board diagnostics is performed, AT OIL TEMP warning light remains illuminated.

### WIRING DIAGRAM:



# Diagnostic Procedure for AT OIL TEMP Warning Light

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>1</b> <b>CHECK AT OIL TEMP WARNING LIGHT.</b> Turn the ignition switch to ON (engine OFF).	Does the AT OIL TEMP warning light illuminate?	Go to step 3.	Go to step 2.
<b>2</b> <b>CHECK AT OIL TEMP WARNING LIGHT.</b> 1) Turn the ignition switch to OFF. 2) Remove the combination meter.	Is the AT OIL TEMP warning light bulb OK?	Go to step 4.	Check the combination meter.
<b>3</b> <b>CHECK AT OIL TEMP WARNING LIGHT.</b> Perform "Read Diagnostic Trouble Code (DTC)". <Ref. to 4AT(diag)-18, Read Diagnostic Trouble Code (DTC).>	Does the AT OIL TEMP warning light blink?	A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM, inhibitor switch and combination meter.	Go to step 9.
<b>4</b> <b>CHECK FUSE (No. 13).</b> Remove the fuse (No. 13).	Is the fuse (No. 13) blown out?	Replace the fuse (No. 13). If replaced fuse (No. 13) is blown out easily, repair short circuit in harness between fuse (No. 13) and combination meter.	Go to step 5.
<b>5</b> <b>CHECK HARNESS CONNECTOR BETWEEN COMBINATION METER AND IGNITION SWITCH.</b> 1) Turn the ignition switch to ON (engine OFF). 2) Measure the voltage between combination meter connector and chassis ground. <b>Connector &amp; terminal</b> <b>(i11) No. 7 (+) — Chassis ground (-):</b>	Is the voltage more than 9 V?	Go to step 6.	Repair the open circuit in harness between combination meter and battery.
<b>6</b> <b>CHECK COMBINATION METER.</b> Measure the voltage between combination meter connector and chassis ground. <b>Connector &amp; terminal</b> <b>(i10) No. 5 (+) — Chassis ground (-):</b>	Is the voltage less than 9 V?	Repair the combination meter. <Ref. to IDI-10, Combination Meter.>	Go to step 7.
<b>7</b> <b>CHECK OPEN CIRCUIT OF HARNESS.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from combination meter connector. 3) Measure the resistance of harness between combination meter. <b>Connector &amp; terminal</b> <b>(B56) No. 11 — (i10) No. 5:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 8.	Repair the open circuit in harness between TCM and combination meter, and poor contact in coupling connector.
<b>8</b> <b>CHECK INPUT SIGNAL FOR TCM.</b> 1) Connect the connector to TCM and combination meter. 2) Turn the ignition switch to ON (engine OFF). 3) Measure the voltage between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B56) No. 11 (+) — Chassis ground (-):</b>	Is the voltage less than 1 V?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>



# Diagnostic Procedure for AT OIL TEMP Warning Light

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

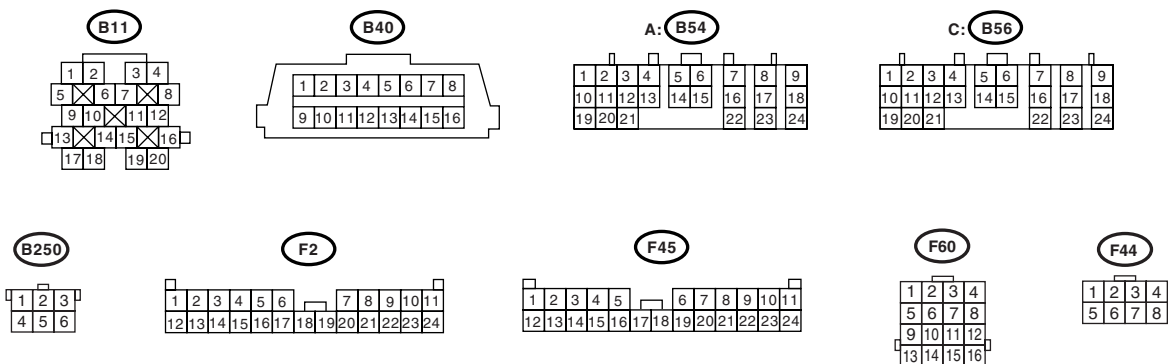
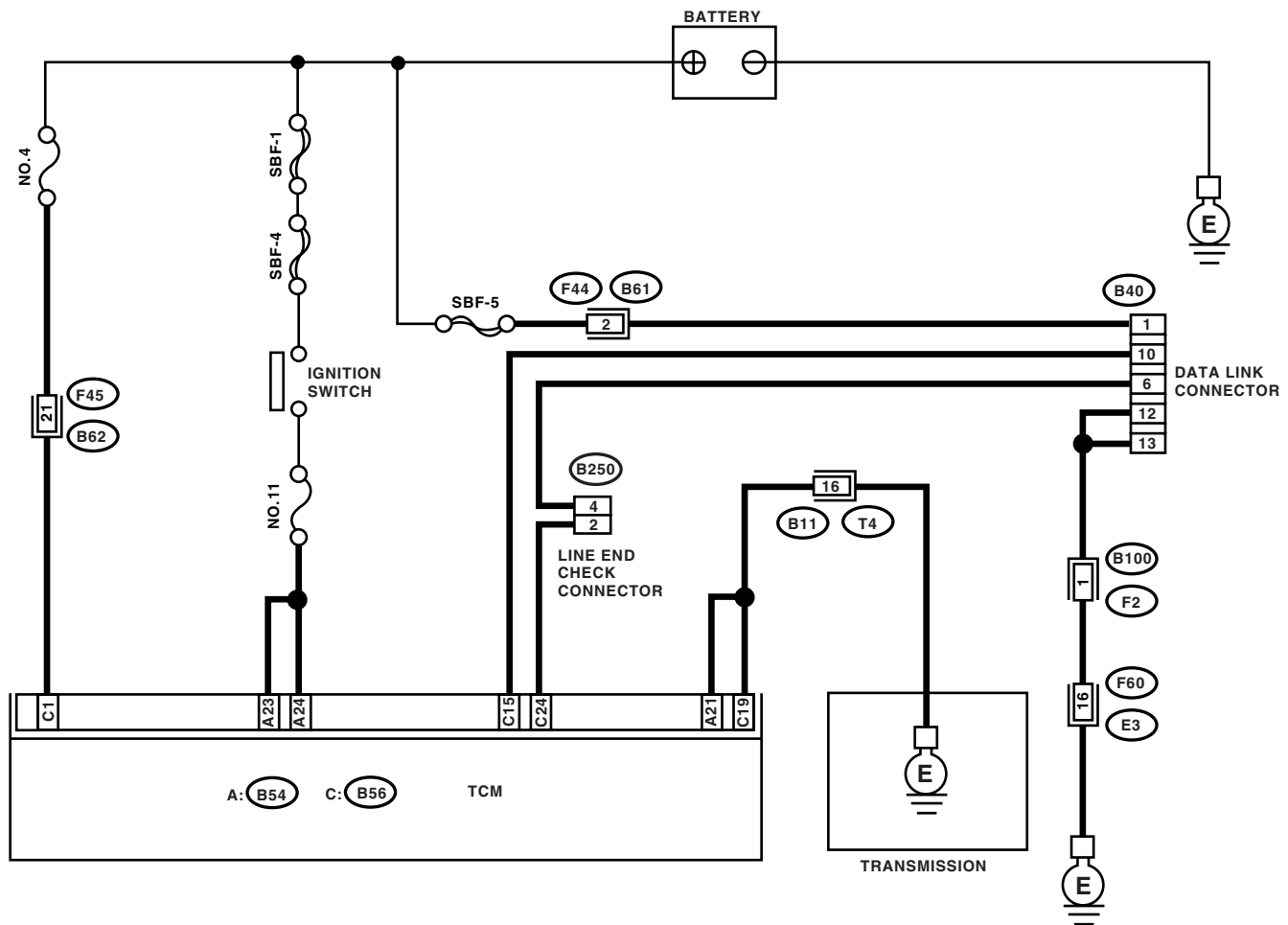
Step		Check	Yes	No
9	<b>CHECK INHIBITOR SWITCH.</b> 1) Connect the Subaru Select Monitor to data link connector. 2) Turn the ignition switch to ON. 3) Turn the Subaru Select Monitor to ON. 4) Read the data of range switch using Subaru Select Monitor. • Range switch is indicated in ON ←→ OFF.	When each range is selected, does the LED of Subaru Select Monitor light up?	Go to step 10.	Check the inhibitor switch circuit. <Ref. to 4AT(diag)-79, CHECK INHIBITOR SWITCH, Diagnostic Procedure without Diagnostic Trouble Code (DTC).>
	<b>CHECK SHORT CIRCUIT OF HARNESS.</b> 1) Disconnect the connector from TCM. 2) Remove the combination meter. 3) Disconnect the connector from combination meter. 4) Measure the resistance of harness connector between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B56) No. 11 — Chassis ground:</b>			Repair the short circuit in harness between combination meter connector and TCM connector.
10		Is the resistance less than 1 MΩ?	Check the TCM power supply and ground line. <Ref. to 4AT(diag)-26, CHECK POWER SUPPLY AND GROUND LINE, Diagnostic Procedure for AT OIL TEMP Warning Light.>	

# Diagnostic Procedure for AT OIL TEMP Warning Light

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

### B: CHECK POWER SUPPLY AND GROUND LINE

#### WIRING DIAGRAM:



AT-02822

# Diagnostic Procedure for AT OIL TEMP Warning Light

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 <b>CHECK BATTERY TERMINAL.</b> Turn the ignition switch to OFF.	Is there poor contact at battery terminal?	Repair or tighten the battery terminal.	Go to step 2.
2 <b>CHECK POWER SUPPLY OF TCM.</b> 1) Disconnect the connector from TCM. 2) Turn the ignition switch to ON. 3) Measure the voltage between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B56) No. 1 (+) — Chassis ground (-):</b>	Is the voltage 10 — 13 V?	Go to step 4.	Go to step 3.
3 <b>CHECK FUSE (No. 4).</b> Remove the fuse (No. 4).	Is the fuse (No. 4) blown out?	Replace the fuse (No. 4). If replaced fuse (No. 4) has blown out easily, repair short circuit in harness between fuse (No. 4) and TCM.	Repair the open circuit in harness between fuse (No. 4) and TCM, or fuse (No. 4) and battery, and poor contact in coupling connector.
4 <b>CHECK IGNITION POWER SUPPLY CIRCUIT.</b> 1) Turn the ignition switch to ON (engine OFF). 2) Measure the ignition power supply voltage between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 23 (+) — Chassis ground (-):</b> <b>(B54) No. 24 (+) — Chassis ground (-):</b>	Is the voltage 10 — 13 V?	Go to step 6.	Go to step 5.
5 <b>CHECK FUSE (No. 11).</b> Remove the fuse (No. 11).	Is the fuse (No. 11) blown out?	Replace the fuse (No. 11). If replaced fuse (No. 11) has blown out easily, repair short circuit in harness between fuse (No. 11) and TCM.	Repair the open circuit in harness between fuse (No. 4) and TCM, or fuse (No. 4) and battery, and poor contact in coupling connector.
6 <b>CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B56) No. 19 — (B11) No. 16:</b> <b>(B54) No. 21 — (B11) No. 16:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 7.	Repair the open circuit in harness between TCM, transmission harness connector, and poor contact in coupling connector.
7 <b>CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND TRANSMISSION GROUND.</b> Measure the resistance of harness between transmission and transmission ground. <b>Connector &amp; terminal</b> <b>(T4) No. 16 — Transmission ground:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 8.	Repair the open circuit in harness between transmission and transmission ground.
8 <b>CHECK POOR CONTACT IN CONNECTORS.</b>	Is there poor contact in control module power supply, ground line and data link connector?	Repair the connector.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>

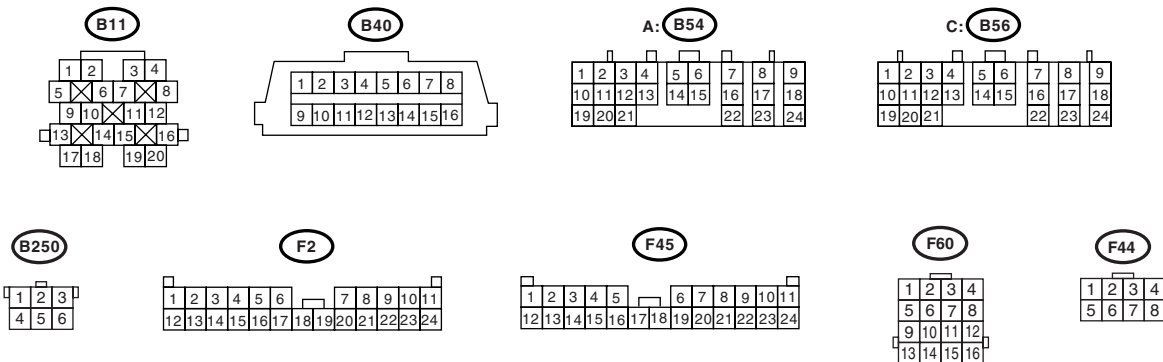
## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## A: COMMUNICATION FOR INITIALIZING IMPOSSIBLE

## Faulty harness connector

## Select monitor communication failure

### WIRING DIAGRAM:



# Diagnostic Procedure for Select Monitor Communication

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>1 CHECK SUBARU SELECT MONITOR POWER SUPPLY CIRCUIT.</b> Measure the voltage between data link connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B40) No. 1 (+) — Chassis ground (-):</b>	Is the voltage more than 10 V?	Go to step 2.	Repair the harness and connector between battery and data link connector, and poor contact in coupling connector.
<b>2 CHECK SUBARU SELECT MONITOR GROUND CIRCUIT.</b> Measure the resistance of harness between data link connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B40) No. 12 — Chassis ground:</b> <b>(B40) No. 13 — Chassis ground:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 3.	Repair the open circuit in harness between data link connector and ground terminal, and poor contact in coupling connector.
<b>3 CHECK COMMUNICATION OF SELECT MONITOR.</b> 1) Turn the ignition switch to ON. 2) Using the Subaru Select Monitor, check whether communication to engine systems can be executed normally.	Are the name and year of system displayed on Subaru Select Monitor?	Go to step 8.	Go to step 4.
<b>4 CHECK COMMUNICATION OF SELECT MONITOR.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the TCM connector. 3) Check whether communication to engine systems can be executed normally.	Are the name and year of system displayed on Subaru Select Monitor?	Go to step 6.	Go to step 5.
<b>5 CHECK COMMUNICATION OF SELECT MONITOR.</b> 1) Turn the ignition switch to OFF. 2) Connect the TCM connector. 3) Disconnect the ECM connector. 4) Check whether communication to transmission systems can be executed normally.	Are the name and year of system displayed on Subaru Select Monitor?	Inspect the ECM.	Go to step 6.
<b>6 CHECK HARNESS CONNECTOR BETWEEN EACH CONTROL MODULE AND DATA LINK CONNECTOR.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the TCM, ECM, ABSCM&H/U, cruise control module and immobilizer control module connectors. 3) Measure the resistance between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B40) No. 10 — Chassis ground:</b> <b>(B40) No. 6 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 7.	Repair the short circuit in harness between each control module and data link connector.
<b>7 CHECK OUTPUT SIGNAL FOR TCM.</b> 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B40) No. 10 (+) — Chassis ground (-):</b> <b>(B40) No. 6 (+) — Chassis ground (-):</b>	Is the voltage more than 1 V?	Repair the harness and connector between each control module and data link connector.	Go to step 8.
<b>8 CHECK HARNESS/CONNECTOR BETWEEN TCM AND DATA LINK CONNECTOR.</b> Measure the resistance between TCM connector and data link connector. <b>Connector &amp; terminal</b> <b>(B56) No. 15 — (B40) No. 10:</b>	Is the resistance less than 0.5 $\Omega$ ?	Go to step 9.	Repair the open circuit in harness between TCM and data link connector.

## Diagnostic Procedure for Select Monitor Communication

### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>9 CHECK HARNESS/CONNECTOR BETWEEN TCM AND DATA LINK CONNECTOR.</b> Measure the resistance between TCM and data link connector. <i>Connector &amp; terminal</i> <i>(B56) No. 24 — (B40) No. 6:</i>	Is the resistance more than 1 MΩ?	Repair the open circuit in harness between TCM and data link connector.	Go to step 10.
<b>10 CHECK INSTALLATION OF TCM CONNECTOR.</b> Turn the ignition switch to OFF.	Is the TCM connector inserted into TCM?	Go to step 11.	Insert the TCM connector into TCM.
<b>11 CHECK POOR CONTACT IN CONNECTORS.</b>	Is there poor contact in control module and data link connector?	Repair the poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>

### 14. Diagnostic Procedure with Diagnostic Trouble Code (DTC)

#### A: DTC 11 ENGINE SPEED SIGNAL

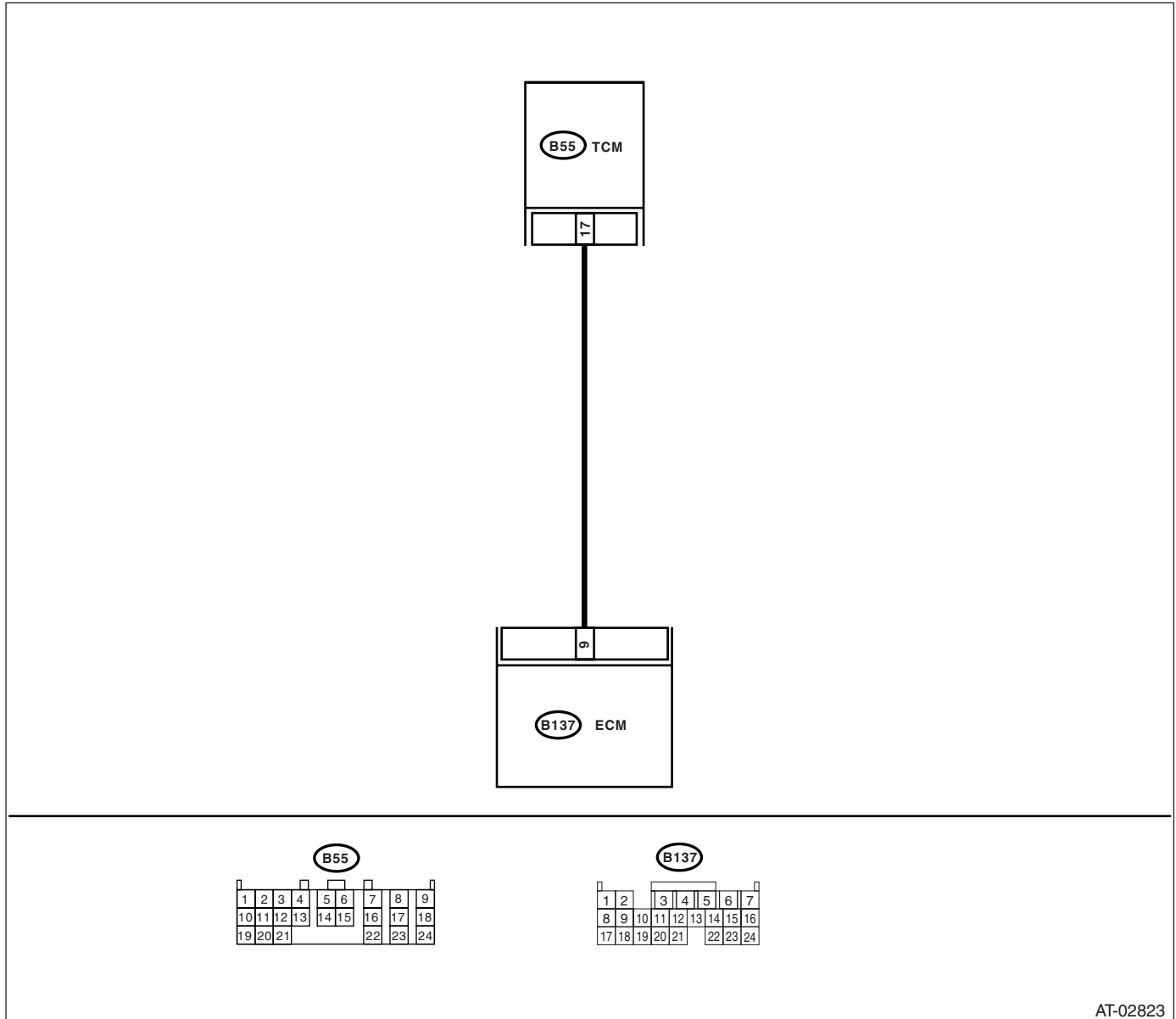
##### DIAGNOSIS:

The engine speed input signal circuit is open or shorted.

##### TROUBLE SYMPTOM:

- No lock-up (after engine warm-up).
- The AT OIL TEMP warning light remains on when vehicle speed is "0".

##### WIRING DIAGRAM:



AT-02823

## Diagnostic Procedure with Diagnostic Trouble Code (DTC)

### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>1 CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and ECM. 3) Measure the resistance of harness between TCM and ECM connector. <b>Connector &amp; terminal</b> <b>(B55) No. 17 — (B137) No. 9:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 2.	Repair the open circuit in harness between TCM and ECM connector.
<b>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM.</b> Measure the resistance of harness between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 17 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 3.	Repair the short circuit in harness between TCM and ECM connector.
<b>3 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR.</b> 1) Connect the connectors to TCM and ECM. 2) Connect the Subaru Select Monitor to data link connector. 3) Start the engine and turn Subaru Select Monitor switch to ON. 4) Warm-up the engine until engine coolant temperature is above 80°C (176°F). 5) Idle the engine. 6) Read the data of engine speed using Subaru Select Monitor. • Display shows the engine speed signal value sent from ECM.	Is the revolution value same as tachometer reading shown on combination meter?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and ECM.	Go to step 4.
<b>4 CHECK POOR CONTACT.</b>	Is there poor contact in engine speed signal circuit?	Repair the poor contact.	Go to step 5.
<b>5 CONFIRM DTC 11.</b>	Replace the ECM with a new one. Does the DTC appear again, after memory has been cleared?	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>	Complete the diagnosis.



# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## B: DTC 23 MASS AIR FLOW SIGNAL

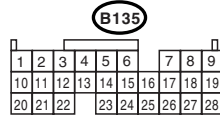
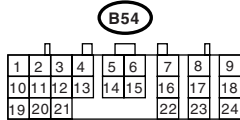
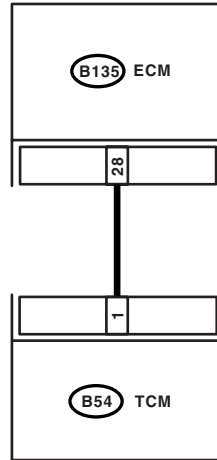
### DIAGNOSIS:

The input signal circuit of TCM from ECM is open or shorted.

### TROUBLE SYMPTOM:

Excessive shift shock.

### WIRING DIAGRAM:



AT-01140

Step	Check	Yes	No
<b>1</b> <b>CHECK ENGINE GROUND TERMINALS AND GROUND CIRCUIT OF ECM.</b> <Ref. to 4AT(diag)-38, DTC 31 THROTTLE POSITION SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Is there any trouble?	Repair the ground terminal and/or ground circuit of ECM.	Go to step 2.
<b>2</b> <b>CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and ECM. 3) Measure the resistance of harness between TCM and ECM connector. <b>Connector &amp; terminal</b> <b>(B54) No. 1 — (B135) No. 28:</b>	Is the resistance less than 1 Ω?	Go to step 3.	Repair the open circuit in harness between TCM and ECM connector.
<b>3</b> <b>CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM.</b> Measure the resistance of harness between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 1 — Chassis ground:</b>	Is the resistance more than 1 MΩ?	Go to step 4.	Repair the short circuit in harness between TCM and ECM connector.

## Diagnostic Procedure with Diagnostic Trouble Code (DTC)

### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>4 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR.</b> 1) Connect the connectors to TCM and ECM. 2) Connect the Subaru Select Monitor to data link connector. 3) Start the engine and turn the Subaru Select Monitor switch to ON. 4) Warm-up the engine until engine coolant temperature is above 80°C (176°F). 5) Idle the engine. 6) Read the data of mass air flow sensor signal using Subaru Select Monitor. • Display shows the mass air flow sensor signal value sent from ECM.	Is the value voltage 0.9 — 1.4 V?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair harness or connector in the TCM and ECM.	Go to step 5.
<b>5 CHECK POOR CONTACT.</b>	Is there poor contact in intake manifold pressure signal circuit?	Repair the poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## C: DTC 27 ATF TEMPERATURE SENSOR

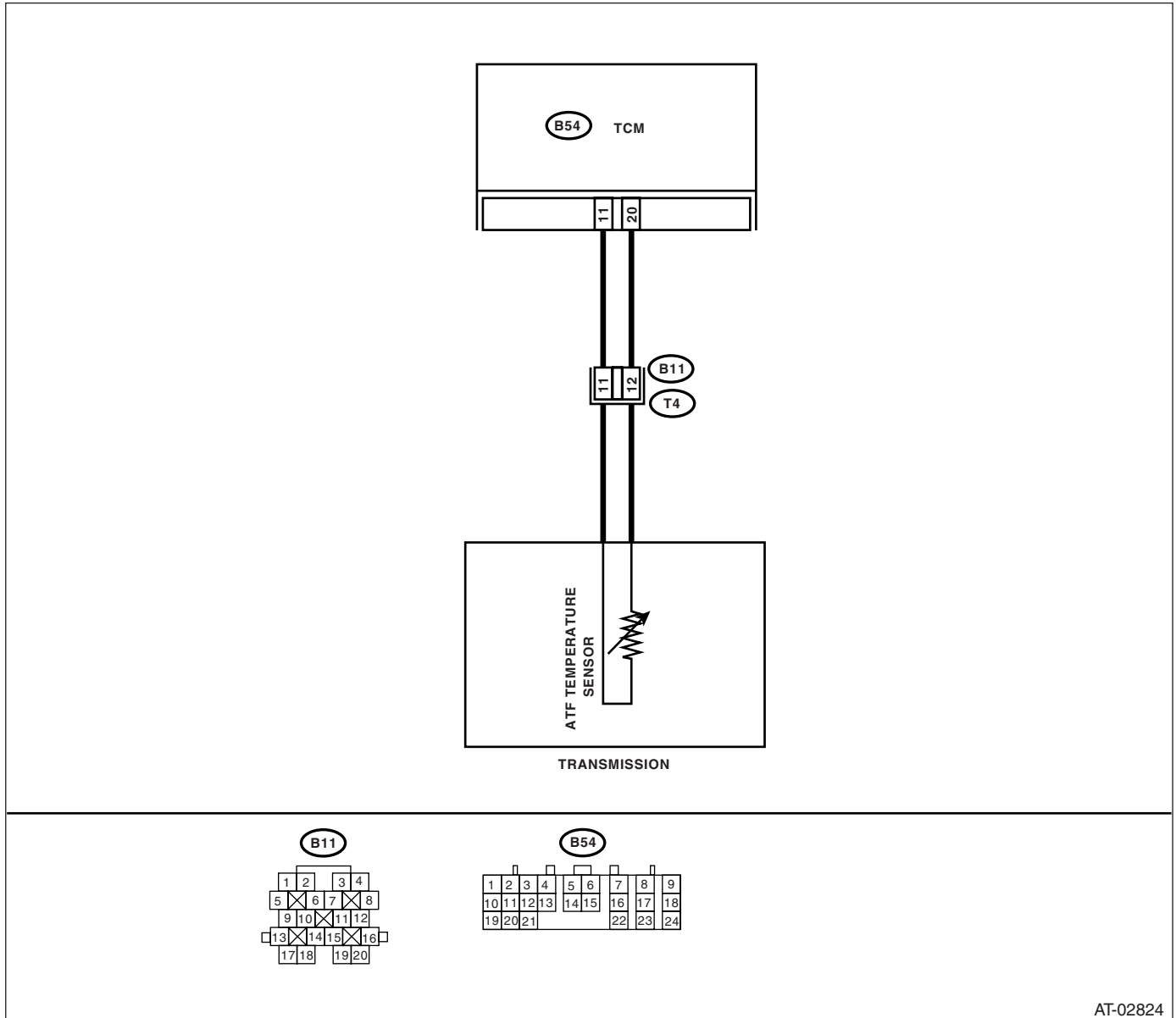
### DIAGNOSIS:

The input signal circuit of TCM to ATF temperature sensor is open or shorted.

### TROUBLE SYMPTOM:

Excessive shift shock.

### WIRING DIAGRAM:



# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>1 CHECK HARNESS CONNECTOR BETWEEN TCM AND ATF TEMPERATURE SENSOR.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from transmission and TCM. 3) Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B54) No. 20 — (B11) No. 12:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.
<b>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND ATF TEMPERATURE SENSOR.</b> Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B54) No. 11 — (B11) No. 11:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 3.	Repair the open circuit in harness between TCM and transmission connector.
<b>3 CHECK HARNESS CONNECTOR BETWEEN TCM AND ATF TEMPERATURE SENSOR.</b> Measure the resistance of harness between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 20 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 4.	Repair the short circuit in harness between TCM and transmission connector.
<b>4 CHECK HARNESS CONNECTOR BETWEEN TCM AND ATF TEMPERATURE SENSOR.</b> Measure the resistance of harness between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 11 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 5.	Repair the short circuit in harness between TCM and transmission connector.
<b>5 CHECK ATF TEMPERATURE SENSOR.</b> 1) Turn the ignition switch to OFF. 2) Connect the connectors to transmission and TCM. 3) Turn the ignition switch to ON and start engine. 4) Warm-up the transmission until ATF temperature reaches to 80°C (176°F). NOTE: If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 5) Disconnect the connector from transmission. 6) Measure the resistance between transmission connector terminals. <b>Connector &amp; terminal</b> <b>(T4) No. 11 — No. 12:</b>	Is the resistance 275 — 375 $\Omega$ ?	Go to step 6.	Replace the ATF temperature sensor. <Ref. to 4AT-70, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>
<b>6 CHECK ATF TEMPERATURE SENSOR.</b> 1) Turn the ignition switch to ON (engine OFF). 2) Measure the resistance between transmission connector terminals. <b>Connector &amp; terminal</b> <b>(T4) No. 11 — No. 12:</b>	Does the resistance value increase while ATF temperature decreases?	Go to step 7.	Replace the ATF temperature sensor. <Ref. to 4AT-70, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>

## Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>7</b> <b>CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR.</b> 1) Connect the connector to transmission. 2) Turn the ignition switch to ON (engine OFF).	Does the ATF temperature gradually decrease?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. Temporary poor contact of the connector or harness may be the cause. Repair the harness or poor contact in ATF temperature sensor and transmission connector.	Go to step <b>8</b> .
<b>8</b> <b>CHECK POOR CONTACT.</b>	Is there poor contact in ATF temperature sensor circuit?	Repair the poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>

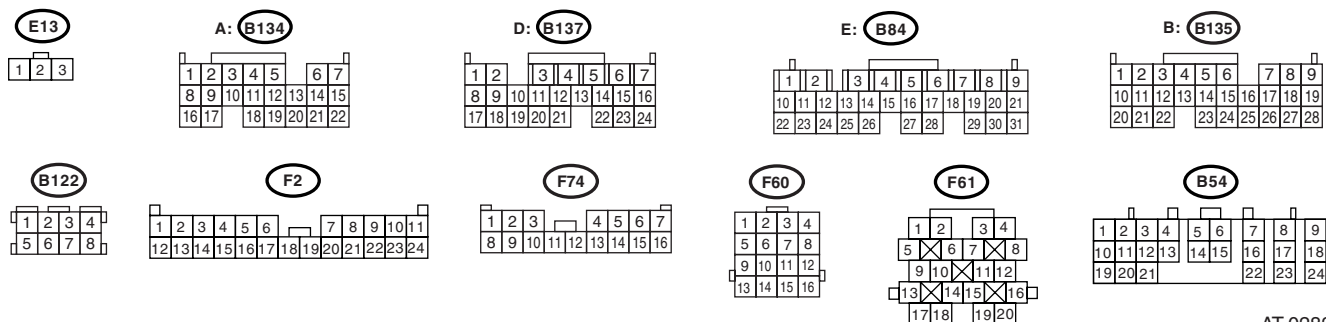
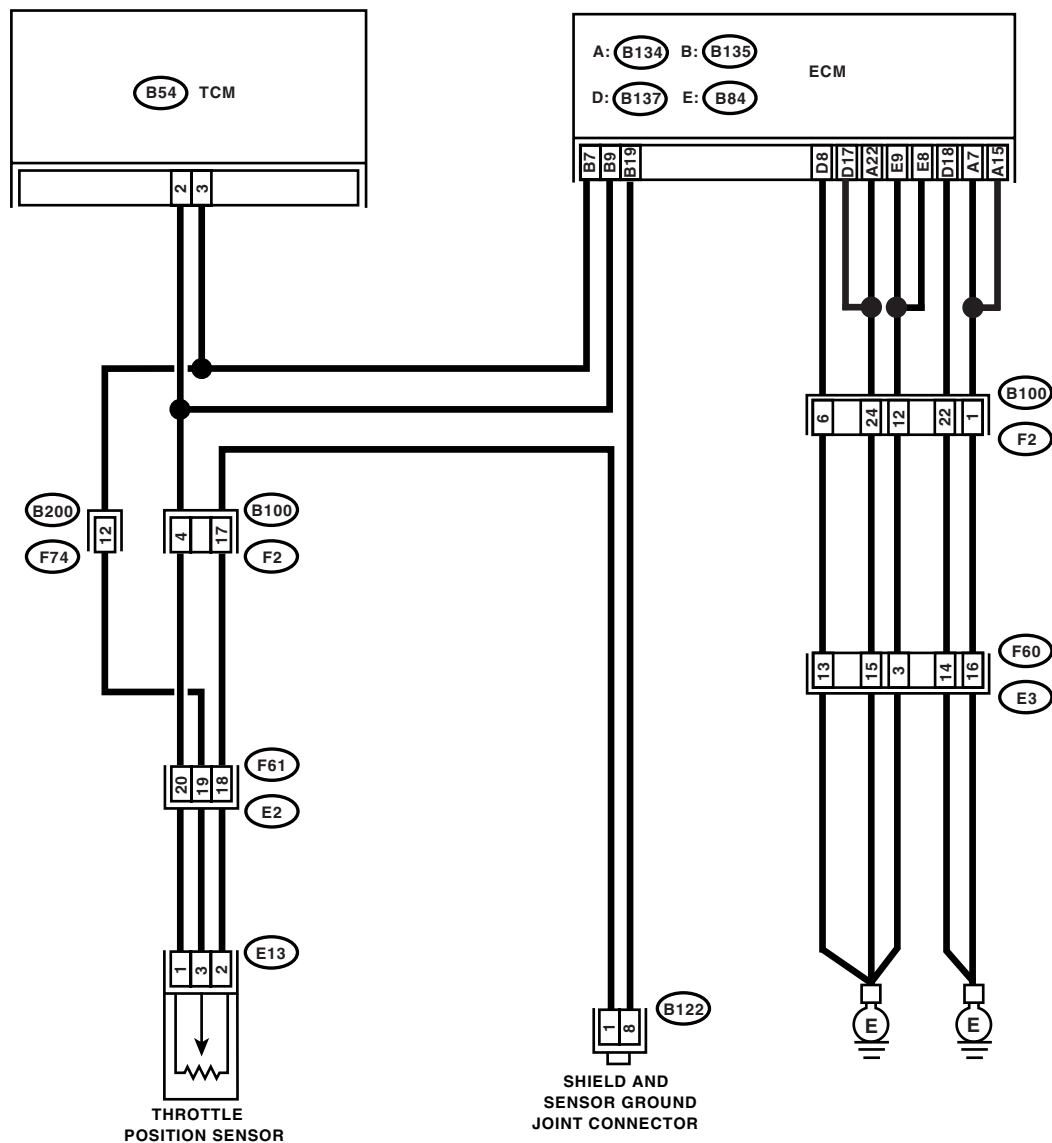
## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

**DIAGNOSIS:**

**TROUBLE SYMPTOM:**

Shift point too high or too low, excessive shift shock, tight corner braking phenomenon.

### WIRING DIAGRAM:



AT-02825

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No	
1	<b>CHECK ENGINE GROUND TERMINALS.</b>	Have engine ground terminals been tightened?	Go to step 2.	Tighten the engine ground terminals.
2	<b>CHECK GROUND CIRCUIT OF ECM.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness between ECM and engine ground. <b>Connector &amp; terminal</b> <b>(B134) No. 7 — Engine ground:</b> <b>(B134) No. 15 — Engine ground:</b> <b>(B134) No. 22 — Engine ground:</b> <b>(B137) No. 8 — Engine ground:</b> <b>(B137) No. 17 — Engine ground:</b> <b>(B137) No. 18 — Engine ground:</b> <b>(B84) No. 8 — Engine ground:</b> <b>(B84) No. 9 — Engine ground:</b>	Is the resistance less than 5 Ω?	Go to step 3.	Repair the open circuit in harness between ECM connector and engine grounding terminal.
3	<b>CHECK THROTTLE POSITION SENSOR.</b> 1) Disconnect the connector from throttle position sensor. 2) Measure the resistance between throttle position sensor connector receptacle's terminals. <b>Terminals</b> <b>(E13) No. 1 — No. 2:</b>	Is the resistance 3.0 — 4.2 kΩ?	Go to step 4.	Replace the throttle position sensor.
4	<b>CHECK THROTTLE POSITION SENSOR.</b> Measure the resistance between throttle position sensor connector receptacle's terminals. <b>Terminals</b> <b>(E13) No. 2 — No. 3:</b>	Is the resistance 0.35 — 0.5 kΩ?	Go to step 5.	Replace the throttle position sensor.
5	<b>CHECK HARNESS CONNECTOR BETWEEN TCM AND THROTTLE POSITION SENSOR.</b> 1) Disconnect the connector from TCM. 2) Measure the resistance of harness between TCM and throttle position sensor connector. <b>Connector &amp; terminal</b> <b>(B54) No. 3 — (E13) No. 3:</b>	Is the resistance less than 1 Ω?	Go to step 6.	Repair the open circuit in harness between TCM and throttle position sensor connector, and poor contact in coupling connector.
6	<b>CHECK HARNESS CONNECTOR BETWEEN TCM AND THROTTLE POSITION SENSOR.</b> Measure the resistance of harness between TCM and throttle position sensor connector. <b>Connector &amp; terminal</b> <b>(B54) No. 2 — (E13) No. 1:</b>	Is the resistance less than 1 Ω?	Go to step 7.	Repair the open circuit in harness between TCM and throttle position sensor connector, and poor contact in coupling connector.
7	<b>CHECK HARNESS CONNECTOR BETWEEN TCM AND THROTTLE POSITION SENSOR.</b> Measure the resistance of harness between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 3 — Chassis ground:</b>	Is the resistance more than 1 MΩ?	Go to step 8.	Repair the short circuit in harness between TCM and throttle position sensor connector.
8	<b>CHECK HARNESS CONNECTOR BETWEEN TCM AND THROTTLE POSITION SENSOR.</b> Measure the resistance of harness between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 2 — Chassis ground:</b>	Is the resistance more than 1 MΩ?	Go to step 9.	Repair the short circuit in harness between TCM and throttle position sensor connector.

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>9 CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM.</b> Measure the resistance of harness between TCM and ECM connector. <b>Connector &amp; terminal</b> <b>(B54) No. 3 — (B135) No. 7:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 10.	Repair the open circuit in harness between TCM and ECM connector.
<b>10 CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM.</b> Measure the resistance of harness between TCM and ECM connector. <b>Connector &amp; terminal</b> <b>(B54) No. 2 — (B135) No. 9:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 11.	Repair the open circuit in harness between TCM and ECM connector.
<b>11 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR.</b> 1) Connect the connectors to TCM, throttle position sensor and ECM. 2) Connect the Subaru Select Monitor to data link connector. 3) Turn the ignition switch to ON (engine OFF). 4) Turn the Subaru Select Monitor switch to ON. 5) Throttle fully closed. 6) Read the data of throttle position sensor using Subaru Select Monitor. • Throttle position sensor input signal is indicated.	Is the value voltage 0.2 — 1.0 V?	Go to step 12.	Go to step 14.
<b>12 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR.</b> Throttle fully open.  <b>NOTE:</b> Must be changed correspondingly with the accelerator pedal operation (from “released” to “depressed” position).	Is the value voltage 4.2 — 4.7 V?	Go to step 14.	Go to step 13.
<b>13 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR (THROTTLE POSITION SENSOR POWER SUPPLY).</b> Read the data of throttle position sensor power supply using Subaru Select Monitor. • Throttle position sensor power supply voltage is indicated.	Is the value voltage 4.8 — 5.3 V?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in throttle position sensor circuit.	Go to step 14.
<b>14 CHECK POOR CONTACT.</b>	Is there poor contact in throttle position sensor circuit?	Repair the poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>



## Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

### **E: DTC 33 FRONT VEHICLE SPEED SENSOR**

#### **DIAGNOSIS:**

- The vehicle speed signal is abnormal.
- The circuit in combination meter is faulty.
- The harness connector between TCM and vehicle speed sensor is in short or open.

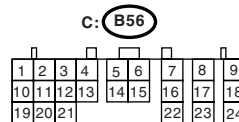
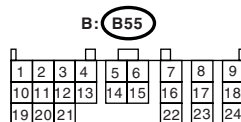
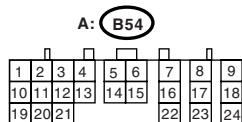
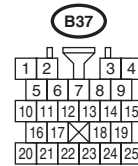
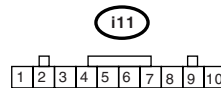
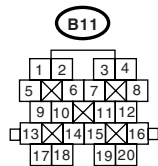
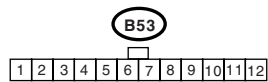
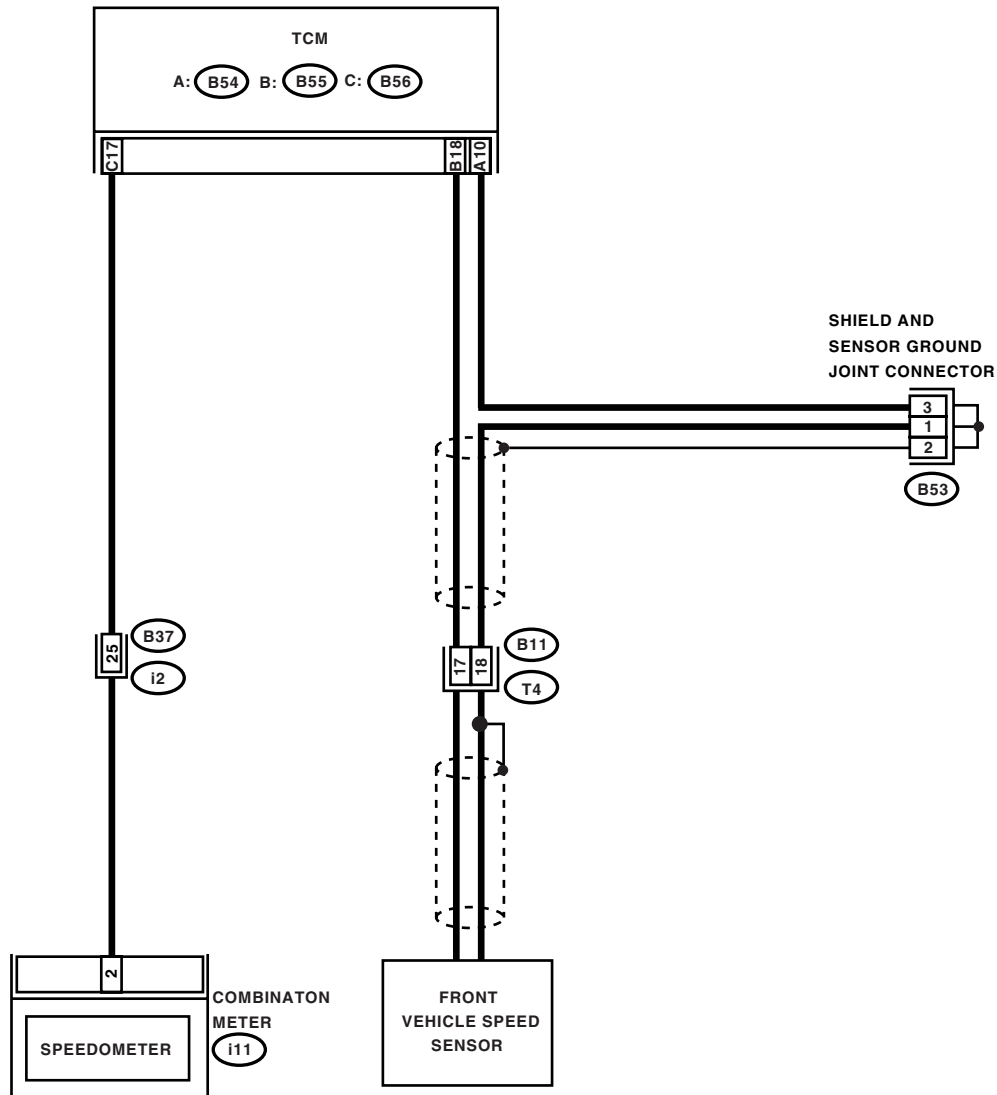
#### **TROUBLE SYMPTOM:**

- Erroneous idling.
- Engine stalls.
- Poor driving performance.

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

### WIRING DIAGRAM:



AT-02826

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>1 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B55) No. 18 — (B11) No. 17:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.
<b>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B54) No. 10 — (B11) No. 18:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 3.	Repair the open circuit in harness between TCM and transmission connector, and poor contact in coupling connector.
<b>3 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B54) No. 10 — Chassis ground:</b>	Is the resistance more than 1 $M\Omega$ ?	Go to step 4.	Repair the short circuit in harness between TCM and transmission connector.
<b>4 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B55) No. 18 — Chassis ground:</b>	Is the resistance more than 1 $M\Omega$ ?	Go to step 5.	Repair the short circuit in harness between TCM and transmission connector, and poor contact in coupling connector.
<b>5 CHECK FRONT VEHICLE SPEED SENSOR.</b> Measure the resistance between transmission connector receptacle's terminals. <b>Connector &amp; terminal</b> <b>(T4) No. 17 — No. 18:</b>	Is the resistance 450 — 650 $\Omega$ ?	Go to step 6.	Replace the front vehicle speed sensor. <Ref. to 4AT-55, Front Vehicle Speed Sensor.>

## Diagnostic Procedure with Diagnostic Trouble Code (DTC)

### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>6 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR.</b> 1) Connect all connectors. 2) Connect the Subaru Select Monitor to data link connector. 3) Lift-up or raise the vehicle and place rigid racks. <b>NOTE:</b> Raise all wheels off floor. 4) Turn the ignition switch to ON and turn Subaru Select Monitor switch to ON. 5) Start the engine. 6) Read the data of vehicle speed using Subaru Select Monitor. <ul style="list-style-type: none"> <li>Compare the speedometer with Subaru Select Monitor indications.</li> <li>Vehicle speed is indicated in "km/h" or "MPH".</li> </ul> 7) Slowly increase the vehicle speed to 60 km/h or 37 MPH. <b>NOTE:</b> The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS(diag)-26, Clear Memory Mode.>	Does the speedometer indication increase as Subaru Select Monitor data increases?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor connector or harness may be the cause. Repair the harness or connector in front vehicle speed sensor circuit.	Go to step 7.
<b>7 CHECK POOR CONTACT.</b>	Is there poor contact in front vehicle speed sensor circuit?	Repair the poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## F: DTC 36 TORQUE CONVERTER TURBINE SPEED SENSOR

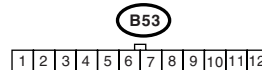
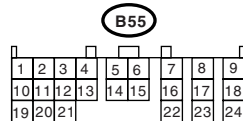
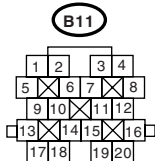
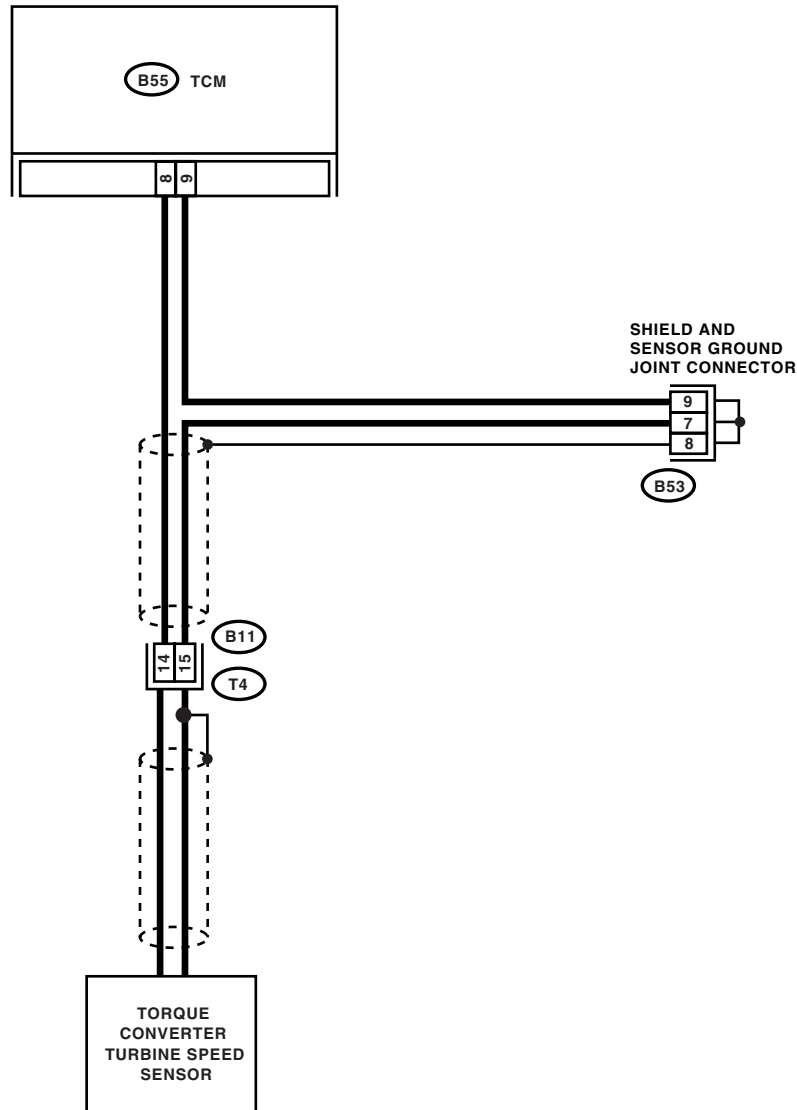
### DIAGNOSIS:

The input signal circuit of TCM is open or shorted.

### TROUBLE SYMPTOM:

Excessive shift shock.

### WIRING DIAGRAM:



AT-02827

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>1 CHECK TORQUE CONVERTER TURBINE SPEED SENSOR.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from transmission. 3) Measure the resistance between transmission connector receptacle's terminals. <b>Connector &amp; terminal</b> <b>(T4) No. 14 — No. 15:</b>	Is the resistance 450 — 650 $\Omega$ ?	Go to step 2.	Replace the turbine speed sensor. <Ref. to 4AT-60, Torque Converter Turbine Speed Sensor.>
<b>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> 1) Disconnect the connector from TCM. 2) Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B55) No. 8 — (B11) No. 14:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 3.	Repair the open circuit in harness between TCM and transmission connector.
<b>3 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B55) No. 9 — (B11) No. 15:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 4.	Repair the open circuit in harness between TCM and transmission connector, and poor contact in coupling connector.
<b>4 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 9 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 5.	Repair the short circuit in harness between TCM and transmission connector.
<b>5 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 8 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 6.	Repair the short circuit in harness between TCM and transmission connector, and poor contact in coupling connector.
<b>6 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR.</b> 1) Connect the connectors to TCM and transmission. 2) Connect the Subaru Select Monitor to data link connector. 3) Turn the ignition switch to ON and turn Subaru Select Monitor switch to ON. 4) Start the engine. 5) Move the select lever to "P" or "N" range. 6) Read the data of turbine speed using Subaru Select Monitor. • Compare the tachometer with Subaru Select Monitor indications.	Is the revolution value same as the tachometer reading shown on the combination meter?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 7.
<b>7 CHECK POOR CONTACT.</b>	Is there poor contact in torque converter turbine speed sensor circuit?	Repair the poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## G: DTC 38 TORQUE CONTROL SIGNAL

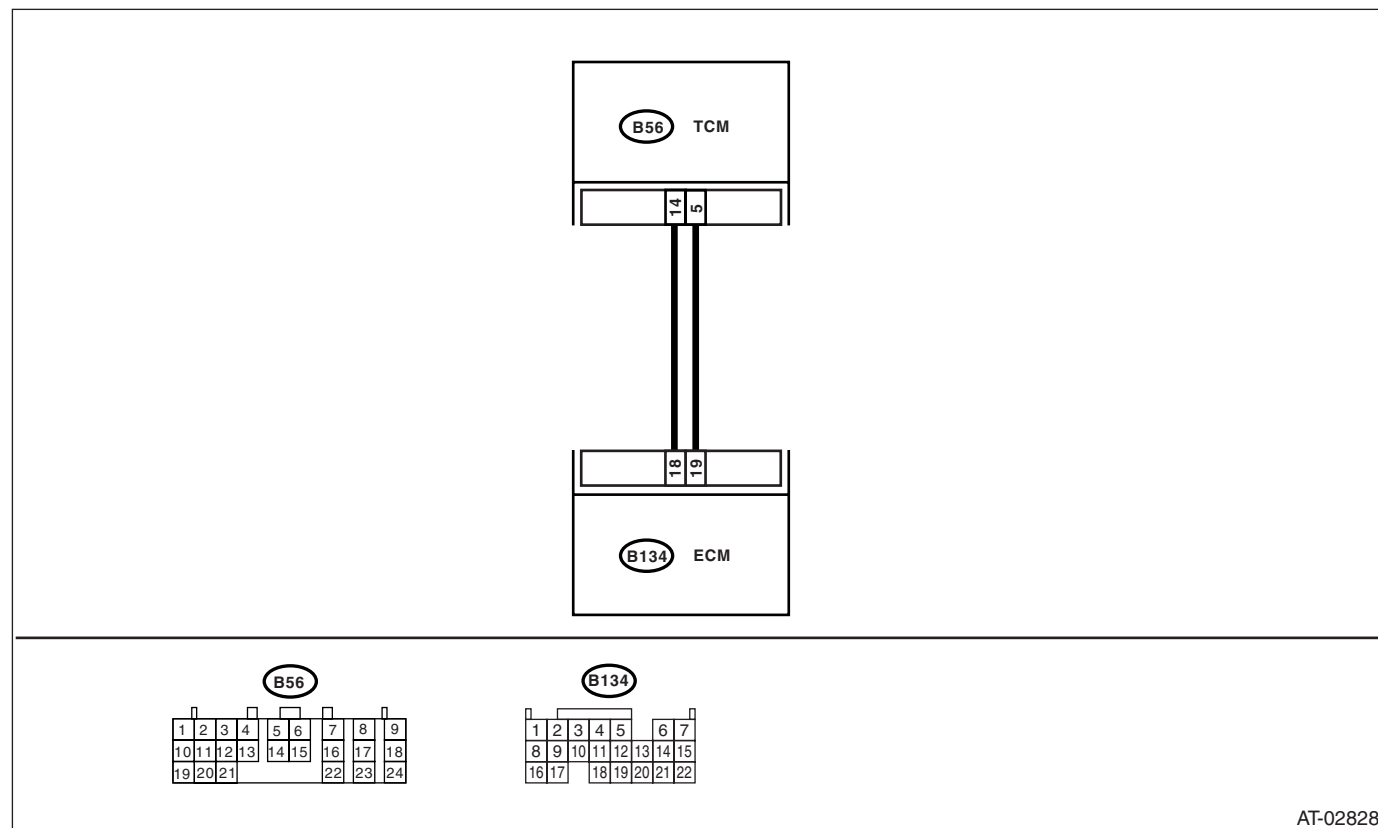
### DIAGNOSIS:

The signal circuit is open or shorted.

### TROUBLE SYMPTOM:

Excessive shift shock.

### WIRING DIAGRAM:



Step	Check	Yes	No
<b>1</b> <b>CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and ECM. 3) Measure the resistance of harness between TCM and ECM connector. <i>Connector &amp; terminal</i> <i>(B56) No. 14 — (B134) No. 18:</i> <i>(B56) No. 5 — (B134) No. 19:</i>	Is the resistance less than 1 $\Omega$ ?	Go to step 2.	Repair the open circuit in harness between TCM and ECM connector.
<b>2</b> <b>CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM.</b> Measure the resistance of harness between TCM connector and chassis ground. <i>Connector &amp; terminal</i> <i>(B56) No. 14 — Chassis ground:</i> <i>(B56) No. 5 — Chassis ground:</i>	Is the resistance more than 1 $M\Omega$ ?	Go to step 3.	Repair the short circuit in harness between TCM and ECM connector.

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>3 CHECK OUTPUT SIGNAL EMITTED FROM TCM.</b> 1) Connect the connectors to TCM and ECM. 2) Turn the ignition switch to ON (engine OFF). 3) Measure the voltage between TCM connector terminals. <b>Connector &amp; terminal</b> <b>(B56) No. 14 (+) — Chassis ground (-):</b> <b>(B56) No. 5 (+) — Chassis ground (-):</b>	Is the voltage more than 4.8 V?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and ECM.	Go to step 4.
<b>4 CHECK POOR CONTACT.</b>	Is there poor contact in torque control signal circuit?	Repair the poor contact.	Go to step 5.
<b>5 CHECK GROUND LINE BETWEEN TRANSMISSION AND BODY.</b> Check installing condition of the ground line in transmission and body.	Is there any dirt or rust at the ground line installing point?	Remove dirt and rust.	Go to step 6.
<b>6 CHECK GROUND LINE BETWEEN TRANSMISSION AND BODY.</b> Check installing condition of the ground line in transmission and body. <b>Tightening torque:</b> <b>10 — 16 N·m (1.0 — 1.6 kgf-m, 7.2 — 11.6 ft-lb)</b>	Is the tightening torque value within specification?	Go to step 7.	Tighten to the specified torque.
<b>7 CHECK GROUND LINE INSIDE TRANSMISSION.</b> 1) Drain the ATF and remove oil pan. 2) Check the tightening torque value of ground line installing bolt. <b>Tightening torque:</b> <b>7 — 9 N·m (0.7 — 0.9 kgf-m, 5.1 — 6.5 ft-lb)</b>	Is the tightening torque value within specification?	Go to step 9.	Tighten to the specified torque.
<b>8 CHECK GROUND CIRCUIT OF ECM.</b> <Ref. to 4AT(diag)-38, DTC 31 THROTTLE POSITION SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Is there any trouble?	Repair the ground terminal and/or ground circuit of ECM.	Go to step 9.
<b>9 RECHECK OUTPUT SIGNAL EMITTED FROM TCM.</b> Measure the voltage between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B56) No. 14 (+) — Chassis ground (-):</b> <b>(B56) No. 5 (+) — Chassis ground (-):</b>	Is each voltage more than 4 V?	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>	Replace the ECM.



# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## H: DTC 71 SHIFT SOLENOID 1

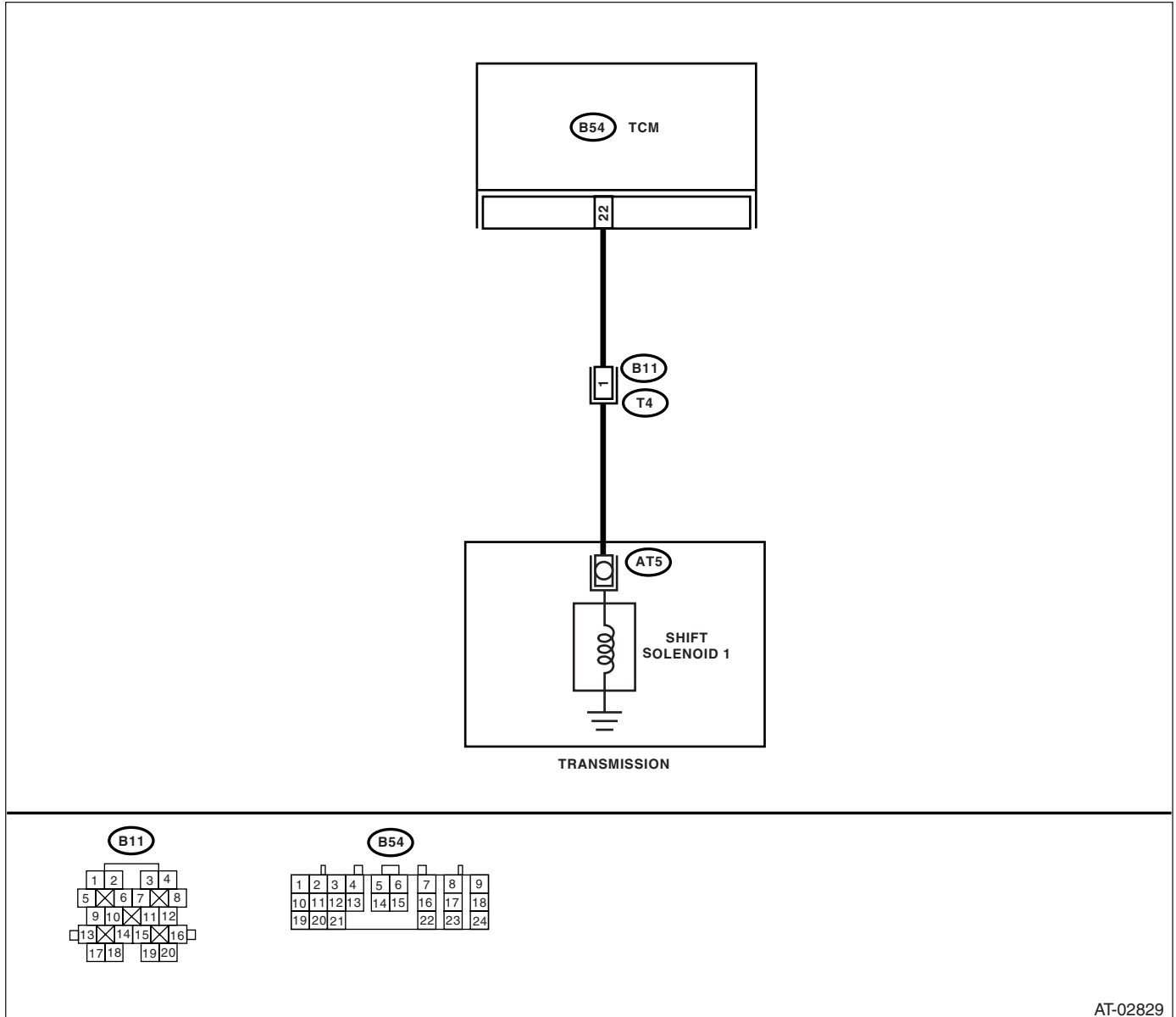
### DIAGNOSIS:

The output signal circuit of shift solenoid 1 is open or shorted.

### TROUBLE SYMPTOM:

Does not shift.

### WIRING DIAGRAM:



AT-02829

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>1 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and shift solenoid 1 connector. <b>Connector &amp; terminal</b> <b>(B54) No. 22 — (B11) No. 1:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.
<b>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 22 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.
<b>3 CHECK SHIFT SOLENOID 1.</b> Measure the resistance between transmission connector terminals. <b>Connector &amp; terminal</b> <b>(T4) No. 1 — No. 16:</b>	Is the resistance 10 — 16 $\Omega$ ?	Go to step 4.	Go to step 7.
<b>4 CHECK OUTPUT SIGNAL EMITTED FROM TCM.</b> 1) Connect the connectors to TCM and transmission. 2) Turn the ignition switch to ON (engine OFF). 3) Move the select lever to "D" range. 4) Measure the voltage between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 22 (+) — Chassis ground (-):</b>	Is the voltage more than 9 V?	Go to step 5.	Go to step 6.
<b>5 CHECK OUTPUT SIGNAL EMITTED FROM TCM.</b> 1) Move the select lever to "2" range. 2) Measure the voltage between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 22 (+) — Chassis ground (-):</b>	Is the voltage less than 1 V?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or poor contact in TCM.	Go to step 6.
<b>6 CHECK POOR CONTACT.</b>	Is there poor contact in shift solenoid 1 circuit?	Repair poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>7</b> <b>CHECK SHIFT SOLENOID 1 (IN TRANSMISSION).</b> 1) Remove the transmission connector from bracket. 2) Lift-up the vehicle and support with rigid rack. <b>NOTE:</b> Raise all wheels off ground. 3) Drain the ATF. <b>CAUTION:</b> <b>Do not drain the ATF until it cools down.</b> 4) Remove the oil pan, and disconnect connector from shift solenoid 1. 5) Measure the resistance between shift solenoid 1 connector and transmission ground. <b>Terminals</b> <b>(T4) No. 1 — Transmission ground:</b>	Is the resistance 10 — 16 $\Omega$ ?	Go to step 8.	Replace the shift solenoid 1. <Ref. to 4AT-70, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>
<b>8</b> <b>CHECK HARNESS CONNECTOR BETWEEN SHIFT SOLENOID 1 AND TRANSMISSION.</b> Measure the resistance of harness between shift solenoid 1 and transmission connector. <b>Connector &amp; terminal</b> <b>(T4) No. 1 — (AT5) No. 1:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 9.	Repair the open circuit in harness between shift solenoid 1 and transmission connector.
<b>9</b> <b>CHECK HARNESS CONNECTOR BETWEEN SHIFT SOLENOID 1 AND TRANSMISSION.</b> Measure the resistance of harness between shift solenoid 1 connector and transmission ground. <b>Connector &amp; terminal</b> <b>(T4) No. 1 — Transmission ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in shift solenoid 1 and transmission.	Repair the short circuit harness between shift solenoid 1 and transmission connector.

## Diagnostic Procedure with Diagnostic Trouble Code (DTC)

### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

#### I: DTC 72 SHIFT SOLENOID 2

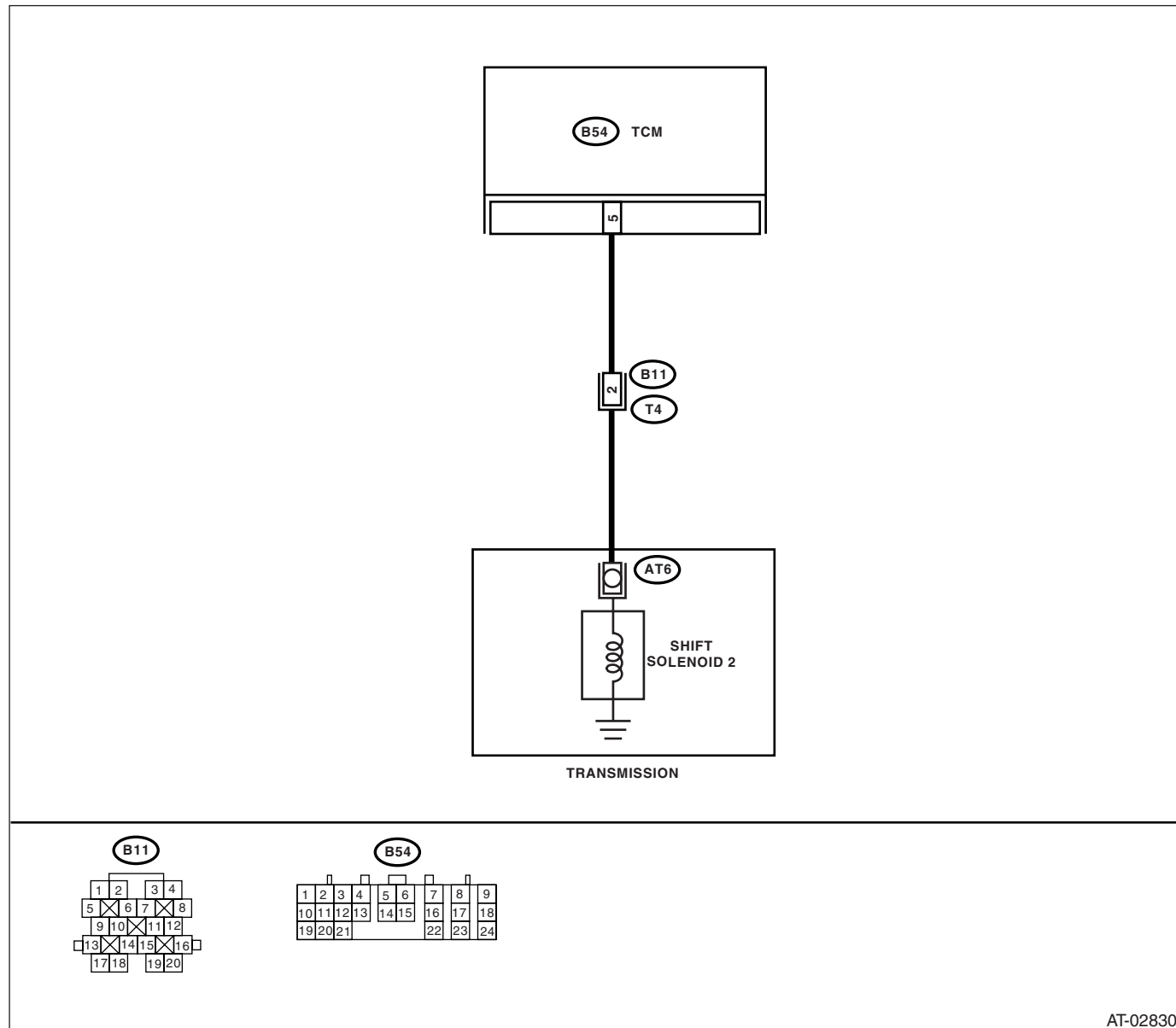
##### DIAGNOSIS:

The output signal circuit of shift solenoid 2 is open or shorted.

##### TROUBLE SYMPTOM:

Does not shift.

##### WIRING DIAGRAM:



# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>1 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and shift solenoid 2 connector. <b>Connector &amp; terminal</b> <b>(B54) No. 5 — (B11) No. 2:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.
<b>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness between TCM connector and transmission ground. <b>Connector &amp; terminal</b> <b>(B54) No. 5 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.
<b>3 CHECK SHIFT SOLENOID 2.</b> Measure the resistance between transmission connector terminals. <b>Connector &amp; terminal</b> <b>(T4) No. 2 — No. 16:</b>	Is the resistance 10 — 16 $\Omega$ ?	Go to step 4.	Go to step 7.
<b>4 CHECK OUTPUT SIGNAL EMITTED FROM TCM.</b> 1) Connect the connectors to TCM and transmission. 2) Turn the ignition switch to ON (engine OFF). 3) Move the select lever to "D" range. 4) Measure the voltage between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 5 (+) — Chassis ground (-):</b>	Is the voltage more than 9 V?	Go to step 5.	Go to step 6.

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>5 CHECK OUTPUT SIGNAL EMITTED FROM TCM.</b> 1) Connect the connectors to TCM and transmission. 2) Lift-up the vehicle and support with rigid rack. <b>NOTE:</b> Raise all wheels off ground. 3) Start the engine and warm-up the transmission until ATF temperature is above 80°C (176°F). <b>NOTE:</b> If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 4) Move the selector lever to "D" range, and slowly increase vehicle speed to 50 km/h (31 MPH). <b>NOTE:</b> The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS(diag)-26, Clear Memory Mode.> 5) Measure the voltage between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 5 (+) — Chassis ground (-):</b>	Is the voltage less than 1 V?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 6.
<b>6 CHECK POOR CONTACT.</b>	Is there poor contact in shift solenoid 2 circuit?	Repair the poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>
<b>7 CHECK SHIFT SOLENOID 2 (IN TRANSMISSION).</b> 1) Remove the transmission connector from bracket. 2) Drain the ATF. <b>CAUTION:</b> <b>Do not drain the ATF until it cools down.</b> 3) Remove the oil pan, and disconnect connector from shift solenoid 2. 4) Measure the resistance between shift solenoid 2 connector and transmission ground. <b>Terminals</b> <b>No. 1 — Transmission ground:</b>	Is the resistance 10 — 16 Ω?	Go to step 8.	Replace the shift solenoid 2. <Ref. to 4AT-70, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>
<b>8 CHECK HARNESS CONNECTOR BETWEEN SHIFT SOLENOID 2 AND TRANSMISSION.</b> Measure the resistance of harness between shift solenoid 2 and transmission connector. <b>Connector &amp; terminal</b> <b>(AT6) No. 1 — (T4) No. 2:</b>	Is the resistance less than 1 Ω?	Go to step 9.	Repair the open circuit in harness between shift solenoid 2 and transmission connector.

## Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>9</b> <b>CHECK HARNESS CONNECTOR BETWEEN SHIFT SOLENOID 2 AND TRANSMISSION.</b> Measure the resistance of harness between shift solenoid 2 connector and transmission ground. <i>Connector &amp; terminal</i> <i>(T4) No. 2 — Transmission ground:</i>	Is the resistance more than 1 M $\Omega$ ?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in shift solenoid 2 and transmission.	Repair the short circuit harness between shift solenoid 2 and transmission connector.

## Diagnostic Procedure with Diagnostic Trouble Code (DTC)

### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

#### J: DTC 73 LOW CLUTCH TIMING SOLENOID

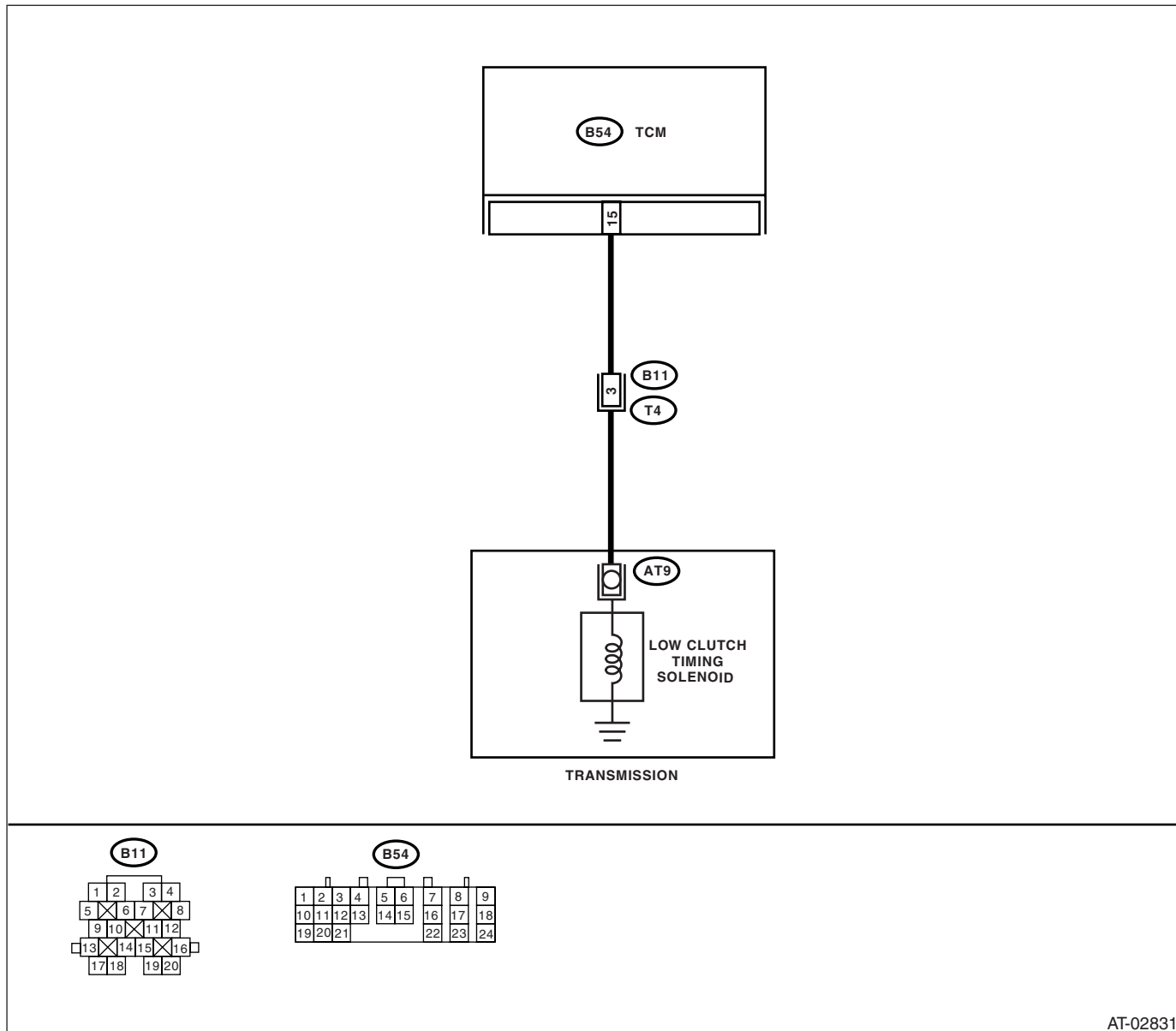
##### DIAGNOSIS:

The output signal circuit of low clutch timing solenoid is open or shorted.

##### TROUBLE SYMPTOM:

Excessive shift shock.

##### WIRING DIAGRAM:



AT-02831



# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>1 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B54) No. 15 — (B11) No. 3:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.
<b>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness between TCM connector and transmission ground. <b>Connector &amp; terminal</b> <b>(B54) No. 15 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.
<b>3 CHECK LOW CLUTCH TIMING SOLENOID.</b> Measure the resistance between transmission connector terminals. <b>Connector &amp; terminal</b> <b>(T4) No. 3 — No. 16:</b>	Is the resistance 10 — 16 $\Omega$ ?	Go to step 4.	Go to step 7.
<b>4 CHECK OUTPUT SIGNAL EMITTED FROM TCM.</b> 1) Connect the connectors to TCM and transmission. 2) Turn the ignition switch to ON (engine OFF). 3) Move the select lever to "D" range. 4) Measure the voltage between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 15 (+) — Chassis ground (-):</b>	Is the voltage more than 9 V?	Go to step 5.	Go to step 6.
<b>5 CHECK OUTPUT SIGNAL EMITTED FROM TCM.</b> 1) Set the select lever to "2" range. 2) Measure the voltage between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 15 (+) — Chassis ground (-):</b>	Is the voltage less than 1 V?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or poor contact in TCM and transmission.	Go to step 6.
<b>6 CHECK POOR CONTACT.</b>	Is there poor contact in low clutch timing solenoid circuit?	Repair the poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>7</b> <b>CHECK LOW CLUTCH TIMING SOLENOID (IN TRANSMISSION).</b> 1) Remove the transmission connector from bracket. 2) Lift-up the vehicle and support with rigid rack. <b>NOTE:</b> Raise all wheels off ground. 3) Drain the ATF. <b>CAUTION:</b> <b>Do not drain the ATF until it cools down.</b> 4) Remove the oil pan, and disconnect connector from low clutch timing solenoid. 5) Measure the resistance between low clutch timing solenoid connector and transmission ground. <b>Terminals</b> <b>No. 1 — Transmission ground:</b>	Is the resistance 10 — 16 $\Omega$ ?	Go to step 8.	Replace the low clutch timing solenoid. <Ref. to 4AT-70, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>
<b>8</b> <b>CHECK HARNESS CONNECTOR BETWEEN LOW CLUTCH TIMING SOLENOID AND TRANSMISSION.</b> Measure the resistance of harness between low clutch timing solenoid and transmission connector. <b>Connector &amp; terminal</b> <b>(AT9) No. 1 — (T4) No. 3:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 9.	Repair the open circuit in harness between low clutch timing solenoid and transmission connector.
<b>9</b> <b>CHECK HARNESS CONNECTOR BETWEEN LOW CLUTCH TIMING SOLENOID AND TRANSMISSION.</b> Measure the resistance of harness between low clutch timing solenoid connector and transmission ground. <b>Connector &amp; terminal</b> <b>(T4) No. 3 — Transmission ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in low clutch timing solenoid and transmission.	Repair the short circuit harness between low clutch timing solenoid and transmission connector.

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## K: DTC 74 2-4 BRAKE TIMING SOLENOID

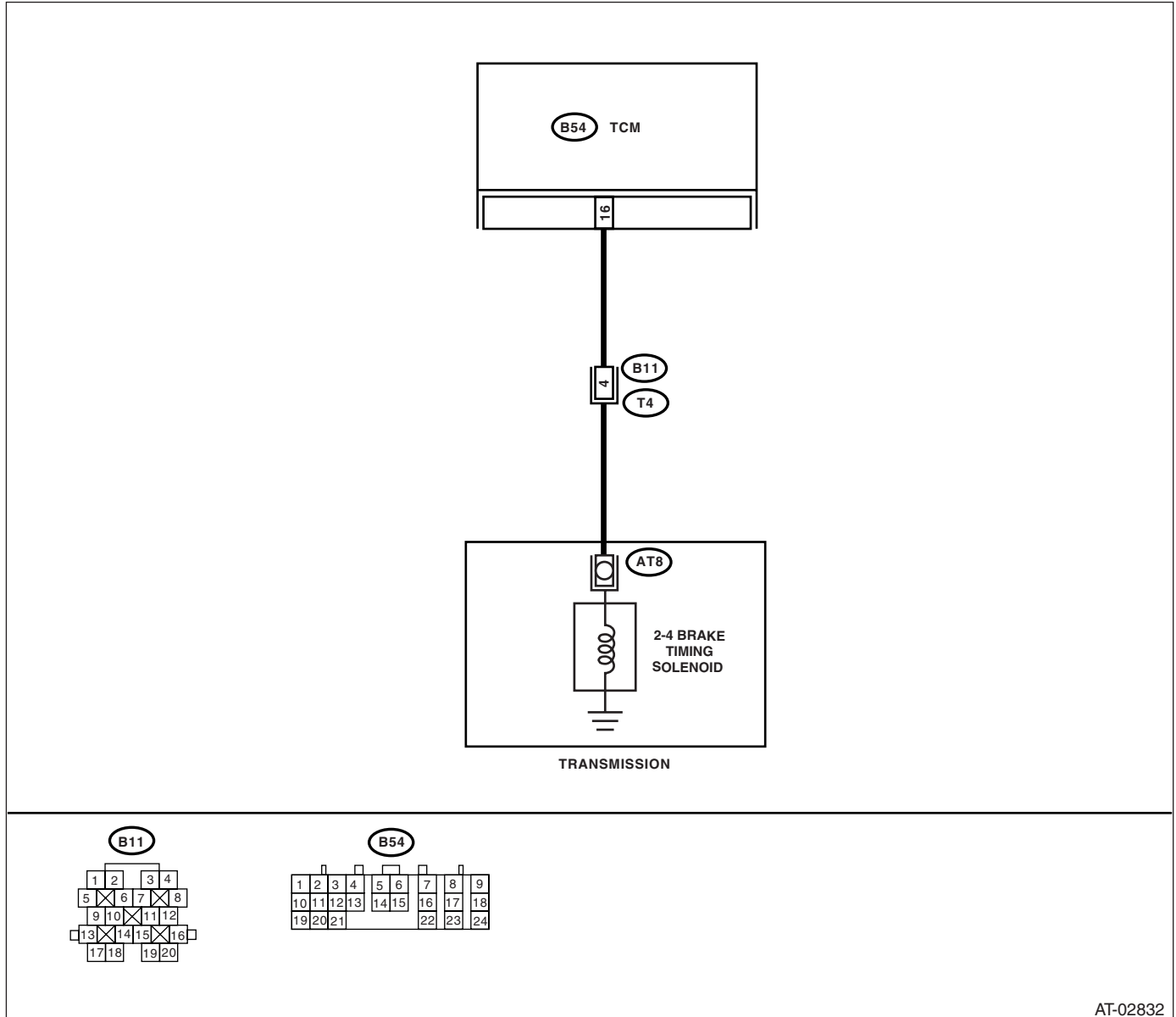
### DIAGNOSIS:

The output signal circuit of 2-4 brake timing solenoid is open or shorted.

### TROUBLE SYMPTOM:

Excessive shift shock.

### WIRING DIAGRAM:



# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>1 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B54) No. 16 — (B11) No. 4:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.
<b>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 16 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.
<b>3 CHECK 2-4 BRAKE TIMING SOLENOID.</b> Measure the resistance between transmission connector terminals. <b>Connector &amp; terminal</b> <b>(T4) No. 4 — No. 16:</b>	Is the resistance 10 — 16 $\Omega$ ?	Go to step 4.	Go to step 7.
<b>4 CHECK OUTPUT SIGNAL EMITTED FROM TCM.</b> 1) Connect the connectors to TCM and transmission. 2) Turn the ignition switch to ON (engine OFF). 3) Move the select lever to "D" range. 4) Measure the voltage between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 15 (+) — Chassis ground (-):</b>	Is the voltage more than 9 V?	Go to step 5.	Go to step 6.

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>5 CHECK OUTPUT SIGNAL EMITTED FROM TCM.</b> 1) Connect the connectors to TCM and transmission. 2) Lift-up the vehicle and support with rigid rack. <b>NOTE:</b> Raise all wheels off ground. 3) Start the engine and warm-up the transmission until ATF temperature is above 80°C (176°F). <b>NOTE:</b> If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 4) Move the selector lever to "1" range, and slowly increase vehicle speed to 10 km/h (6 MPH). <b>NOTE:</b> The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS(diag)-26, Clear Memory Mode.> 5) Measure the voltage between TCM connector and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 16 (+) — Chassis ground (-):</b>	Is the voltage less than 1 V?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or poor contact in transmission.	Go to step 6.
<b>6 CHECK POOR CONTACT.</b>	Is there poor contact in 2-4 brake timing solenoid circuit?	Repair the poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>
<b>7 CHECK 2-4 BRAKE TIMING SOLENOID (IN TRANSMISSION).</b> 1) Remove the transmission connector from bracket. 2) Lift-up the vehicle and support with rigid rack. <b>NOTE:</b> Raise all wheels off ground. 3) Drain the ATF. <b>CAUTION:</b> <b>Do not drain the ATF until it cools down.</b> 4) Remove the oil pan, and disconnect connector from 2-4 brake timing solenoid. 5) Measure the resistance between 2-4 brake timing solenoid connector and transmission ground. <b>Terminals</b> <b>No. 1 — Transmission ground:</b>	Is the resistance 10 — 16 Ω?	Go to step 8.	Replace the 2-4 brake timing solenoid. <Ref. to 4AT-70, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>

## Diagnostic Procedure with Diagnostic Trouble Code (DTC)

### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>8</b> <b>CHECK HARNESS CONNECTOR BETWEEN 2-4 BRAKE TIMING SOLENOID AND TRANSMISSION.</b> Measure the resistance of harness between 2-4 brake timing solenoid and transmission connector. <i>Connector &amp; terminal</i> <i>(AT8) No. 1 — (T4) No. 4:</i>	Is the resistance less than 1 $\Omega$ ?	Go to step 9.	Repair the open circuit in harness between 2-4 brake timing solenoid and transmission connector.
<b>9</b> <b>CHECK HARNESS CONNECTOR BETWEEN 2-4 BRAKE TIMING SOLENOID AND TRANSMISSION.</b> Measure the resistance of harness between 2-4 brake timing solenoid connector and transmission ground. <i>Connector &amp; terminal</i> <i>(T4) No. 4 — Transmission ground:</i>	Is the resistance more than 1 M $\Omega$ ?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in 2-4 brake timing solenoid and transmission.	Repair the short circuit harness between 2-4 brake timing solenoid and transmission connector.

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## L: DTC 75 LINE PRESSURE DUTY SOLENOID

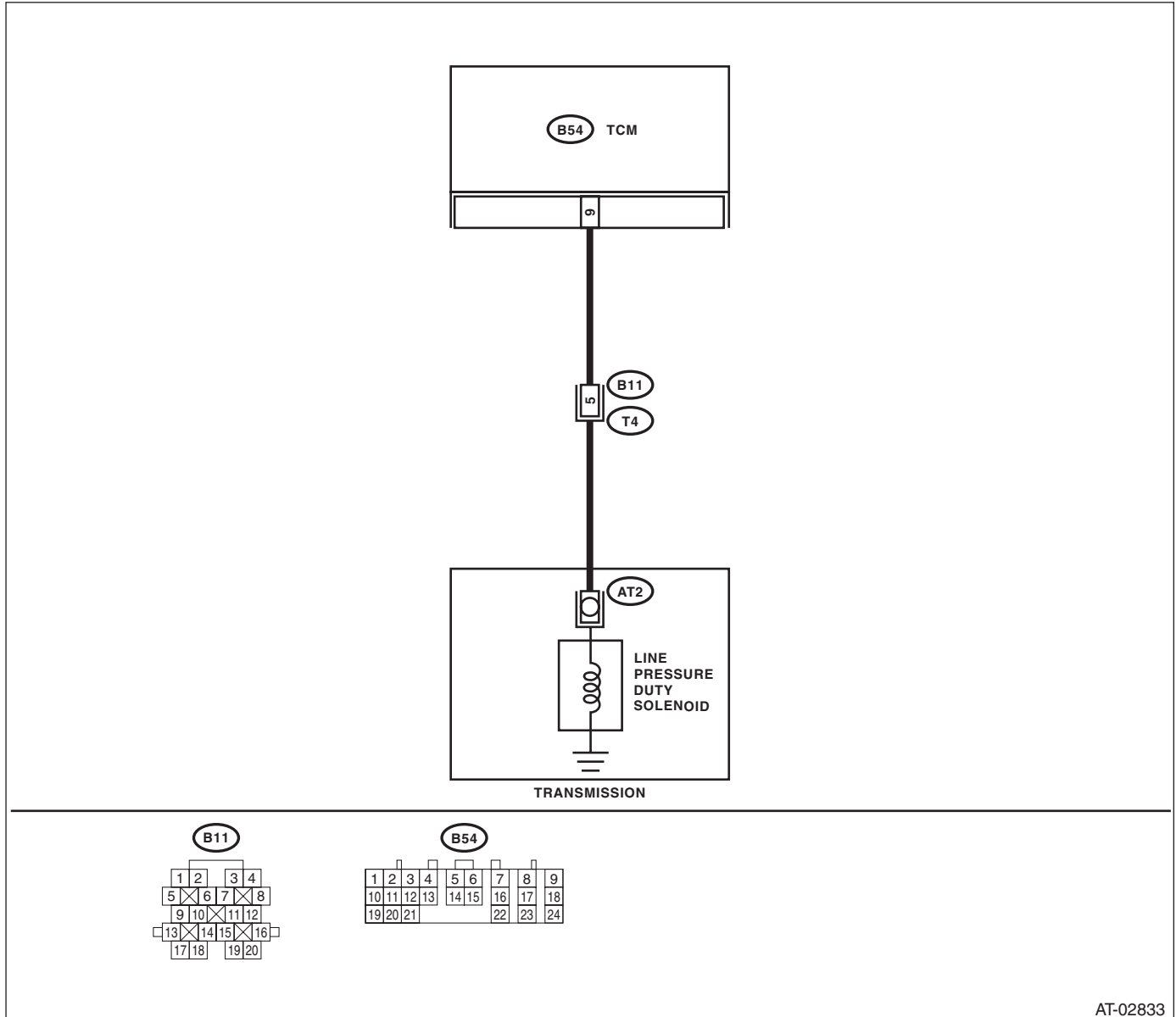
### DIAGNOSIS:

Output signal circuit of line pressure duty solenoid is open or shorted.

### TROUBLE SYMPTOM:

Excessive shift shock.

### WIRING DIAGRAM:



AT-02833

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>1 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from transmission and TCM. 3) Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B54) No. 9 — (B11) No. 5:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.
<b>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND CHASSIS GROUND.</b> Measure the resistance of harness between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 9 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.
<b>3 CHECK LINE PRESSURE DUTY SOLENOID.</b> Measure the resistance between transmission connector receptacle's terminals. <b>Terminals</b> <b>(T4) No. 5 — No. 16:</b>	Is the resistance between 2.0 and 4.5 $\Omega$ ?	Go to step 4.	Go to step 7.
<b>4 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR.</b> 1) Connect the connectors to TCM and transmission. 2) Connect the Subaru Select Monitor to data link connector. 3) Start the engine and turn Subaru Select Monitor switch to ON. 4) Warm-up the transmission until ATF temperature is above 80°C (176°F). <b>NOTE:</b> If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 5) Stop the engine and turn ignition switch to ON (engine OFF). 6) Move the select lever to "N" range. 7) Read the data of line pressure duty solenoid using Subaru Select Monitor. • Line pressure duty solenoid is indicated in "%". 8) Throttle is fully closed.	Is the value 100%?	Go to step 5.	Go to step 6.
<b>5 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR.</b> 1) Turn the ignition switch to ON (engine OFF). 2) Throttle is fully open.	Is the value less than 25%?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in transmission.	Go to step 6.



# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
6 <b>CHECK POOR CONTACT.</b>	Is there poor contact in line pressure duty solenoid circuit?	Repair the poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>
7 <b>CHECK LINE PRESSURE DUTY SOLENOID (IN TRANSMISSION).</b> 1) Remove the transmission connector from bracket. 2) Drain the ATF. <b>CAUTION:</b> <b>Do not drain the ATF until it cools down.</b> 3) Remove the oil pan, and disconnect connector from line pressure duty solenoid. 4) Measure the resistance between line pressure duty solenoid connector and transmission ground. <b>Terminals</b> <b>No. 1 — Transmission ground:</b>	Is the resistance 2.0 — 4.5 $\Omega$ ?	Go to step 8.	Replace the line pressure duty solenoid. <Ref. to 4AT-70, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>
8 <b>CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND LINE PRESSURE DUTY SOLENOID.</b> Measure the resistance of harness between line pressure duty solenoid and transmission connector. <b>Connector &amp; terminal</b> <b>(T4) No. 5 — (AT2) No. 1:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 9.	Repair the open circuit in harness between line pressure duty solenoid and transmission connector.
9 <b>CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND LINE PRESSURE DUTY SOLENOID.</b> Measure the resistance of harness between transmission connector and transmission ground. <b>Connector &amp; terminal</b> <b>(T4) No. 5 — Transmission ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in line pressure duty solenoid and transmission.	Repair the short circuit in harness between line pressure duty solenoid and transmission connector.

M: DTC 76 2-4 BRAKE DUTY SOLENOID

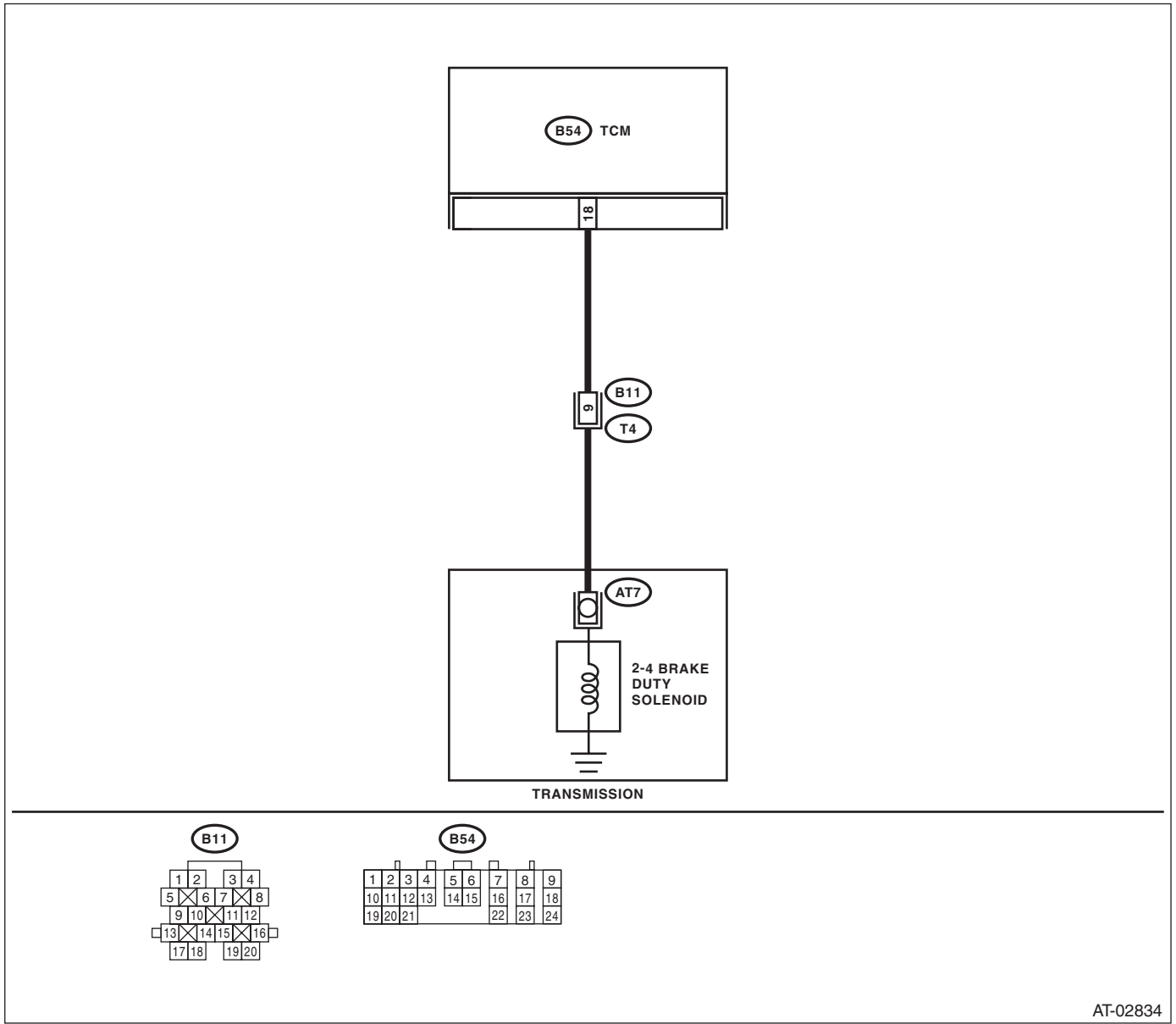
DIAGNOSIS:

Output signal circuit of 2-4 brake duty solenoid is open or shorted.

TROUBLE SYMPTOM:

Excessive shift shock.

WIRING DIAGRAM:



AT-02834

Step	Check	Yes	No
1 <b>CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from transmission and TCM. 3) Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B54) No. 18 — (B11) No. 9:</b>	Is the resistance less than 1 Ω?	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND CHASSIS GROUND.</b> Measure the resistance of harness between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 18 — Chassis ground:</b>	Is the resistance more than 1 MΩ?	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.
<b>3 CHECK 2-4 BRAKE DUTY SOLENOID.</b> Measure the resistance between transmission connector receptacle's terminals. <b>Terminals</b> <b>(T4) No. 16 — No. 9:</b>	Is the resistance 2.0 — 4.5 Ω?	Go to step 4.	Go to step 7.
<b>4 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR.</b> 1) Connect all connectors. 2) Connect the Subaru Select Monitor to data link connector. 3) Start the engine and turn Subaru Select Monitor switch to ON. 4) Warm-up the transmission until ATF temperature is above 80°C (176°F). <b>NOTE:</b> If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 5) Stop the engine and turn ignition switch to ON (engine OFF). 6) Move the select lever to "N" range. 7) Read the data of 2-4 brake duty solenoid using Subaru Select Monitor. • 2-4 brake duty solenoid is indicated in "%". 8) Throttle is fully closed.	Is the value 100%?	Go to step 5.	Go to step 6.
<b>5 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR.</b> 1) Turn the ignition switch to ON (engine OFF). 2) Throttle is fully open.	Is the value less than 25%?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 6.
<b>6 CHECK POOR CONTACT.</b>	Is there poor contact in 2-4 brake duty solenoid circuit?	Repair the poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>7</b> <b>CHECK 2-4 BRAKE DUTY SOLENOID (IN TRANSMISSION).</b> 1) Remove the transmission connector from bracket. 2) Drain the ATF. <b>CAUTION:</b> <b>Do not drain the ATF until it cools down.</b> 3) Remove the oil pan, and disconnect connector from 2-4 brake duty solenoid. 4) Measure the resistance between 2-4 brake duty solenoid connector and transmission ground. <b>Terminals</b> <b>No. 1 — Transmission ground:</b>	Is the resistance 2.0 — 4.5 $\Omega$ ?	Go to step 8.	Replace the 2-4 brake duty solenoid. <Ref. to 4AT-70, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>
<b>8</b> <b>CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND 2-4 BRAKE DUTY SOLENOID.</b> Measure the resistance of harness between 2-4 brake duty solenoid and transmission connector. <b>Connector &amp; terminal</b> <b>(T4) No. 9 — (AT7) No. 1:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 9.	Repair the open circuit in harness between 2-4 brake duty solenoid and transmission connector.
<b>9</b> <b>CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND 2-4 BRAKE DUTY SOLENOID.</b> Measure the resistance of harness between transmission connector and transmission ground. <b>Connector &amp; terminal</b> <b>(T4) No. 9 — Transmission ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in line pressure duty solenoid and transmission.	Repair the short circuit in harness between 2-4 brake duty solenoid and transmission connector.

N: DTC 77 LOCK-UP DUTY SOLENOID

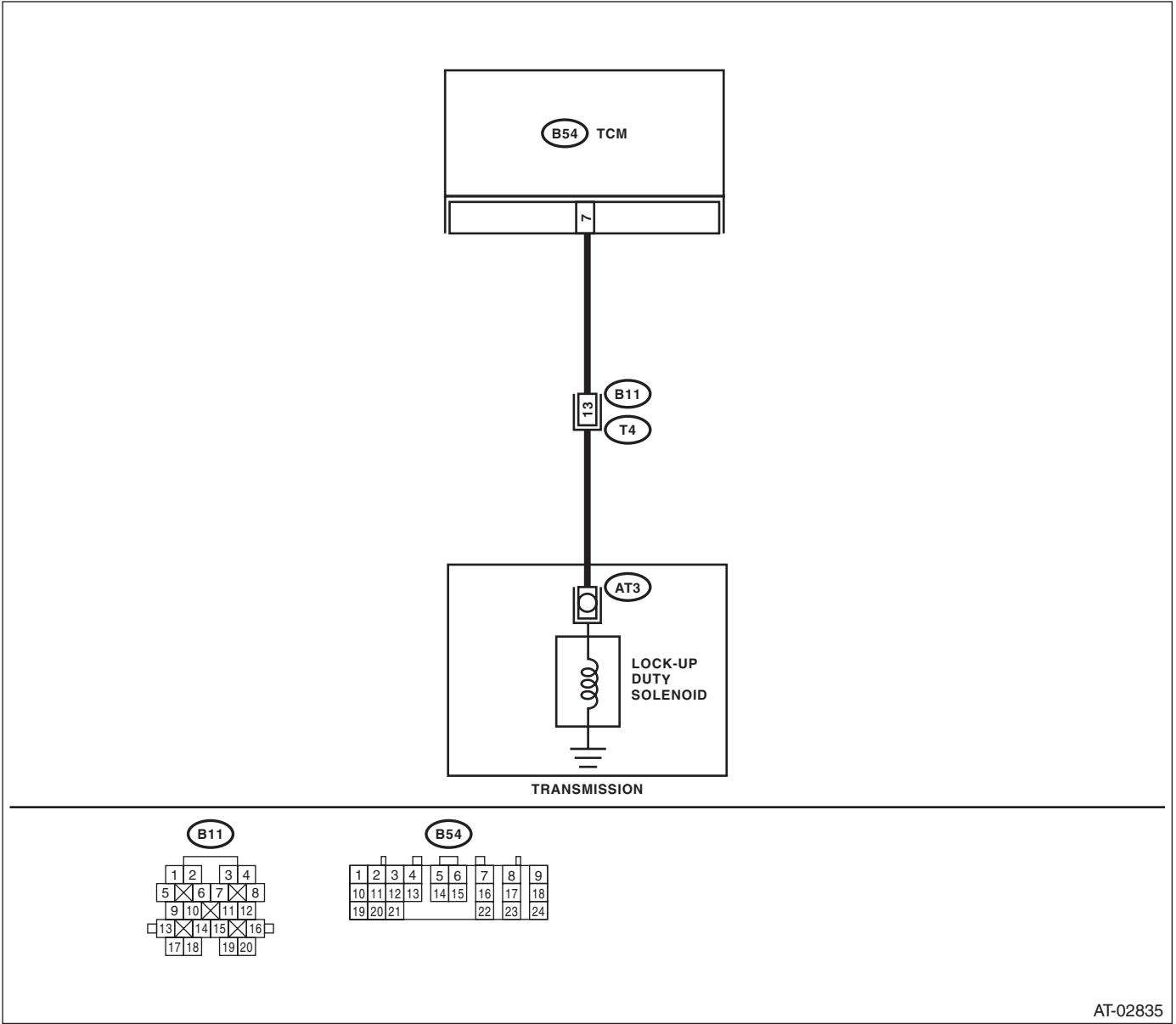
DIAGNOSIS:

The output signal circuit of lock-up duty solenoid is open or shorted.

TROUBLE SYMPTOM:

No “lock-up” (after engine warm-up).

WIRING DIAGRAM:



Step	Check	Yes	No
1 <b>CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B54) No. 7 — (B11) No. 13:</b>	Is the resistance less than 1 Ω?	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness connector between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 7 — Chassis ground:</b>	Is the resistance more than 1 MΩ?	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.
<b>3 CHECK LOCK-UP DUTY SOLENOID.</b> Measure the resistance between transmission connector receptacle's terminals. <b>Connector &amp; terminal</b> <b>(T4) No. 13 — No. 16:</b>	Is the resistance 10 — 17 Ω?	Go to step 4.	Go to step 7.
<b>4 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR.</b> 1) Connect the connectors to TCM and transmission. 2) Lift-up the vehicle and support with rigid racks. <b>NOTE:</b> Raise all wheels off ground. 3) Connect the Subaru Select Monitor to data link connector. 4) Start the engine and turn Subaru Select Monitor switch to ON. 5) Start the engine and warm-up the transmission until ATF temperature is above 80°C (176°F). <b>NOTE:</b> If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 6) Read the data of lock-up duty solenoid using Subaru Select Monitor. • Lock-up duty solenoid is indicated in “%”. 7) Move the selector lever to “D” range and slowly increase vehicle speed to 75 km/h (47 MPH). Wheels will lock-up. <b>NOTE:</b> The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS(diag)-26, Clear Memory Mode.>	Is the value 95%?	Go to step 5.	Go to step 6.
<b>5 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR.</b> Return the engine to idling speed and move selector lever to “N” range. <b>NOTE:</b> The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS(diag)-26, Clear Memory Mode.>	Is the value 5%?	Even if the AT OIL TEMP warning light blinks, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 6.

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
6 <b>CHECK POOR CONTACT.</b>	Is there poor contact in lock-up duty solenoid circuit?	Repair poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>
7 <b>CHECK LOCK-UP DUTY SOLENOID (IN TRANSMISSION).</b> 1) Remove the transmission connector from bracket. 2) Drain the ATF. <b>CAUTION:</b> <b>Do not drain the ATF until it cools down.</b> 3) Remove the oil pan and disconnect connector from lock-up duty solenoid. 4) Measure the resistance between lock-up duty solenoid connector and transmission ground. <b>Terminals</b> <b>No. 1 — Transmission ground:</b>	Is the resistance 10 — 17 $\Omega$ ?	Go to step 8.	Replace the lock-up duty solenoid. <Ref. to 4AT-70, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>
8 <b>CHECK HARNESS CONNECTOR BETWEEN LOCK-UP DUTY SOLENOID AND TRANSMISSION.</b> Measure the resistance of harness between lock-up duty solenoid and transmission connector. <b>Connector &amp; terminal</b> <b>(T4) No. 13 — (AT3) No. 1:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 9.	Repair the open circuit in harness between TCM and transmission connector.
9 <b>CHECK HARNESS CONNECTOR BETWEEN LOCK-UP DUTY SOLENOID AND TRANSMISSION.</b> Measure the resistance of harness between transmission connector and transmission ground. <b>Connector &amp; terminal</b> <b>(T4) No. 13 — Transmission ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Even if the AT OIL TEMP warning light blinks, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in lock-up duty solenoid and transmission.	Repair the short circuit in harness between lock-up duty solenoid and transmission connector.

## Diagnostic Procedure with Diagnostic Trouble Code (DTC)

### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

#### O: DTC 79 TRANSFER DUTY SOLENOID

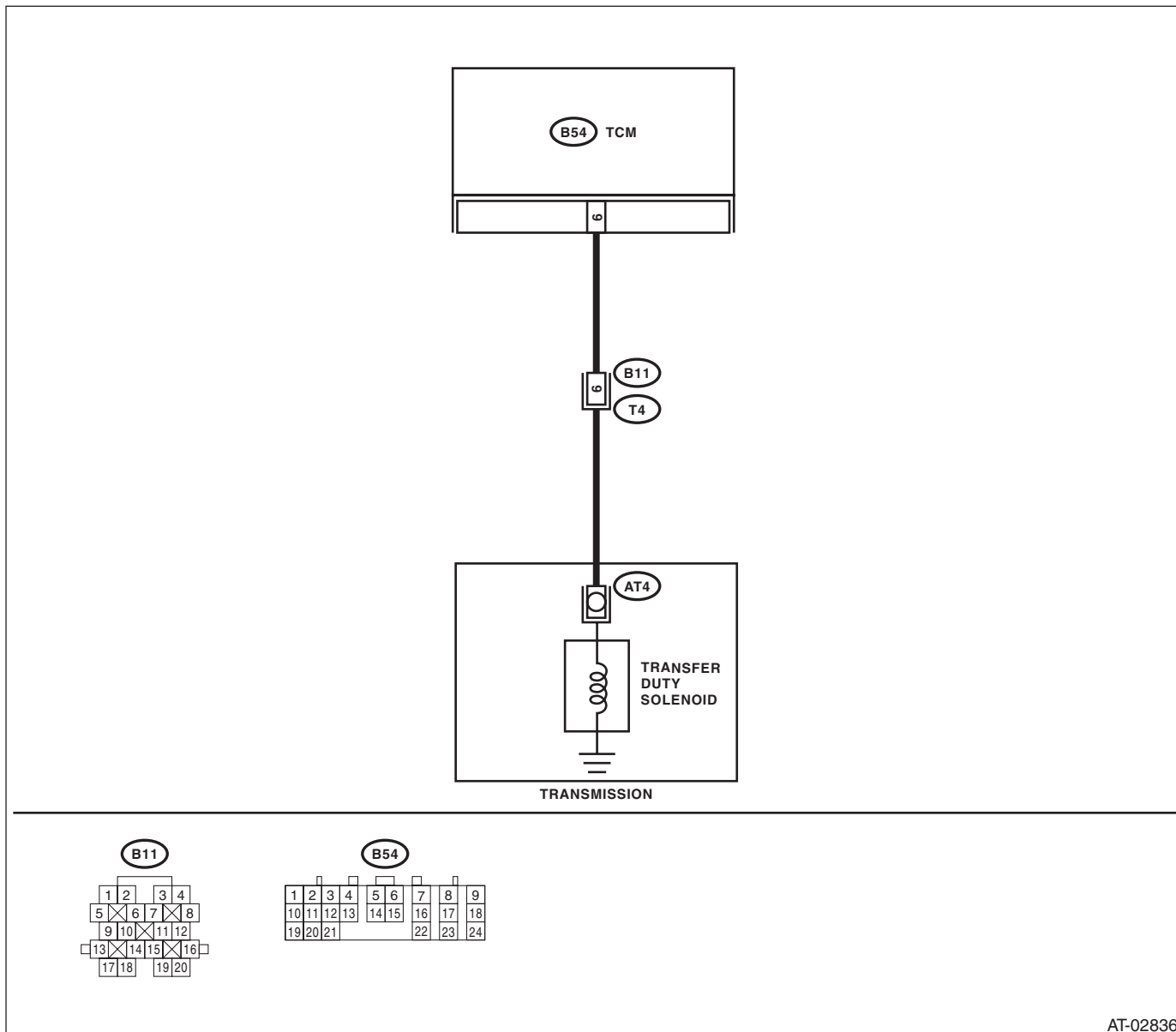
##### DIAGNOSIS:

The output signal circuit of transfer duty solenoid is open or shorted.

##### TROUBLE SYMPTOM:

Tight corner braking phenomenon.

##### WIRING DIAGRAM:



AT-02836



# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>1 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B54) No. 6 — (B11) No. 6:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.
<b>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance harness connector between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 6 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.
<b>3 CHECK TRANSFER DUTY SOLENOID.</b> Measure the resistance between transmission connector and transmission terminals. <b>Connector &amp; terminal</b> <b>(T4) No. 6 — No. 16:</b>	Is the resistance 10 — 17 $\Omega$ ?	Go to step 4.	Go to step 7.
<b>4 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR.</b> 1) Connect the connectors to TCM and transmission. 2) Connect the Subaru Select Monitor to data link connector. 3) Turn the ignition switch to ON (engine OFF) and turn Subaru Select Monitor switch to ON. 4) Move the select lever to "D" range with throttle fully open (vehicle speed 0 km/h or 0 MPH). 5) Read the data of transfer duty solenoid using Subaru Select Monitor. • Transfer duty solenoid is indicated in "%".	Is the value 80 — 95%?	Go to step 5.	Go to step 6.
<b>5 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR.</b> 1) Move the select lever to "N" range with throttle fully close (vehicle speed 0 km/h or 0 MPH). 2) Read the data of transfer duty solenoid using Subaru Select Monitor. • Transfer duty solenoid is indicated in "%".	Is the value approx. 40%?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in transfer duty solenoid and TCM connector.	Go to step 6.
<b>6 CHECK POOR CONTACT.</b>	Is there poor contact in transfer duty solenoid circuit?	Repair the poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>7 CHECK TRANSFER DUTY SOLENOID (IN TRANSMISSION).</b> 1) Lift-up the vehicle and support with rigid racks. <b>NOTE:</b> Raise all wheels off ground. 2) Drain the ATF. <b>CAUTION:</b> <b>Do not drain the ATF until it cools down.</b> 3) Remove the extension case and disconnect connector from transfer duty solenoid. 4) Measure the resistance between transfer duty solenoid connector and transmission ground. <b>Connector &amp; terminal</b> <b>(AT4) No. 1 — Transmission ground:</b>	Is the resistance 10 — 17 $\Omega$ ?	Go to step 8.	Replace the transfer duty solenoid.
<b>8 CHECK HARNESS CONNECTOR BETWEEN TRANSFER DUTY SOLENOID AND TRANSMISSION.</b> Measure the resistance of harness between transfer duty solenoid and transmission connector. <b>Connector &amp; terminal</b> <b>(T4) No. 6 — (AT4) No. 1:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 9.	Repair the open circuit in harness between transfer duty solenoid and transmission connector.
<b>9 CHECK HARNESS CONNECTOR BETWEEN TRANSFER DUTY SOLENOID AND TRANSMISSION.</b> Measure the resistance of harness between transmission connector and transmission ground. <b>Connector &amp; terminal</b> <b>(T4) No. 6 — Transmission ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or poor contact in transfer duty solenoid and transmission.	Repair the short circuit in harness between transfer duty solenoid and transmission connector.

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## P: DTC 93 REAR VEHICLE SPEED SENSOR

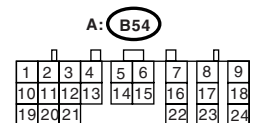
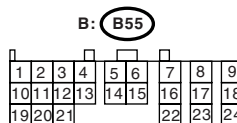
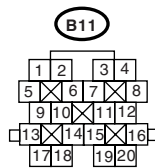
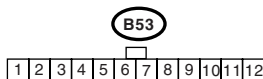
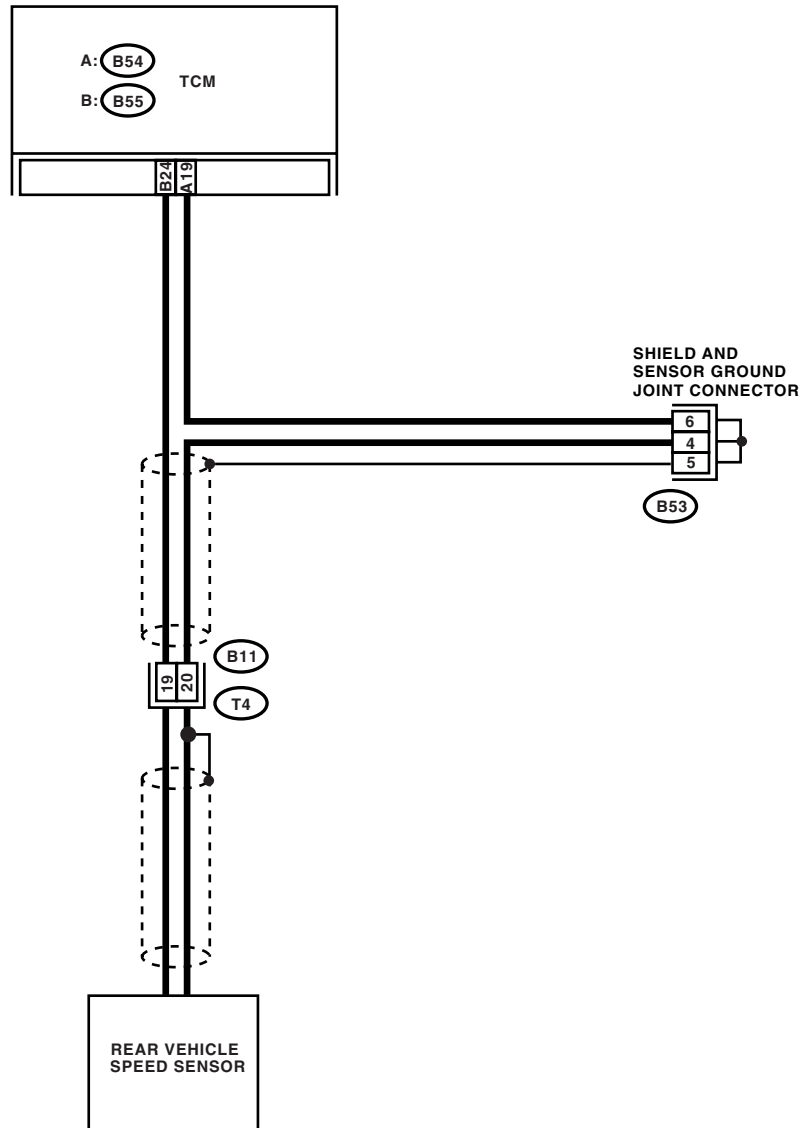
### DIAGNOSIS:

The input signal circuit of TCM is open or shorted.

### TROUBLE SYMPTOM:

Tight corner braking phenomenon.

### WIRING DIAGRAM:



AT-02837

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>1 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B55) No. 24 — (B11) No. 19:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.
<b>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness between TCM and transmission connector. <b>Connector &amp; terminal</b> <b>(B54) No. 19 — (B11) No. 20:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 3.	Repair the open circuit in harness between TCM and transmission, and poor contact in coupling connector.
<b>3 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 24 — Chassis ground:</b>	Is the resistance more than 1 $M\Omega$ ?	Go to step 4.	Repair the short circuit in harness between TCM and transmission connector.
<b>4 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</b> Measure the resistance of harness between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B54) No. 19 — Chassis ground:</b>	Is the resistance more than 1 $M\Omega$ ?	Go to step 5.	Repair the short circuit in harness between TCM and transmission connector.
<b>5 CHECK REAR VEHICLE SPEED SENSOR.</b> Measure the resistance between transmission connector receptacle's terminals. <b>Connector &amp; terminal</b> <b>(T4) No. 19 — No. 20:</b>	Is the resistance 450 — 650 $\Omega$ ?	Go to step 6.	Replace the rear vehicle speed sensor. <Ref. to 4AT-59, Rear Vehicle Speed Sensor.>

# Diagnostic Procedure with Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>6 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR.</b> 1) Connect the connectors to TCM and transmission. 2) Connect the Subaru Select Monitor to data link connector. 3) Lift-up or raise the vehicle and place rigid racks. <b>NOTE:</b> Raise all wheels off floor. 4) Turn the ignition switch to ON and turn Subaru Select Monitor switch to ON. 5) Start the engine. 6) Read the data of vehicle speed using Subaru Select Monitor. <ul style="list-style-type: none"> <li>• Compare the speedometer with Subaru Select Monitor indications.</li> <li>• Vehicle speed is indicated in "km/h" or "MPH".</li> </ul> 7) Slowly increase the vehicle speed to 60 km/h or 37 MPH. <b>NOTE:</b> The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS(diag)-26, Clear Memory Mode.>	Does the speedometer indication increase as the Subaru Select Monitor data increases?	Even if the AT OIL TEMP warning light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 7.
<b>7 CHECK POOR CONTACT.</b>	Is there poor contact in rear vehicle speed sensor circuit?	Repair the poor contact.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>

## Diagnostic Procedure without Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

### 15. Diagnostic Procedure without Diagnostic Trouble Code (DTC)

#### A: CHECK BRAKE SWITCH

Step	Check	Yes	No
1 <b>CHECK BRAKE SWITCH.</b>	When the brake pedal is depressed, does LED light up?	Go to step CHECK CRUISE CONTROL SWITCH. <Ref. to 4AT(diag)-78, CHECK CRUISE CONTROL SWITCH, Diagnostic Procedure without Diagnostic Trouble Code (DTC).>	Check the brake switch circuit.

#### B: CHECK CRUISE CONTROL SWITCH

Step	Check	Yes	No
1 <b>CHECK CRUISE CONTROL SWITCH.</b>	When the cruise control is set, does LED light up?	Go to step CHECK INHIBITOR SWITCH. <Ref. to 4AT(diag)-79, CHECK INHIBITOR SWITCH, Diagnostic Procedure without Diagnostic Trouble Code (DTC).>	Check the cruise control. <Ref. to CC(ETC)(diag)-18, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

# Diagnostic Procedure without Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## C: CHECK INHIBITOR SWITCH

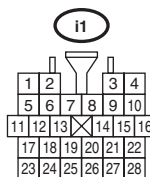
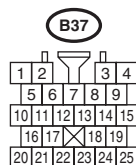
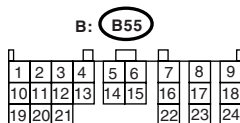
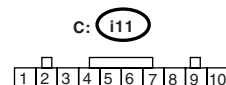
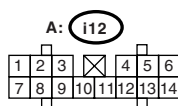
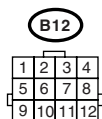
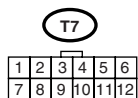
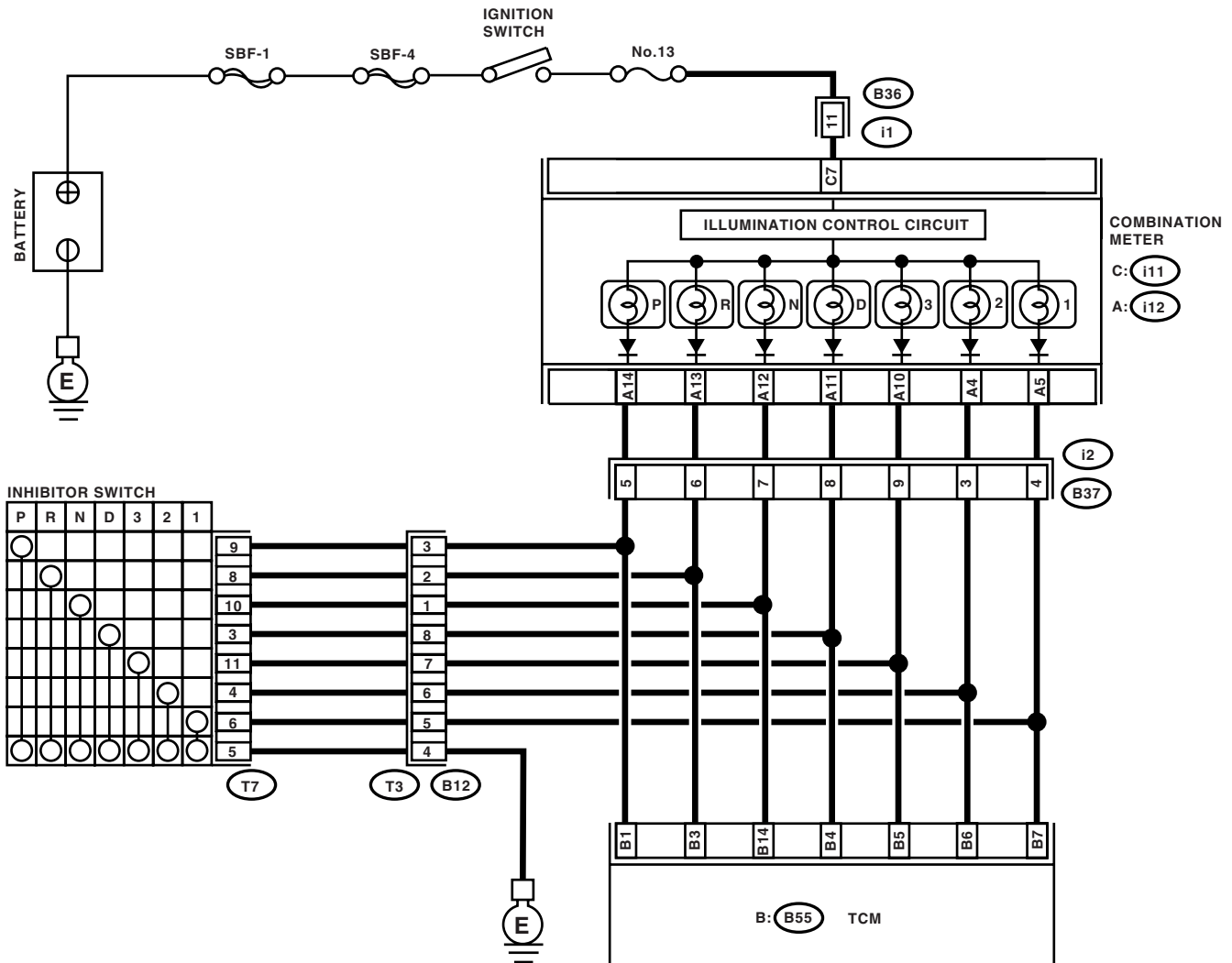
### DIAGNOSIS:

The input signal circuit of inhibitor switch is open or shorted.

### TROUBLE SYMPTOM:

- Shift characteristics are erroneous.
- Engine brake is not effected when selector lever is in "3" range.
- Engine brake is not effected when selector lever is in "2" range.
- Engine brake is not effected when selector lever is in "1" range.

### WIRING DIAGRAM:



# Diagnostic Procedure without Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No	
1	CHECK “P” RANGE SWITCH.	When the “P” range is selected, does LED light up?	Go to step 2.	Go to step 22.
2	CHECK INDICATOR LIGHT.	Does the combination meter “P” range indicator illuminate?	Go to step 3.	Go to step 26.
3	CHECK “P” RANGE SWITCH.	When the “R” range is selected, does “P” range LED light up?	Go to step 28.	Go to step 4.
4	CHECK “R” RANGE SWITCH.	When the “R” range is selected, does LED light up?	Go to step 5.	Go to step 29.
5	CHECK INDICATOR LIGHT.	Does the combination meter “R” range indicator illuminate?	Go to step 6.	Go to step 32.
6	CHECK “R” RANGE SWITCH.	When the “N” range is selected, does “R” range LED light up?	Go to step 34.	Go to step 7.
7	CHECK “N” RANGE SWITCH.	When the “N” range is selected, does LED light up?	Go to step 8.	Go to step 35.
8	CHECK INDICATOR LIGHT.	Does the combination meter “N” range indicator illuminate?	Go to step 9.	Go to step 38.
9	CHECK “N” RANGE SWITCH.	When the “D” range is selected, does “N” range LED light up?	Go to step 40.	Go to step 10.
10	CHECK “D” RANGE SWITCH.	When the “D” range is selected, does LED light up?	Go to step 11.	Go to step 41.
11	CHECK INDICATOR LIGHT.	Does the combination meter “D” range indicator illuminate?	Go to step 12.	Go to step 44.
12	CHECK “D” RANGE SWITCH.	When the “3” range is selected, does “D” range LED light up?	Go to step 46.	Go to step 13.
13	CHECK “3” RANGE SWITCH.	When the “3” range is selected, does LED light up?	Go to step 14.	Go to step 47.
14	CHECK INDICATOR LIGHT.	Does the combination meter “3” range indicator illuminate?	Go to step 15.	Go to step 50.
15	CHECK “3” RANGE SWITCH.	When the “2” range is selected, does “3” range LED light up?	Go to step 52.	Go to step 16.
16	CHECK “2” RANGE SWITCH.	When the “2” range is selected, does LED light up?	Go to step 17.	Go to step 53.
17	CHECK INDICATOR LIGHT.	Does the combination meter “2” range indicator illuminate?	Go to step 18.	Go to step 56.
18	CHECK “2” RANGE SWITCH.	When the “1” range is selected, does “2” range LED light up?	Go to step 58.	Go to step 19.
19	CHECK “1” RANGE SWITCH.	When the “1” range is selected, does LED light up?	Go to step 20.	Go to step 59.
20	CHECK INDICATOR LIGHT.	Does the combination meter “1” range indicator illuminate?	Go to step 21.	Go to step 62.
21	CHECK “1” RANGE SWITCH.	When the “2” range is selected, does “1” range LED light UP?	Go to step 64.	Go to Symptom Related Diagnos- tic. <Ref. to 4AT(diag)-88, General Diagnos- tic Table.>



# Diagnostic Procedure without Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>22 CHECK HARNESS CONNECTOR BETWEEN INHIBITOR SWITCH AND CHASSIS GROUND.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from inhibitor switch. 3) Measure the resistance of harness between inhibitor switch and chassis ground. <b>Connector &amp; terminal</b> <b>(T7) No. 5 — Chassis ground:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 23.	Repair the open circuit in harness between inhibitor switch connector and chassis ground, and poor contact in coupling connector.
<b>23 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and inhibitor switch. 3) Measure the resistance of harness between TCM and inhibitor switch connector. <b>Connector &amp; terminal</b> <b>(B55) No. 1 — (T7) No. 9:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 24.	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.
<b>24 CHECK INPUT SIGNAL FOR TCM.</b> 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and inhibitor switch. 3) Turn the ignition switch to ON. 4) Move the select lever to "P" range. 5) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 1 (+) — Chassis ground (-):</b>	Is the voltage less than 1 V?	Go to step 25.	Go to step 65.
<b>25 CHECK INPUT SIGNAL FOR TCM.</b> 1) Position the select lever to any other than "P" range. 2) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 1 (+) — Chassis ground (-):</b>	Is the voltage more than 8 V?	Go to step 65.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>
<b>26 CHECK "P" RANGE INDICATOR LIGHT BULB.</b> 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "P" range indicator light bulb from combination meter.	Is the "P" range indicator light bulb OK?	Go to step 27.	Replace the "P" range indicator light bulb. <Ref. to IDI-10, Combination Meter.>
<b>27 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER.</b> 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. <b>Connector &amp; terminal</b> <b>(B55) No. 1 — (i12) No. 14:</b>	Is the resistance more than 1 $\Omega$ ?	Go to step 65.	Repair the open circuit in harness between TCM connector and combination meter, and poor contact in coupling connector.
<b>28 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 1 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 29.	Repair the ground short circuit in "P" range circuit.

# Diagnostic Procedure without Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>29 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and inhibitor switch. 3) Measure the resistance of harness between TCM and inhibitor switch connector. <b>Connector &amp; terminal</b> <b>(B55) No. 3 — (T7) No. 8:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 30.	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.
<b>30 CHECK INPUT SIGNAL FOR TCM.</b> 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and inhibitor switch. 3) Turn the ignition switch to ON. 4) Move the select lever to "R" range. 5) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 3 (+) — Chassis ground (-):</b>	Is the voltage less than 1 V?	Go to step 31.	Go to step 65.
<b>31 CHECK INPUT SIGNAL FOR TCM.</b> 1) Position the select lever to any other than "R" range. 2) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 3 (+) — Chassis ground (-):</b>	Is the voltage more than 8 V?	Go to step 65.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>
<b>32 CHECK "R" RANGE INDICATOR LIGHT BULB.</b> 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "R" range indicator light bulb from combination meter.	Is "R" range indicator light bulb OK?	Go to step 33.	Replace the "R" range indicator light bulb. <Ref. to IDI-10, Combination Meter.>
<b>33 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER.</b> 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. <b>Connector &amp; terminal</b> <b>(B55) No. 3 — (i12) No. 13:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 65.	Repair the open circuit in harness between TCM connector and combination meter, and poor contact in TCM connector.
<b>34 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 3 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 35.	Repair the ground short circuit in "R" range circuit.
<b>35 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and inhibitor switch. 3) Measure the resistance of harness between TCM and inhibitor switch connector. <b>Connector &amp; terminal</b> <b>(B55) No. 14 — (T7) No. 10:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 36.	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.

# Diagnostic Procedure without Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>36 CHECK INPUT SIGNAL FOR TCM.</b> 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and inhibitor switch. 3) Turn the ignition switch to ON. 4) Move the select lever to "N" range. 5) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 14 (+) — Chassis ground (-):</b>	Is the voltage less than 1 V?	Go to step 37.	Go to step 65.
<b>37 CHECK INPUT SIGNAL FOR TCM.</b> 1) Position the select lever to any other than "N" range. 2) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 14 (+) — Chassis ground (-):</b>	Is the voltage more than 8 V?	Go to step 65.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>
<b>38 CHECK "N" RANGE INDICATOR LIGHT BULB.</b> 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "N" range indicator light bulb from combination meter.	Is the "N" range indicator light bulb OK?	Go to step 39.	Replace the "N" range indicator light bulb. <Ref. to IDI-10, Combination Meter.>
<b>39 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER.</b> 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. <b>Connector &amp; terminal</b> <b>(B55) No. 14 — (i12) No. 12:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 65.	Repair the open circuit in harness between TCM connector and combination meter, and poor contact in TCM connector.
<b>40 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 14 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 41.	Repair the ground short circuit in "N" range circuit.
<b>41 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and inhibitor switch. 3) Measure the resistance of harness between TCM and inhibitor switch connector. <b>Connector &amp; terminal</b> <b>(B55) No. 4 — (T7) No. 3:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 42.	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.
<b>42 CHECK INPUT SIGNAL FOR TCM.</b> 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and inhibitor switch. 3) Turn the ignition switch to ON. 4) Move the select lever to "D" range. 5) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 4 (+) — Chassis ground (-):</b>	Is the voltage less than 1 V?	Go to step 43.	Go to step 65.

# Diagnostic Procedure without Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>43 CHECK INPUT SIGNAL FOR TCM.</b> 1) Position select lever to any other than "D" range. 2) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 4 (+) — Chassis ground (-):</b>	Is the voltage more than 8 V?	Go to step 65.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>
<b>44 CHECK "D" RANGE INDICATOR LIGHT BULB.</b> 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "D" range indicator light bulb from combination meter.	Is the "D" range indicator light bulb OK?	Go to step 45.	Replace the "D" range indicator light bulb. <Ref. to IDI-10, Combination Meter.>
<b>45 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER.</b> 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. <b>Connector &amp; terminal</b> <b>(B55) No. 4 — (i12) No. 11:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 65.	Repair the open circuit in harness between TCM connector and combination meter, and TCM connector.
<b>46 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 4 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 47.	Repair the ground short circuit in "D" range circuit.
<b>47 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and inhibitor switch. 3) Measure the resistance of harness between TCM and inhibitor switch connector. <b>Connector &amp; terminal</b> <b>(B55) No. 5 — (T7) No. 11:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 48.	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.
<b>48 CHECK INPUT SIGNAL FOR TCM.</b> 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and inhibitor switch. 3) Turn the ignition switch to ON. 4) Move the select lever to "3" range. 5) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 5 (+) — Chassis ground (-):</b>	Is the voltage less than 1 V?	Go to step 49.	Go to step 65.
<b>49 CHECK INPUT SIGNAL FOR TCM.</b> 1) Position the select lever to any other than "3" range. 2) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 5 (+) — Chassis ground (-):</b>	Is the voltage more than 8 V?	Go to step 65.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>

# Diagnostic Procedure without Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>50 CHECK "3" RANGE INDICATOR LIGHT BULB.</b> 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "3" range indicator light bulb from combination meter.	Is the "3" range indicator light bulb OK?	Go to step 51.	Replace the "3" range indicator light bulb. <Ref. to IDI-10, Combination Meter.>
<b>51 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER.</b> 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. <b>Connector &amp; terminal</b> <b>(B55) No. 5 — (i12) No. 10:</b>	Is the resistance more than 1 $\Omega$ ?	Go to step 65.	Repair the open circuit in harness between TCM connector and combination meter, and poor contact in TCM connector.
<b>52 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 5 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 53.	Repair the ground short circuit in "3" range circuit.
<b>53 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and inhibitor switch. 3) Measure the resistance of harness between TCM and inhibitor switch connector. <b>Connector &amp; terminal</b> <b>(B55) No. 6 — (T7) No. 4:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 54.	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.
<b>54 CHECK INPUT SIGNAL FOR TCM.</b> 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and inhibitor switch. 3) Turn the ignition switch to ON. 4) Move the select lever to "2" range. 5) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 6 (+) — Chassis ground (-):</b>	Is the voltage less than 1 V?	Go to step 55.	Go to step 65.
<b>55 CHECK INPUT SIGNAL FOR TCM.</b> 1) Position the select lever to any other than "2" range. 2) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 6 (+) — Chassis ground (-):</b>	Is the voltage more than 8 V?	Go to step 65.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>
<b>56 CHECK "2" RANGE INDICATOR LIGHT BULB.</b> 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "2" range indicator light bulb from combination meter.	Is the "2" range indicator light bulb OK?	Go to step 57.	Replace the "2" range indicator light bulb. <Ref. to IDI-10, Combination Meter.>

# Diagnostic Procedure without Diagnostic Trouble Code (DTC)

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>57 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER.</b> 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. <b>Connector &amp; terminal</b> <b>(B55) No. 6 — (i12) No. 4:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 65.	Repair the open circuit in harness between TCM and combination meter, and poor contact in TCM connector.
<b>58 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 6 — Chassis ground:</b>	Is the resistance more than 1 M $\Omega$ ?	Go to step 59.	Repair the ground short circuit in "2" range circuit.
<b>59 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and inhibitor switch. 3) Measure the resistance of harness between TCM and inhibitor switch connector. <b>Connector &amp; terminal</b> <b>(B55) No. 7 — (T7) No. 6:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 60.	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.
<b>60 CHECK INPUT SIGNAL FOR TCM.</b> 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and inhibitor switch. 3) Turn the ignition switch to ON. 4) Move the select lever to "1" range. 5) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 7 (+) — Chassis ground (-):</b>	Is the voltage less than 1 V?	Go to step 61.	Go to step 65.
<b>61 CHECK INPUT SIGNAL FOR TCM.</b> 1) Position the select lever to any other than "1" range. 2) Measure the voltage between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 7 (+) — Chassis ground (-):</b>	Is the voltage more than 8 V?	Go to step 65.	Replace the TCM. <Ref. to 4AT-76, Transmission Control Module (TCM).>
<b>62 CHECK "1" RANGE INDICATOR LIGHT BULB.</b> 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "1" range indicator light bulb from combination meter.	Is the "1" range indicator light bulb OK?	Go to step 63.	Replace the "1" range indicator light bulb. <Ref. to IDI-10, Combination Meter.>
<b>63 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER.</b> 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. <b>Connector &amp; terminal</b> <b>(B55) No. 7 — (i12) No. 5:</b>	Is the resistance less than 1 $\Omega$ ?	Go to step 65.	Repair the open circuit in harness between TCM and combination meter, poor contact in TCM connector.



# Diagnostic Procedure without Diagnostic Trouble Code (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<b>64 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH.</b> 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. <b>Connector &amp; terminal</b> <b>(B55) No. 7 — Chassis ground:</b>	Is the resistance more than 1 MΩ?	Go to step 65.	Repair the ground short circuit in "1" range circuit.
<b>65 CHECK POOR CONTACT.</b>	Is there poor contact in inhibitor switch circuit?	Repair the poor contact.	Adjust the inhibitor switch and select cable. <Ref. to 4AT-52, ADJUSTMENT, Inhibitor Switch.> and <Ref. to CS-26, Select Cable.>

## General Diagnostic Table

### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## 16. General Diagnostic Table

### A: INSPECTION

Symptom	Problem parts
Starter does not rotate when select lever is in "P" or "N" range; starter rotates when select lever is in "R", "D", "3" or "2" range.	<ul style="list-style-type: none"> <li>• Inhibitor switch</li> <li>• Select cable</li> <li>• Select lever</li> <li>• Starter motor and harness</li> </ul>
Noise when select lever is in "P" or "N" range.	<ul style="list-style-type: none"> <li>• Strainer</li> <li>• Transfer duty solenoid</li> <li>• Oil pump</li> <li>• Drive plate</li> <li>• ATF level too high or too low</li> </ul>
Hissing noise occurs during standing start.	<ul style="list-style-type: none"> <li>• Strainer</li> <li>• ATF level too high or too low</li> </ul>
Noise occurs while driving in "D1".	<ul style="list-style-type: none"> <li>• Final gear</li> <li>• Planetary gear</li> <li>• Reduction gear</li> <li>• Differential gear oil level too high or too low</li> </ul>
Noise occurs while driving in "D2".	
Noise occurs while driving in "D3".	<ul style="list-style-type: none"> <li>• Final gear</li> <li>• Low &amp; reverse brake</li> <li>• Reduction gear</li> <li>• Differential gear oil level too high or too low</li> </ul>
Noise occurs while driving in "D4".	<ul style="list-style-type: none"> <li>• Final gear</li> <li>• Low &amp; reverse brake</li> <li>• Planetary gear</li> <li>• Reduction gear</li> <li>• Differential gear oil level too high or too low</li> </ul>
Engine stalls while shifting from "1" range to another.	<ul style="list-style-type: none"> <li>• Control valve</li> <li>• Lock-up damper</li> <li>• Engine performance</li> <li>• Input shaft</li> </ul>
Vehicle moves when select lever is in "N" range.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Low clutch</li> </ul>
Shock occurs when select lever is moved from "N" to "D" range.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Harness</li> <li>• Control valve</li> <li>• ATF deterioration</li> </ul>
Excessive time lag occurs when select lever is moved from "N" to "D" range.	<ul style="list-style-type: none"> <li>• Control valve</li> <li>• Low clutch</li> <li>• Line pressure duty solenoid</li> <li>• Seal ring</li> <li>• Front gasket transmission case</li> </ul>
Shock occurs when select lever is moved from "N" to "R" range.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Harness</li> <li>• Control valve</li> <li>• ATF deterioration</li> </ul>
Excessive time lag occurs when select lever is moved from "N" to "R" range.	<ul style="list-style-type: none"> <li>• Control valve</li> <li>• Low &amp; reverse clutch</li> <li>• Reverse clutch</li> <li>• Line pressure duty solenoid</li> <li>• Seal ring</li> <li>• Front gasket transmission case</li> </ul>
Vehicle does not start in any shift range (engine stalls).	<ul style="list-style-type: none"> <li>• Parking brake mechanism</li> <li>• Planetary gear</li> </ul>



# General Diagnostic Table

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Symptom	Problem parts
Vehicle does not start in any shift range (engine revving up).	<ul style="list-style-type: none"> <li>• Strainer</li> <li>• Line pressure duty solenoid</li> <li>• Control valve</li> <li>• Drive pinion</li> <li>• Hypoid gear</li> <li>• Axle shaft</li> <li>• Differential gear</li> <li>• Oil pump</li> <li>• Input shaft</li> <li>• Output shaft</li> <li>• Planetary gear</li> <li>• Drive plate</li> <li>• ATF level too low</li> <li>• Front gasket transmission case</li> </ul>
Vehicle does not start in "R" range only (engine revving up).	<ul style="list-style-type: none"> <li>• Select cable</li> <li>• Select lever</li> <li>• Control valve</li> <li>• Low &amp; reverse clutch</li> <li>• Reverse clutch</li> </ul>
Vehicle does not start in "R" range only (engine stalls).	<ul style="list-style-type: none"> <li>• Low clutch</li> <li>• 2-4 brake</li> <li>• Planetary gear</li> <li>• Parking brake mechanism</li> </ul>
Vehicle does not start in "D", "3" range only (engine revving up).	<ul style="list-style-type: none"> <li>• Low clutch</li> <li>• One-way clutch</li> </ul>
Vehicle does not start in "D", "3" or "2" range only (engine revving up).	<ul style="list-style-type: none"> <li>• Low clutch</li> </ul>
Vehicle does not start in "D", "3" or "2" range only (engine stalls).	<ul style="list-style-type: none"> <li>• Reverse clutch</li> </ul>
Vehicle starts in "R" range only (engine revving up).	<ul style="list-style-type: none"> <li>• Control valve</li> </ul>
Acceleration during standing starts is poor (high stall rpm).	<ul style="list-style-type: none"> <li>• Control valve</li> <li>• Low clutch</li> <li>• Reverse clutch</li> <li>• ATF level too low</li> <li>• Front gasket transmission case</li> <li>• Differential gear oil level too high or too low</li> </ul>
Acceleration during standing starts is poor (low stall rpm).	<ul style="list-style-type: none"> <li>• Oil pump</li> <li>• Torque converter one-way clutch</li> <li>• Engine performance</li> </ul>
Acceleration is poor when select lever is in "D", "3" or "2" range (normal stall rpm).	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Control valve</li> <li>• High clutch</li> <li>• 2-4 brake</li> <li>• Planetary gear</li> </ul>
Acceleration is poor when select lever is in "R" (normal stall rpm).	<ul style="list-style-type: none"> <li>• Control valve</li> <li>• High clutch</li> <li>• 2-4 brake</li> <li>• Planetary gear</li> </ul>
Does not shift from 1st to 2nd gear.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Rear vehicle speed sensor</li> <li>• Front vehicle speed sensor</li> <li>• Throttle position sensor</li> <li>• Shift solenoid 1</li> <li>• Control valve</li> <li>• 2-4 brake</li> </ul>
Does not shift from 2nd to 3rd gear.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Control valve</li> <li>• High clutch</li> <li>• Shift solenoid 2</li> </ul>

# General Diagnostic Table

## AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Symptom	Problem parts
Does not shift from 3rd to 4th gear.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Shift solenoid 1</li> <li>• ATF temperature sensor</li> <li>• Control valve</li> <li>• 2-4 brake</li> </ul>
Engine brake is not effected when select lever is in "3" range.	<ul style="list-style-type: none"> <li>• Inhibitor switch</li> <li>• TCM</li> <li>• Throttle position sensor</li> <li>• Control valve</li> </ul>
Engine brake is not effected when select lever is in "3" or "2" range.	<ul style="list-style-type: none"> <li>• Control valve</li> </ul>
Engine brake is not effected when select lever is in "1" range.	<ul style="list-style-type: none"> <li>• Control valve</li> <li>• Low &amp; reverse brake</li> </ul>
Shift characteristics are erroneous.	<ul style="list-style-type: none"> <li>• Inhibitor switch</li> <li>• TCM</li> <li>• Front vehicle speed sensor</li> <li>• Rear vehicle speed sensor</li> <li>• Throttle position sensor</li> <li>• Control valve</li> <li>• Ground earth</li> </ul>
No lock-up occurs.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Throttle position sensor</li> <li>• ATF temperature sensor</li> <li>• Control valve</li> <li>• Lock-up facing</li> <li>• Engine speed signal</li> </ul>
Parking brake is not effected.	<ul style="list-style-type: none"> <li>• Select cable</li> <li>• Select lever</li> <li>• Parking mechanism</li> </ul>
Shift lever cannot be moved or is hard to move from "P" range.	
ATF spurts out.	<ul style="list-style-type: none"> <li>• ATF level too high</li> </ul>
Differential oil spurts out.	<ul style="list-style-type: none"> <li>• Differential gear oil too high</li> </ul>
Differential oil level changes excessively.	<ul style="list-style-type: none"> <li>• Seal pipe</li> <li>• Double oil seal</li> </ul>
Odor is produced from ATF supply pipe.	<ul style="list-style-type: none"> <li>• High clutch</li> <li>• 2-4 brake</li> <li>• Low &amp; reverse clutch</li> <li>• Reverse clutch</li> <li>• Lock-up facing</li> <li>• ATF deterioration</li> </ul>
Shock occurs from 1st to 2nd gear.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Throttle position sensor</li> <li>• 2-4 brake duty solenoid</li> <li>• ATF temperature sensor</li> <li>• Line pressure duty solenoid</li> <li>• Control valve</li> <li>• 2-4 brake</li> <li>• ATF deterioration</li> <li>• Engine performance</li> <li>• 2-4 brake timing solenoid</li> </ul>
Slippage occurs from 1st to 2nd gear.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Throttle position sensor</li> <li>• 2-4 brake duty solenoid</li> <li>• ATF temperature sensor</li> <li>• Line pressure duty solenoid</li> <li>• Control valve</li> <li>• 2-4 brake</li> <li>• 2-4 brake timing solenoid</li> <li>• High clutch</li> </ul>

# General Diagnostic Table

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Symptom	Problem parts
Shock occurs from 2nd to 3rd gear.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Throttle position sensor</li> <li>• 2-4 brake duty solenoid</li> <li>• ATF temperature sensor</li> <li>• Line pressure duty solenoid</li> <li>• Control valve</li> <li>• High clutch</li> <li>• 2-4 brake</li> <li>• ATF deterioration</li> <li>• Engine performance</li> <li>• 2-4 brake timing solenoid</li> </ul>
Slippage occurs from 2nd to 3rd gear.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Throttle position sensor</li> <li>• 2-4 brake duty solenoid</li> <li>• ATF temperature sensor</li> <li>• Line pressure duty solenoid</li> <li>• Control valve</li> <li>• High clutch</li> <li>• 2-4 brake</li> <li>• 2-4 brake timing solenoid</li> </ul>
Shock occurs from 3rd to 4th gear.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Throttle position sensor</li> <li>• 2-4 brake duty solenoid</li> <li>• ATF temperature sensor</li> <li>• Line pressure duty solenoid</li> <li>• Control valve</li> <li>• 2-4 brake timing solenoid</li> <li>• 2-4 brake</li> <li>• ATF deterioration</li> <li>• Engine performance</li> <li>• Low clutch timing solenoid</li> <li>• Low clutch</li> </ul>
Slippage occurs from 3rd to 4th gear.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Throttle position sensor</li> <li>• 2-4 brake duty solenoid</li> <li>• ATF temperature sensor</li> <li>• Line pressure duty solenoid</li> <li>• Control valve</li> <li>• 2-4 brake</li> <li>• 2-4 brake timing solenoid</li> </ul>
Shock occurs when select lever is moved from "3" to "2" range.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Throttle position sensor</li> <li>• ATF temperature sensor</li> <li>• Line pressure duty solenoid</li> <li>• Control valve</li> <li>• 2-4 brake duty solenoid</li> <li>• 2-4 brake</li> <li>• ATF deterioration</li> <li>• 2-4 brake timing solenoid</li> </ul>
Shock occurs when select lever is moved from "D" to "1" range.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Throttle position sensor</li> <li>• ATF temperature sensor</li> <li>• Line pressure duty solenoid</li> <li>• Control valve</li> <li>• ATF deterioration</li> <li>• 2-4 brake duty solenoid</li> <li>• 2-4 brake timing solenoid</li> <li>• Low clutch timing solenoid</li> </ul>

## General Diagnostic Table

### AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Symptom	Problem parts
Shock occurs when select lever is moved from "2" to "1" range.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Throttle position sensor</li> <li>• ATF temperature sensor</li> <li>• Line pressure duty solenoid</li> <li>• Control valve</li> <li>• Low &amp; reverse clutch</li> <li>• ATF deterioration</li> <li>• 2-4 brake duty solenoid</li> <li>• 2-4 brake timing solenoid</li> <li>• Low clutch timing solenoid</li> </ul>
Shock occurs when accelerator pedal is released at medium speeds.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Throttle position sensor</li> <li>• ATF temperature sensor</li> <li>• Line pressure duty solenoid</li> <li>• Control valve</li> <li>• Lock-up damper</li> <li>• Engine performance</li> <li>• 2-4 brake duty solenoid</li> <li>• 2-4 brake timing solenoid</li> <li>• Low clutch timing solenoid</li> </ul>
Vibration occurs during straight-forward operation.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Lock-up duty solenoid</li> <li>• Lock-up facing</li> <li>• Lock-up damper</li> </ul>
Vibration occurs during turns (tight corner "braking" phenomenon).	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Front vehicle speed sensor</li> <li>• Rear vehicle speed sensor</li> <li>• Throttle position sensor</li> <li>• ATF temperature sensor</li> <li>• Transfer clutch</li> <li>• Transfer valve</li> <li>• Transfer duty solenoid</li> <li>• ATF deterioration</li> <li>• Harness</li> </ul>
Front wheel slippage occurs during standing starts.	<ul style="list-style-type: none"> <li>• TCM</li> <li>• Front vehicle speed sensor</li> <li>• Throttle position sensor</li> <li>• ATF temperature sensor</li> <li>• Control valve</li> <li>• Transfer clutch</li> <li>• Transfer valve</li> <li>• Transfer pipe</li> <li>• Transfer duty solenoid</li> </ul>
Select lever is hard to move.	<ul style="list-style-type: none"> <li>• Select cable</li> <li>• Select lever</li> <li>• Detention spring</li> <li>• Manual plate</li> </ul>
Select lever is excessively hard to move (unreasonable resistance).	<ul style="list-style-type: none"> <li>• Detention spring</li> <li>• Manual plate</li> </ul>
Select lever slips out of operation during acceleration or while driving on rough terrain.	<ul style="list-style-type: none"> <li>• Select cable</li> <li>• Select lever</li> <li>• Detention spring</li> <li>• Manual plate</li> </ul>