

# Diagnostics with Phenomenon

## CONTINUOUSLY VARIABLE TRANSMISSION

### 47. Diagnostics with Phenomenon

#### A: INSPECTION

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

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