

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

15. Diagnostic Procedure with Diagnostic Trouble Code (DTC)

A: DTC P0705 TRANSMISSION RANGE SENSOR CIRCUIT (PRNDL INPUT)

DTC DETECTING CONDITION:

- Inhibitor switch is faulty.
- At least 2 range signal is input.

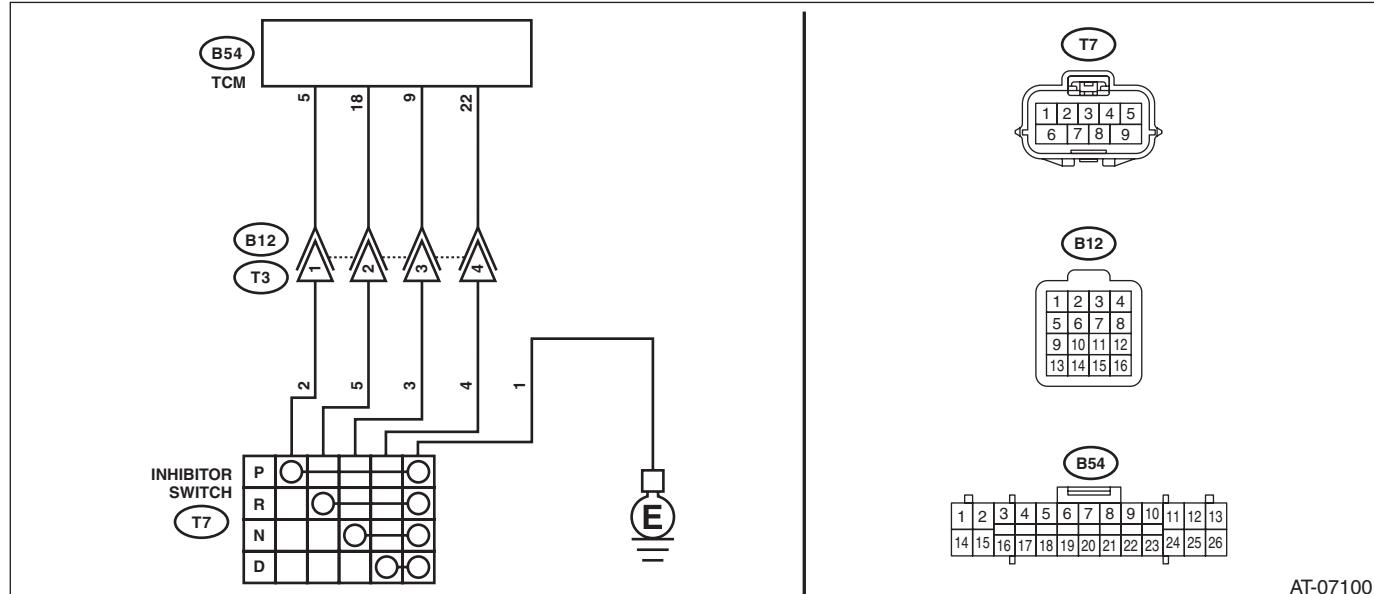
TROUBLE SYMPTOM:

- Shift characteristics are erroneous.
- The range position of the select lever and the position of shift indicator display do not match.

WIRING DIAGRAM:

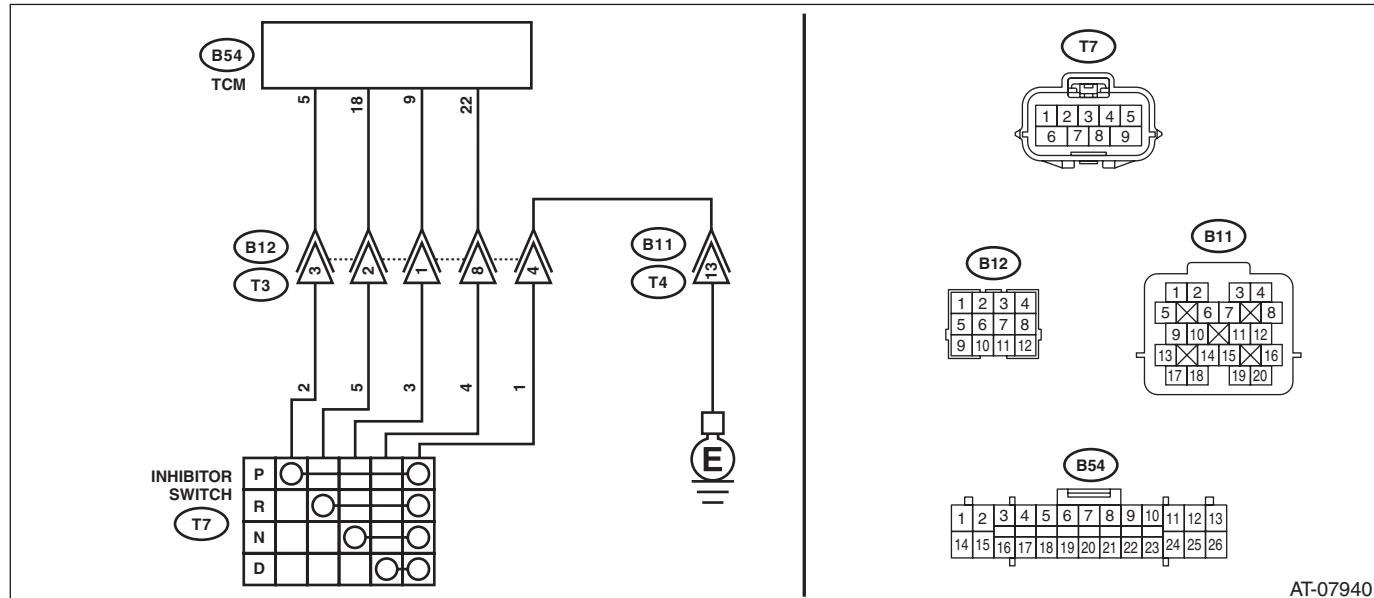
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL FOR TCM. 1) Turn the ignition switch to ON. 2) Move the select lever to each range, and read the data of «P range», «R Range Signal», «N range» and «D Range Signal» using the Subaru Select Monitor.	Is display "OFF" for the range other than corresponding range?	Go to step 5.	Go to step 2.
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. <i>Connector & terminal</i> <i>(B54) No. 5 — Chassis ground:</i> <i>(B54) No. 18 — Chassis ground:</i> <i>(B54) No. 9 — Chassis ground:</i> <i>(B54) No. 22 — Chassis ground:</i>	Is each resistance 1 MΩ or more?	Go to step 3.	Repair the short circuit of body harness.
3 CHECK HARNESS. 1) Disconnect the inhibitor switch connector. 2) Measure the resistance between transmission connector and chassis ground. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(T3) No. 1 — Chassis ground:</i> <i>(T3) No. 2 — Chassis ground:</i> <i>(T3) No. 3 — Chassis ground:</i> <i>(T3) No. 4 — Chassis ground:</i> <i>Turbo model</i> <i>(T3) No. 3 — Chassis ground:</i> <i>(T3) No. 2 — Chassis ground:</i> <i>(T3) No. 1 — Chassis ground:</i> <i>(T3) No. 8 — Chassis ground:</i>	Is each resistance 1 MΩ or more?	Go to step 4.	Repair the short circuit of transmission harness.
4 CHECK INHIBITOR SWITCH. Move the select lever to each range, and measure the resistance between inhibitor switch connector terminals. <i>Connector & terminal</i> <i>(T7) No. 2 — (T7) No. 1:</i> <i>(T7) No. 5 — (T7) No. 1:</i> <i>(T7) No. 3 — (T7) No. 1:</i> <i>(T7) No. 4 — (T7) No. 1:</i>	Is the resistance other than corresponding range 1 MΩ or more?	Go to step 5.	Replace the inhibitor switch. <Ref. to CVT(TR580)-91, Inhibitor Switch.> <Ref. to CVT(TR690)-91, Inhibitor Switch.>
5 CHECK FOR POOR CONTACT.	Is there poor contact between TCM, inhibitor switch, transmission ground?	Repair the poor contact.	Check the TCM.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

B: DTC P0708 AT RANGE SWITCH NOT INPUTTED

DTC DETECTING CONDITION:

- Inhibitor switch is faulty.
- No range signal is input.

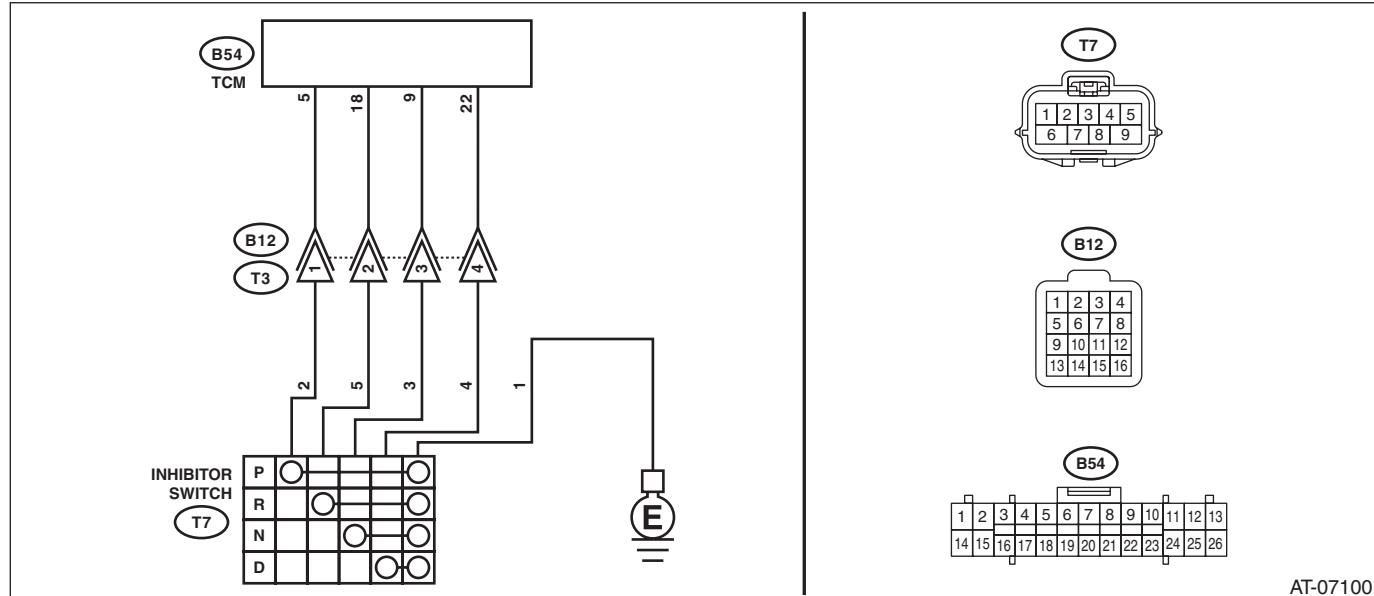
TROUBLE SYMPTOM:

- Shift characteristics are erroneous.
- The range position of the select lever and the position of shift indicator display do not match.

WIRING DIAGRAM:

- Non-turbo model

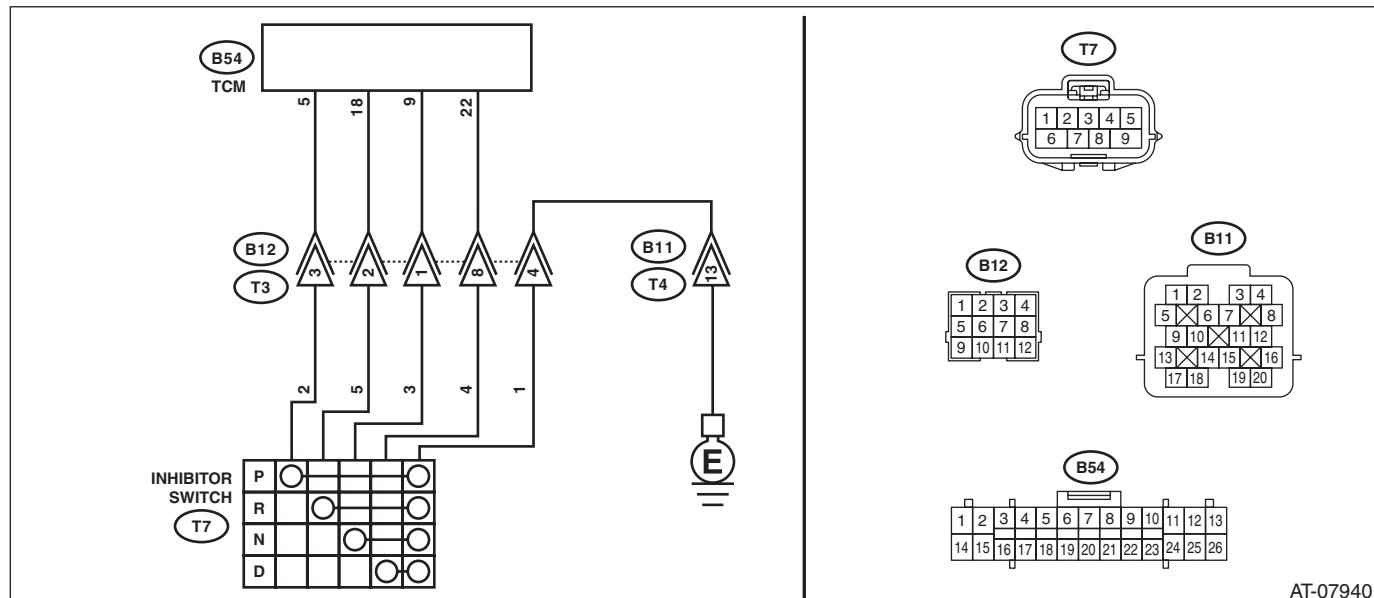
CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



AT-07100

- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



AT-07940

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL FOR TCM. 1) Turn the ignition switch to ON. 2) Move the select lever to each range, and read the data of «P range», «R Range Signal», «N range» and «D Range Signal» using the Subaru Select Monitor.	Is the display of the corresponding range “ON”?	Go to step 7.	Go to step 2.
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance of harness between TCM connector and transmission connector. <i>Connector & terminal</i> <i>Non-turbo model</i> (B54) No. 5 — (B12) No. 1: (B54) No. 18 — (B12) No. 2: (B54) No. 9 — (B12) No. 3: (B54) No. 22 — (B12) No. 4: <i>Turbo model</i> (B54) No. 5 — (B12) No. 3: (B54) No. 18 — (B12) No. 2: (B54) No. 9 — (B12) No. 1: (B54) No. 22 — (B12) No. 8:	Is each resistance less than 1 Ω ?	Go to step 3.	Repair the open circuit of body harness.
3 CHECK HARNESS. Measure the resistance of harness between inhibitor switch connector and transmission ground. <i>Connector & terminal</i> (T7) No. 1 — <i>Transmission ground</i> :	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness.
4 CHECK HARNESS. 1) Disconnect the inhibitor switch connector. 2) Measure the resistance between transmission connector and inhibitor switch connector. <i>Connector & terminal</i> <i>Non-turbo model</i> (T3) No. 1 — (T7) No. 2: (T3) No. 2 — (T7) No. 5: (T3) No. 3 — (T7) No. 3: (T3) No. 4 — (T7) No. 4: <i>Turbo model</i> (T3) No. 3 — (T7) No. 2: (T3) No. 2 — (T7) No. 5: (T3) No. 1 — (T7) No. 3: (T3) No. 8 — (T7) No. 4:	Is each resistance less than 1 Ω ?	Go to step 5.	Repair the open circuit of transmission harness.
5 CHECK INHIBITOR SWITCH. Move the select lever to each range, and measure the resistance between inhibitor switch connector terminals. <i>Connector & terminal</i> (T7) No. 2 — (T7) No. 1: (T7) No. 5 — (T7) No. 1: (T7) No. 3 — (T7) No. 1: (T7) No. 4 — (T7) No. 1:	Is the resistance of the corresponding range less than 1 $M\Omega$?	Go to step 6.	Replace the inhibitor switch. <i><Ref. to CVT(TR580)-91, Inhibitor Switch.></i> <i><Ref. to CVT(TR690)-91, Inhibitor Switch.></i>

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CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS. 1) Turn the ignition switch to ON. 2) Measure the voltage between each connector and chassis ground. Connector & terminal Transmission connector (B12 side) Non-turbo model (B12) No. 1 (+) — Chassis ground (-): (B12) No. 2 (+) — Chassis ground (-): (B12) No. 3 (+) — Chassis ground (-): (B12) No. 4 (+) — Chassis ground (-): Turbo model (B12) No. 3 (+) — Chassis ground (-): (B12) No. 2 (+) — Chassis ground (-): (B12) No. 1 (+) — Chassis ground (-): (B12) No. 8 (+) — Chassis ground (-): Transmission connector (T7 side) (T7) No. 2 (+) — Chassis ground (-): (T7) No. 5 (+) — Chassis ground (-): (T7) No. 3 (+) — Chassis ground (-): (T7) No. 4 (+) — Chassis ground (-):	Is each voltage less than 1 V?	Go to step 7.	Repair the harness which outputs 1 V or more.
7 CHECK FOR POOR CONTACT.	Is there poor contact between TCM, inhibitor switch, transmission ground?	Repair the poor contact.	Check the TCM.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

C: DTC P0712 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

Input signal circuit of ATF temperature sensor is shorted.

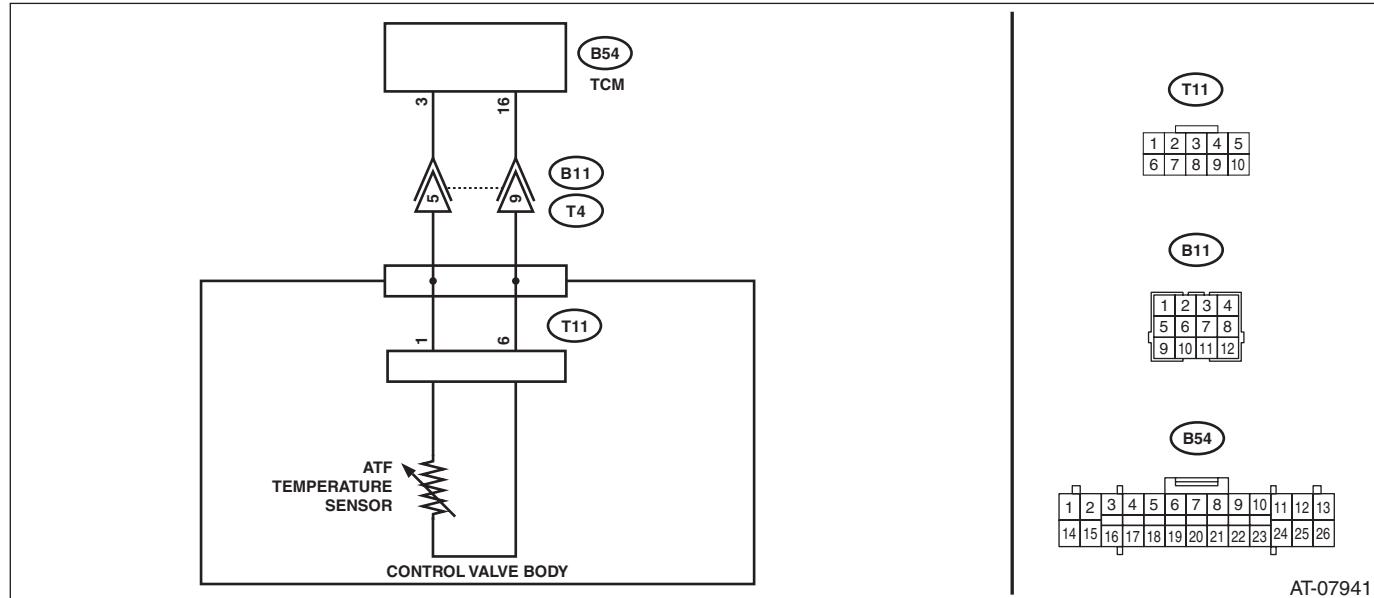
TROUBLE SYMPTOM:

- Excessive shift shock
- Shift characteristics malfunction

WIRING DIAGRAM:

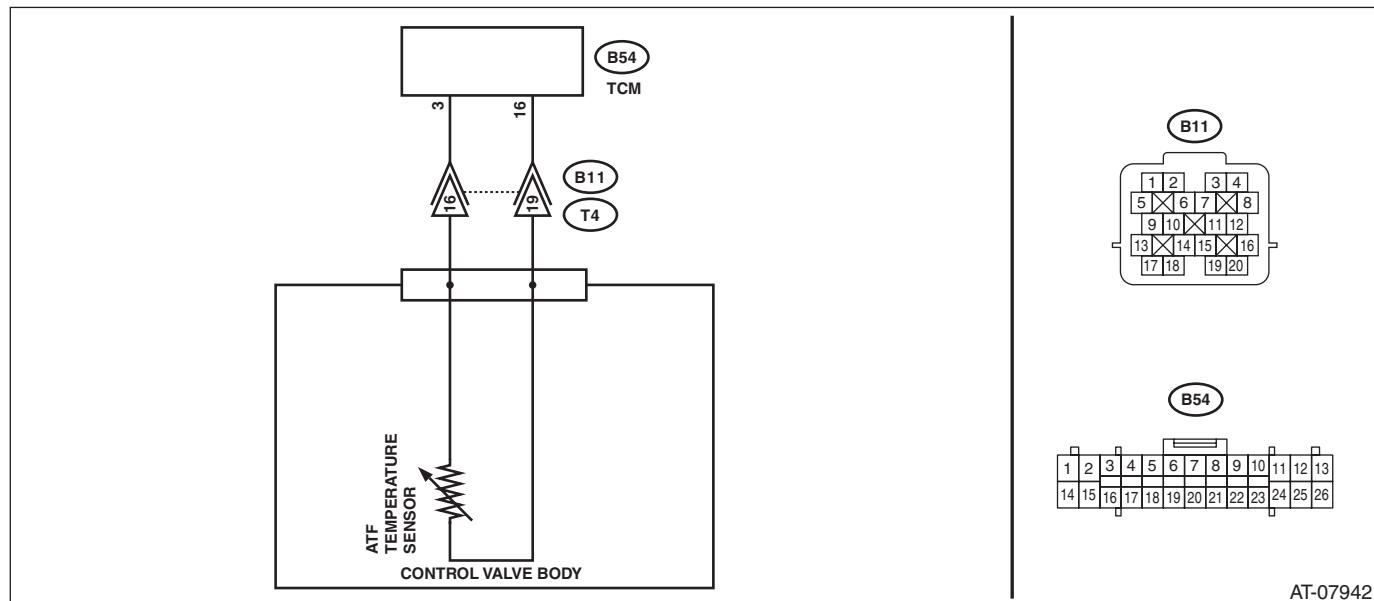
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM connector. 3) Measure the resistance of harness between TCM connector and chassis ground. <i>Connector & terminal</i> <i>(B54) No. 3 — Chassis ground:</i> <i>(B54) No. 16 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 5.	Go to step 2.
2 CHECK HARNESS. 1) Disconnect the transmission connector. 2) Measure the resistance between transmission connector and transmission body. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(T4) No. 5 — Transmission body:</i> <i>(T4) No. 9 — Transmission body:</i> <i>Turbo model</i> <i>(T4) No. 16 — Transmission body:</i> <i>(T4) No. 19 — Transmission body:</i>	Is the resistance 1 MΩ or more?	Repair the short circuit of body harness.	Go to step 3.
3 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	<ul style="list-style-type: none"> • Non-turbo model Go to step 4. • Turbo model Go to step 5. 	Replace the transmission harness.
4 CHECK HARNESS. 1) Disconnect the control valve body connector. 2) Measure the resistance between control valve body connector and transmission body. <i>Connector & terminal</i> <i>(T11) No. 1 — Transmission body:</i> <i>(T11) No. 6 — Transmission body:</i>	Is the resistance 1 MΩ or more?	Replace the transmission harness.	Go to step 5.
5 CHECK ATF TEMPERATURE SENSOR. Measure the resistance between transmission connector terminals. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(T4) No. 5 — No. 9:</i> <i>Turbo model</i> <i>(T4) No. 16 — No. 19:</i>	Is resistance as follows? <ul style="list-style-type: none"> • Non-turbo model Fluid temperature 0°C → Approx. 6.0 kΩ Fluid temperature 20°C → Approx. 2.5 kΩ Fluid temperature 80°C → Approx. 330 Ω • Turbo model Fluid temperature 0°C → Approx. 6.2 kΩ Fluid temperature 20°C → Approx. 2.6 kΩ Fluid temperature 80°C → Approx. 370 Ω 	Check the TCM.	<ul style="list-style-type: none"> • Non-turbo model Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> • Turbo model Replace the transmission harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

D: DTC P0713 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

Input signal circuit of ATF temperature sensor is open or shorted.

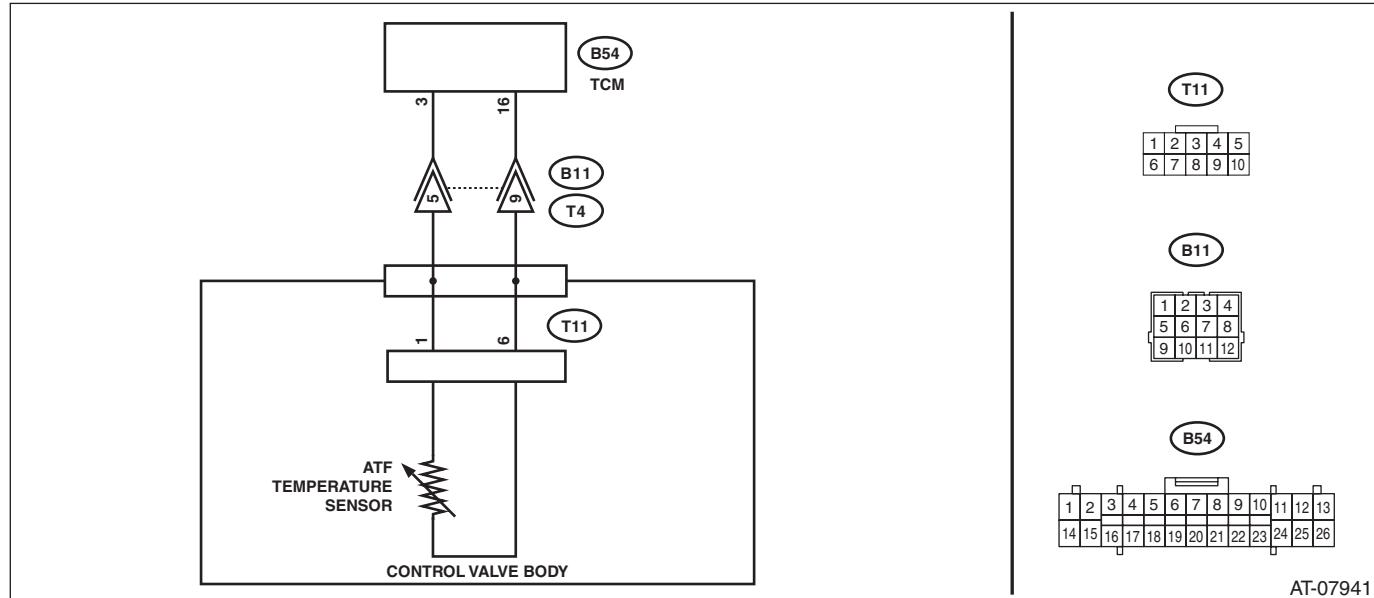
TROUBLE SYMPTOM:

- Excessive shift shock
- Shift characteristics malfunction

WIRING DIAGRAM:

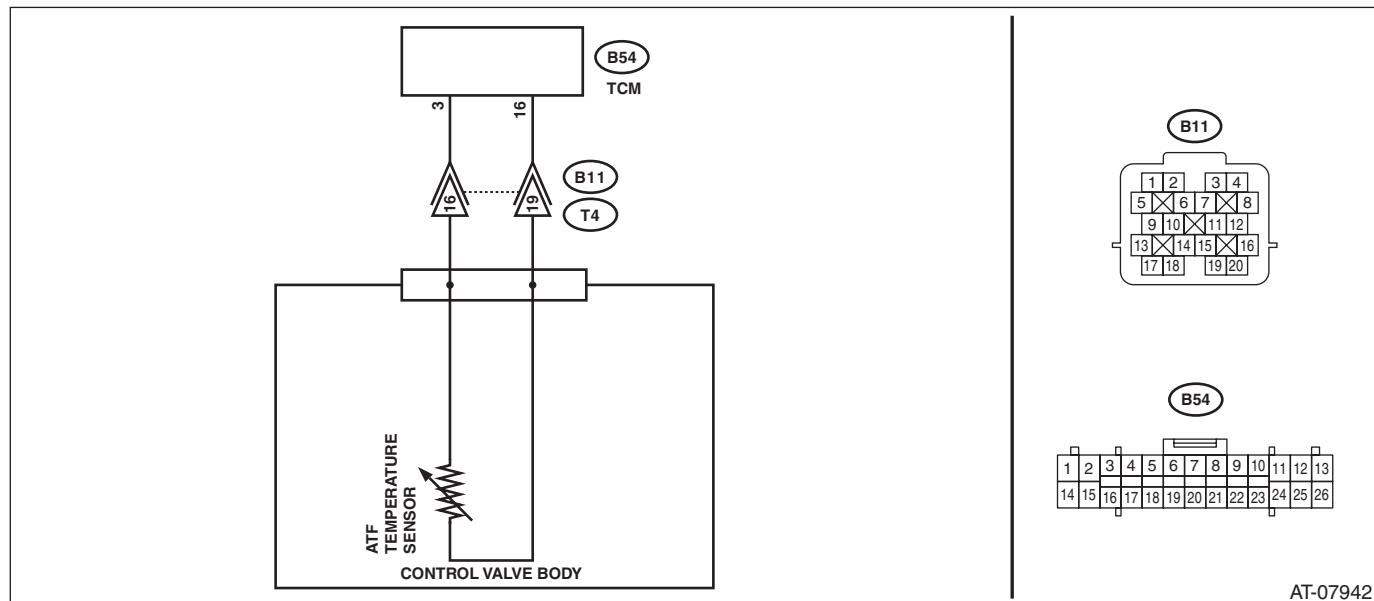
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS. 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connectors. <i>Connector & terminal</i> <i>(B54) No. 3 (+) — (B54) No. 16 (-):</i>	Is the voltage 5 V or more?	Repair the short circuit of harness. Go to step 2.	
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(B54) No. 3 — (B11) No. 5:</i> <i>(B54) No. 16 — (B11) No. 9:</i> <i>Turbo model</i> <i>(B54) No. 3 — (B11) No. 16:</i> <i>(B54) No. 16 — (B11) No. 19:</i>	Is the resistance less than 1 Ω ?	Go to step 3. Repair the open circuit of body harness.	
3 CHECK ATF TEMPERATURE SENSOR. Measure the resistance between transmission connector terminals. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(T4) No. 5 — No. 9:</i> <i>Turbo model</i> <i>(T4) No. 16 — No. 19:</i>	Is the resistance 1 $M\Omega$ or more?	<ul style="list-style-type: none"> Non-turbo model Go to step 4. Turbo model Repair the open circuit of transmission harness. 	Go to step 5.
4 CHECK HARNESS. CAUTION: Start work after ATF cools down. 1) Remove the transmission valve cover. 2) Measure the resistance between transmission connector and control valve body connector. <i>Connector & terminal</i> <i>(T4) No. 5 — (T11) No. 1:</i> <i>(T4) No. 9 — (T11) No. 6:</i>	Is the resistance less than 1 Ω ?	Repair the open circuit of transmission harness on the outside of the transmission.	Repair the open circuit of transmission harness on the control valve side.
5 CHECK ATF TEMPERATURE SENSOR. 1) Connect the connectors to TCM and transmission. 2) Start the engine. 3) Warm up until the ATF temperature exceeds 50°C (122°F). 4) Turn the ignition switch to OFF. 5) Disconnect the transmission connector. 6) Measure the resistance between transmission connector terminals. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(T4) No. 5 — No. 9:</i> <i>Turbo model</i> <i>(T4) No. 16 — No. 19:</i>	Is resistance as follows? <ul style="list-style-type: none"> Non-turbo model 650 — 990 Ω Turbo model 730 — 1120 Ω 	Go to step 6. Go to step 8.	

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK ATF TEMPERATURE SENSOR. Measure the resistance between transmission connector terminals. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(T4) No. 5 — No. 9:</i> <i>Turbo model</i> <i>(T4) No. 16 — No. 19:</i>	Does the resistance value increase gradually while the ATF temperature decreases?	Go to step 7.	<ul style="list-style-type: none"> • Non-turbo model Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> • Turbo model Replace the transmission harness.
7 CHECK INPUT SIGNAL FOR TCM. 1) Connect the transmission connector. 2) Turn the ignition switch to ON. (Do not start engine.) 3) Read the data of «ATF Temp.» using the Subaru Select Monitor.	Does the ATF temperature gradually decrease?	Check for poor contact of the ATF temperature sensor and transmission connector harness, and repair the defective part.	Go to step 8.
8 CHECK FOR POOR CONTACT.	Is there poor contact of ATF temperature sensor circuit?	Repair the poor contact.	Check the TCM.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

E: DTC P0716 TORQUE CONVERTER TURBINE SPEED

DTC DETECTING CONDITION:

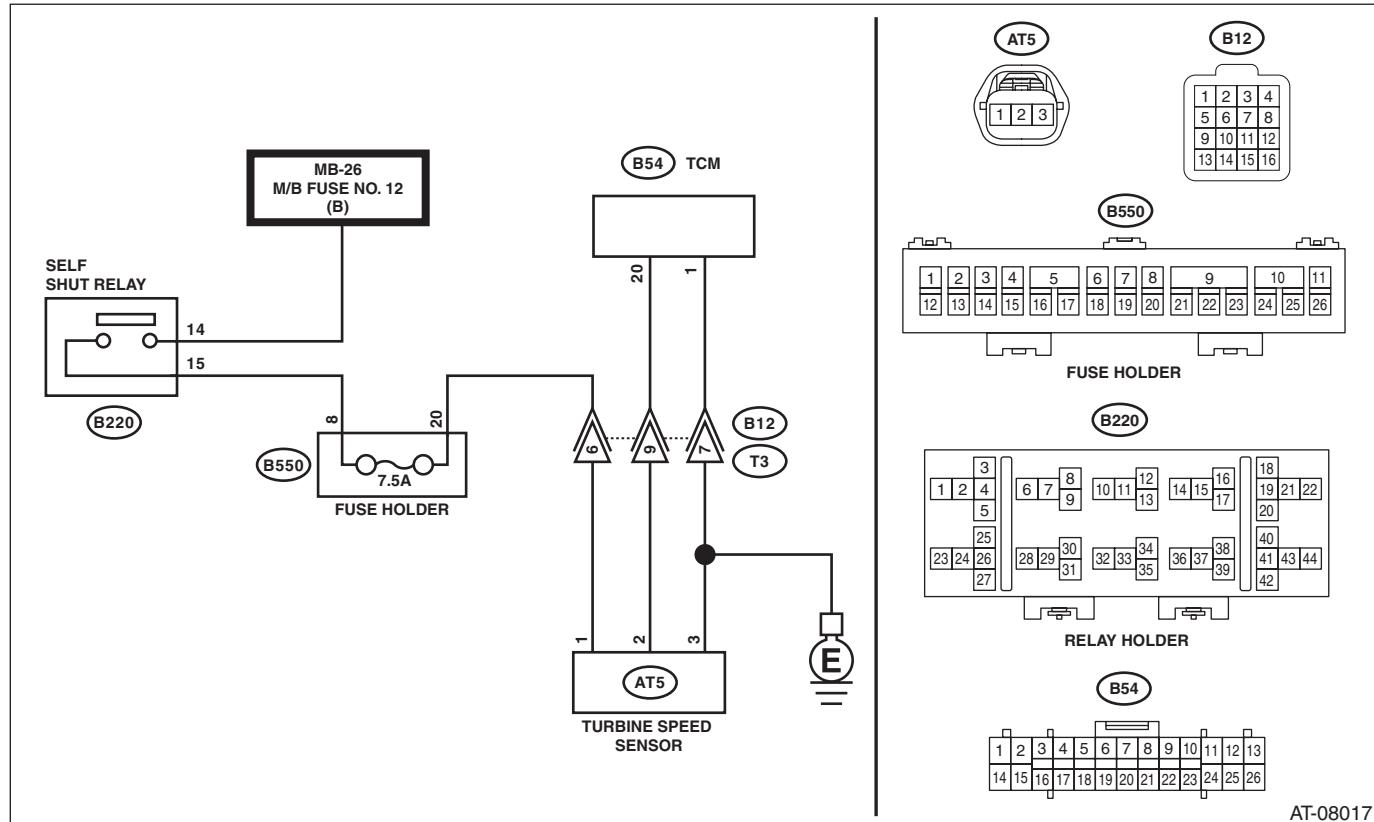
- Input signal circuit of TCM is open or shorted.
- Turbine speed sensor is faulty.

TROUBLE SYMPTOM:

- Standing start problems
- Shock occurs when engaging the lockup clutch.
- Shock occurs when selecting shift position.

WIRING DIAGRAM:

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System. >



AT-08017

Step	Check	Yes	No
1 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse (7.5 A) from the fuse holder.	Is the fuse OK?	Go to step 2.	Replace the fuse. If the fuse blows out easily, repair the short circuit of harness.
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. Connector & terminal (B54) No. 1 — (B12) No. 7: (B54) No. 20 — (B12) No. 9: (B550) No. 20 — (B12) No. 6:	Is the resistance less than 1 Ω?	Go to step 3.	Repair the open circuit of harness.
3 CHECK HARNESS. Measure the resistance between TCM connector and chassis ground. Connector & terminal (B54) No. 20 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 4.	Repair the short circuit of harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
4 CHECK TRANSMISSION HARNESS. 1) Connect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector terminals. <i>Connector & terminal (B12) No. 6 (+) — (B12) No. 7 (-):</i>	Is the voltage 10 — 13 V?	Go to step 5.	Repair the open circuit of harness or poor contact of connector.
5 CHECK INPUT SIGNAL FOR TCM. 1) Turn the ignition switch to OFF. 2) Connect the transmission connector. 3) Start the engine. 4) Read the data of «Turbine Revolution Speed» using the Subaru Select Monitor.	Does the value of «Turbine Revolution Speed» change according to the engine speed?	Current condition is normal. Repair the poor contacts of harnesses of turbine speed sensor and transmission connector.	Go to step 6.
6 CHECK TRANSMISSION HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Lift up the vehicle. 4) Disconnect the turbine speed sensor connector. 5) Measure the resistance between transmission connector and turbine speed sensor connector. <i>Connector & terminal (T3) No. 6 — (AT5) No. 1: (T3) No. 7 — (AT5) No. 3: (T3) No. 9 — (AT5) No. 2:</i>	Is the resistance less than 1 Ω ?	Replace the turbine speed sensor. <Ref. to CVT(TR580)-98, Turbine Speed Sensor.>	Replace the transmission harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

F: DTC P0719 BRAKE SWITCH CIRCUIT LOW

DTC DETECTING CONDITION:

Brake switch malfunction or input signal circuit of brake switch is open or shorted.

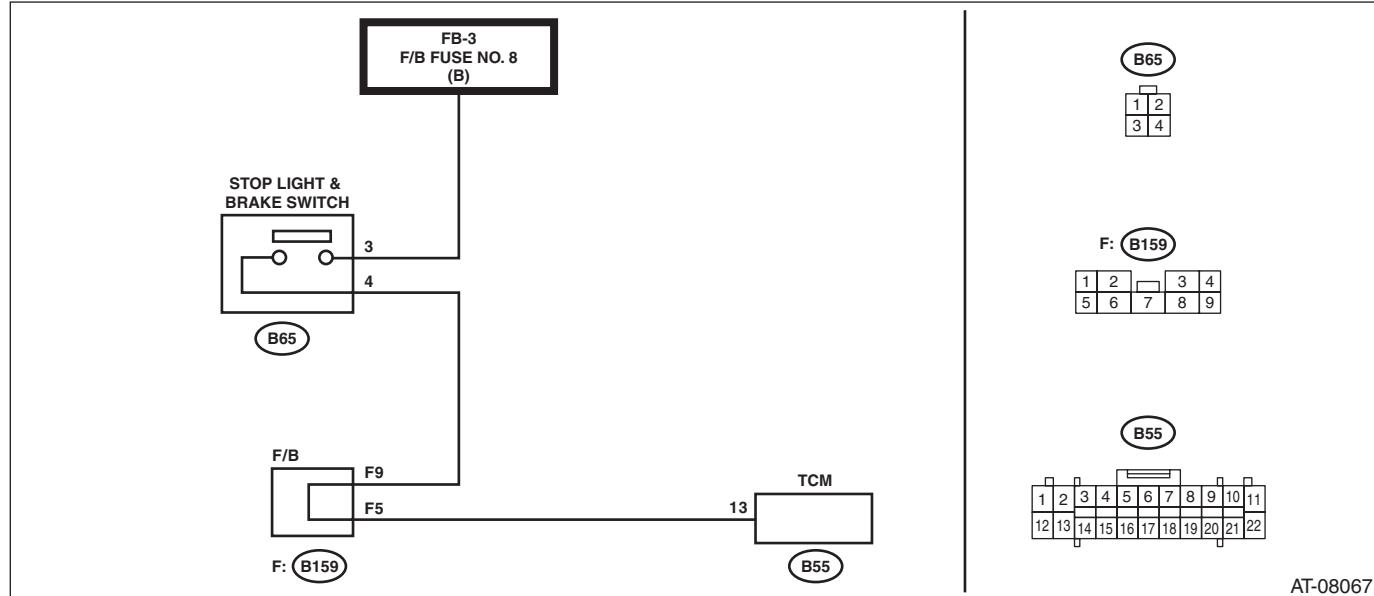
TROUBLE SYMPTOM:

Gear is not shifted down when climbing a hill or driving down a hill.

WIRING DIAGRAM:

- Non-turbo model (without EyeSight and X mode)

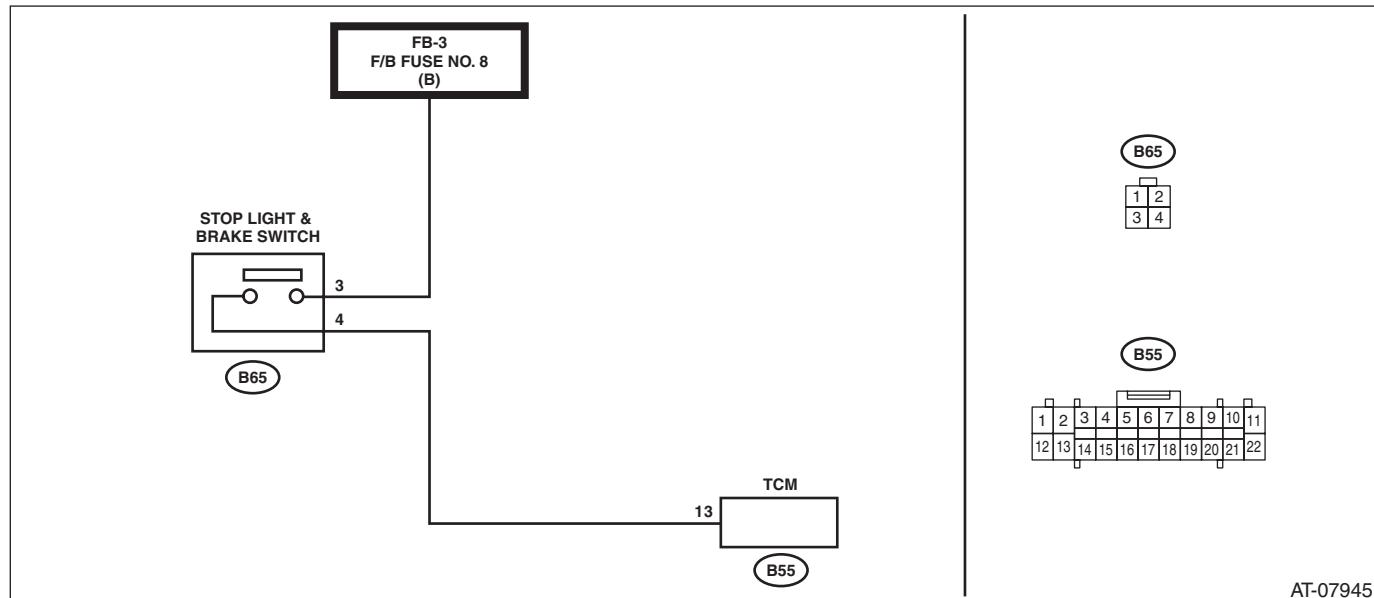
Stop light system <Ref. to WI-401, NON-TURBO MODEL (WITHOUT EyeSight AND X MODE), WIRING DIAGRAM, Stop Light System.>



AT-08067

- Except for non-turbo model (without EyeSight and X mode)

Stop light system <Ref. to WI-403, EXCEPT FOR NON-TURBO MODEL (WITHOUT EyeSight AND X MODE), WIRING DIAGRAM, Stop Light System.>



AT-07945

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FUSE (NO. 8). 1) Turn the ignition switch to OFF. 2) Remove the fuse (No. 8).	Is the fuse (No. 8) blown out?	Replace the fuse (No. 8). If the new fuse (No. 8) has blown out easily, repair the short circuit of harness between fuse (No. 8) and stop light switch.	Go to step 2.
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and stop light switch connector. 3) Measure the resistance between TCM connector and stop light switch connector. <i>Connector & terminal (B55) No. 13 — (B65) No. 4:</i>	Is the resistance less than 1 Ω?	Go to step 3.	Repair the open circuit of harness.
3 CHECK HARNESS. Measure the resistance between TCM connector and fuse (No. 8). <i>Connector & terminal (B65) No. 3 — fuse (No. 8):</i>	Is the resistance less than 1 Ω?	Go to step 4.	Repair the open circuit of harness.
4 CHECK INPUT SIGNAL FOR TCM. 1) Install the fuse (No. 8). 2) Connect the TCM and stop light switch connector. 3) Depress the brake pedal. 4) Measure the voltage between TCM connector and chassis ground. <i>Connector & terminal (B55) No. 13 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Go to step 5.	Replace the stop light switch. <Ref. to BR-74, Stop Light Switch.>
5 CHECK INPUT SIGNAL FOR TCM. With brake pedal depressed, read the data of «Stop Light Switch» using Subaru Select Monitor.	Is “ON” displayed?	Current condition is normal. Check for poor contact in connectors or harnesses, and repair the defective part.	Go to step 6.
6 CHECK FOR POOR CONTACT.	Is there poor contact of input signal of stop light switch?	Repair the poor contact.	Check the TCM.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

G: DTC P0720 OUTPUT SPEED SENSOR CIRCUIT

DTC DETECTING CONDITION:

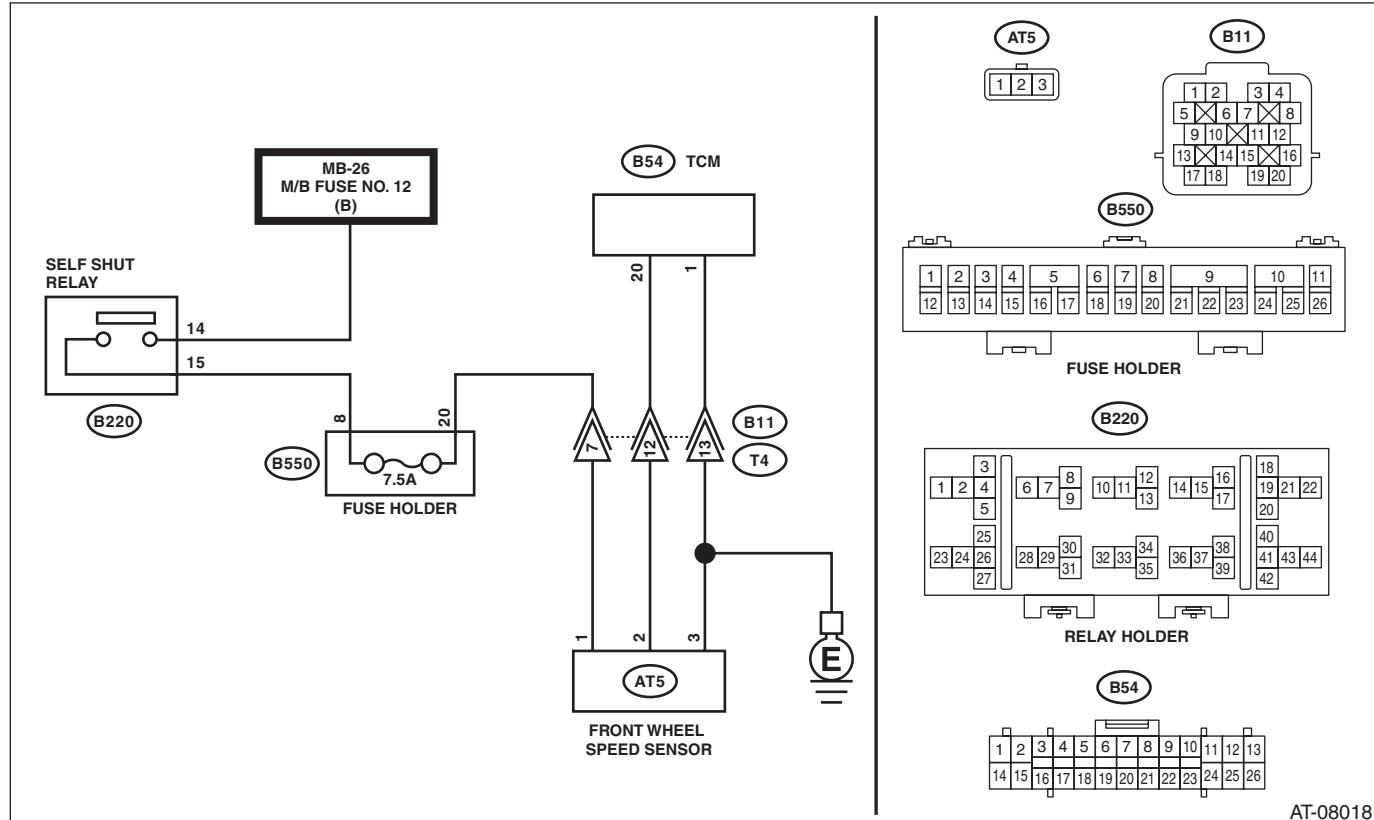
- Input signal circuit of TCM is open or shorted.
- Front wheel speed sensor malfunction

TROUBLE SYMPTOM:

- Shock occurs when selecting shift position.
- Shift control malfunction

WIRING DIAGRAM:

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



AT-08018

Step	Check	Yes	No
1 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse (7.5 A) from the fuse holder.	Is the fuse OK?	Go to step 2.	Replace the fuse. If the fuse blows out easily, repair the short circuit of harness.
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. <i>Connector & terminal (B54) No. 1 — (B11) No. 13: (B54) No. 20 — (B11) No. 12: (B550) No. 20 — (B11) No. 7:</i>	Is the resistance less than 1 Ω?	Go to step 3.	Repair the open circuit of harness.
3 CHECK HARNESS. Measure the resistance between TCM connector and chassis ground. <i>Connector & terminal (B54) No. 20 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 4.	Repair the short circuit of harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
4 CHECK TRANSMISSION HARNESS. 1) Connect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector terminals. Connector & terminal (B11) No. 7 (+) — (B11) No. 13 (-):	Is the voltage approx. 10 — 13 V?	Go to step 5.	Repair the open circuit of harness or poor contact of connector.
5 CHECK INPUT SIGNAL FOR TCM. 1) Turn the ignition switch to OFF. 2) Connect the transmission connector. 3) Lift up the vehicle. 4) Start the engine. 5) Slowly increase the speed to 30 km/h (18 MPH). 6) Read the data of «Front Wheel Speed» using Subaru Select Monitor.	Does the value of «Front Wheel Speed» change according to the engine speed?	Current condition is normal. Repair the poor contacts of harnesses of front wheel speed sensor and transmission connector.	Go to step 6.
6 CHECK TRANSMISSION HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Lift up the vehicle. 4) Disconnect the front wheel speed sensor connector. 5) Measure the resistance between transmission connector and front wheel speed sensor connector. Connector & terminal (T4) No. 7 — (AT5) No. 1: (T4) No. 12 — (AT5) No. 2: (T4) No. 13 — (AT5) No. 3:	Is the resistance less than 1 Ω ?	Replace the front wheel speed sensor. <Ref. to CVT(TR690)-104, Front Wheel Speed Sensor.>	Replace the transmission harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

H: DTC P0724 BRAKE SWITCH CIRCUIT HIGH

DTC DETECTING CONDITION:

Brake switch malfunction or input signal circuit of brake switch is shorted.

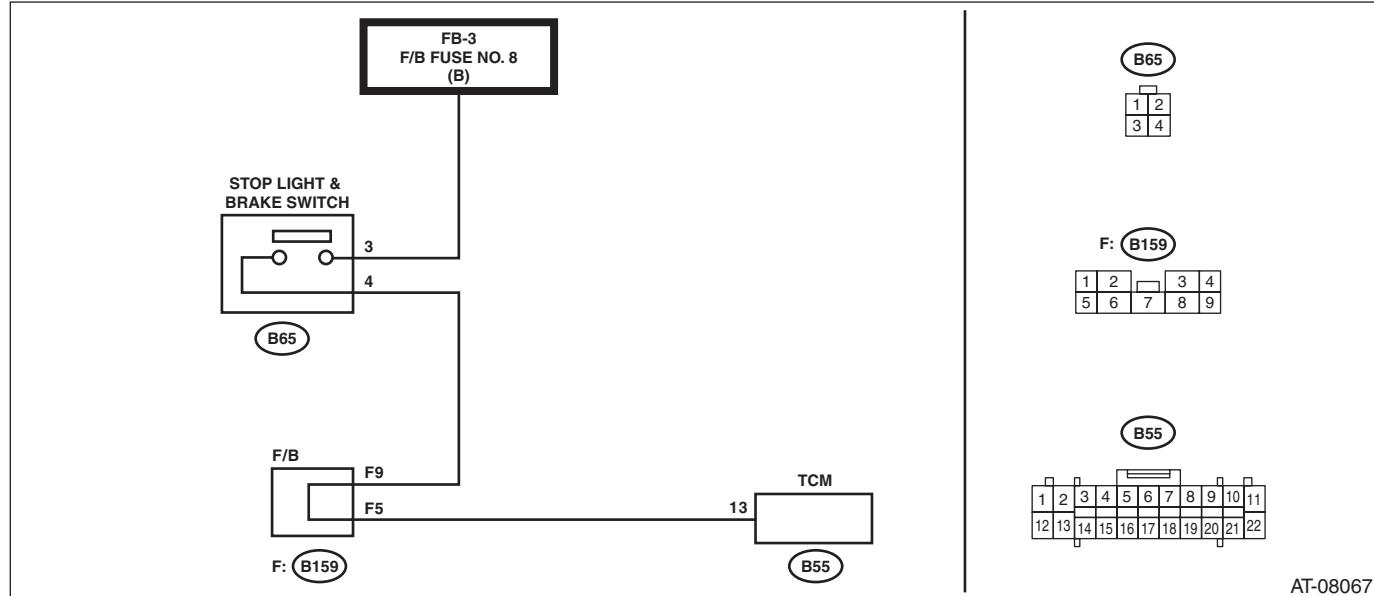
TROUBLE SYMPTOM:

Gear is not shifted down when climbing a hill or driving down a hill.

WIRING DIAGRAM:

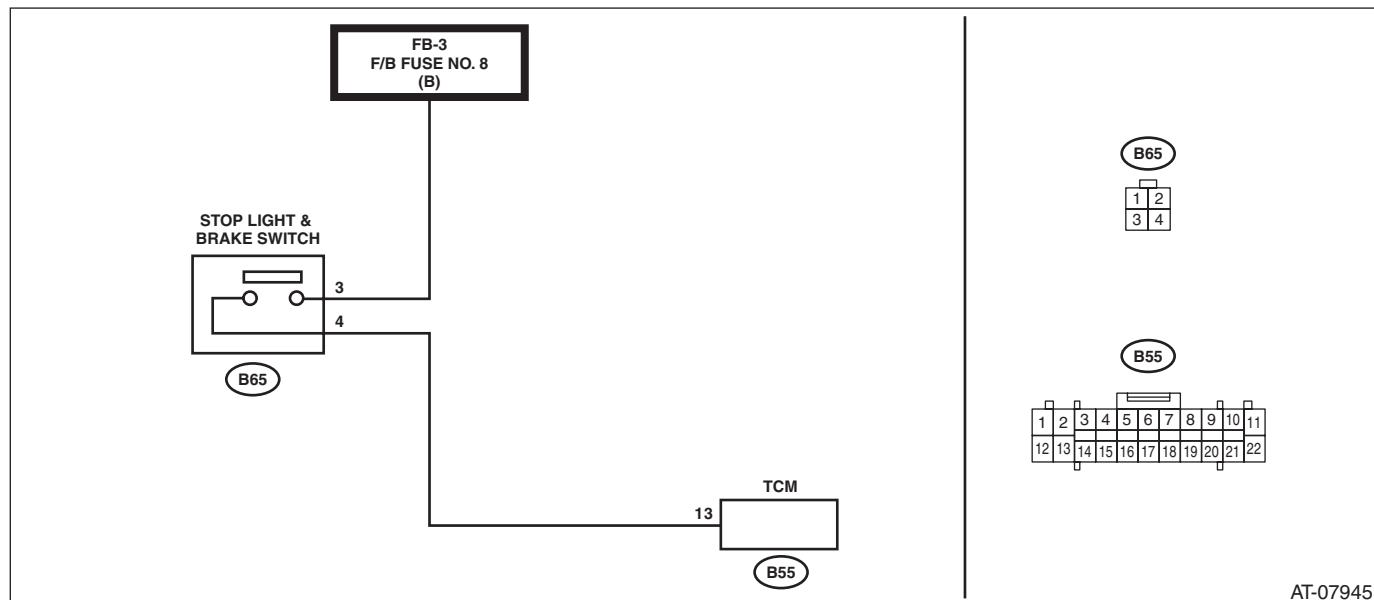
- Non-turbo model (without EyeSight and X mode)

Stop light system <Ref. to WI-401, NON-TURBO MODEL (WITHOUT EyeSight AND X MODE), WIRING DIAGRAM, Stop Light System.>



- Except for non-turbo model (without EyeSight and X mode)

Stop light system <Ref. to WI-403, EXCEPT FOR NON-TURBO MODEL (WITHOUT EyeSight AND X MODE), WIRING DIAGRAM, Stop Light System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK STOP LIGHT SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the stop light switch connector. 3) Measure the resistance of harness between stop light switch connectors. <i>Connector & terminal (B65) No. 3 — No. 4:</i>	Is the resistance 1 MΩ or more?	Go to step 2.	Replace the stop light switch. <Ref. to BR-74, Stop Light Switch.>
2 CHECK HARNESS. 1) Disconnect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between TCM connector and chassis ground. <i>Connector & terminal (B55) No. 13 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Repair the short circuit of harness.	Go to step 3.
3 CHECK INPUT SIGNAL FOR TCM. 1) Connect the TCM and stop light switch connector. 2) Turn the ignition switch to ON. 3) Read the data of «Stop Light Switch» using Subaru Select Monitor.	Is “OFF” displayed?	Current condition is normal. Check for poor contact in connectors or harnesses, and repair the defective part.	Go to step 4.
4 CHECK FOR POOR CONTACT.	Is there poor contact of input signal of stop light switch?	Repair the poor contact.	Check the TCM.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

I: DTC P0730 GEARSHIFT CONTROL PERFORMANCE ABNORMAL

DTC DETECTING CONDITION:

- Control valve hydraulic circuit malfunction
- Primary UP solenoid, primary Down solenoid characteristics malfunction
- CVT chain slippage

TROUBLE SYMPTOM:

- Acceleration is poor during standing start.
- Shift control malfunction
- Engine speed increases abruptly.

Step	Check	Yes	No
1 CHECK TRANSMISSION FLUID. Check the condition of ATF. <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step 2.	Check according to the "corrective action" of ATF (CVTF) "CONDITION CHECK". <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
2 CHECK TRANSMISSION FLUID. Check the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step 3.	Adjust the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
3 CHECK INPUT SIGNAL FOR TCM. 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to "P" range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step 4.	Perform the diagnosis according to DTC P0841 procedure.
4 CHECK INPUT SIGNAL FOR TCM. 1) Set the select lever to "D" range. 2) Release the brake pedal to stabilize the engine speed and front wheel speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? <ul style="list-style-type: none">• Non-turbo model 1.5 — 2.6• Turbo model 2.0 — 2.4	Go to step 5.	Go to step 6.
5 CHECK INPUT SIGNAL FOR TCM. 1) Set the select lever to "D" range. 2) Slowly increase the speed to 40 km/h (24 MPH) and keep the constant speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? <ul style="list-style-type: none">• Non-turbo model 0.5 — 0.9• Turbo model 0.5 — 0.8	Go to step 6.	Replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
6 DRIVING CHECK BY INSPECTION MODE. 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the "Inspection Mode". <Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0730 displayed?	Replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.>	If there is shift problems, abrupt increase of engine speed, standing start problems, replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.> If it is normal, temporary poor contact occurs.

J: DTC P0801 REVERSE INHIBIT CONTROL CIRCUIT

NOTE:

For diagnostic procedures, refer to "BODY CONTROL SYSTEM (DIAGNOSTICS)". <Ref. to BC(diag)-34, DTC B1106 SHIFT LOCK CIRCUIT FAILURE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

K: DTC P0841 SECONDARY OIL PRESSURE SENSOR PERFORMANCE

DTC DETECTING CONDITION:

- Control valve hydraulic circuit malfunction
- Secondary pressure sensor fault or characteristics malfunction

TROUBLE SYMPTOM:

- Acceleration is poor during standing start.
- Shift control malfunction
- Engine speed increases abruptly.

Step	Check	Yes	No
1 CHECK TRANSMISSION FLUID. Check the condition of ATF. <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step 2.	Check according to the "corrective action" of ATF (CVTF) "CONDITION CHECK". <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
2 CHECK TRANSMISSION FLUID. Check the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step 3.	Adjust the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
3 CHECK INPUT SIGNAL FOR TCM. 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to "P" range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step 4.	Go to step 6.
4 CHECK INPUT SIGNAL FOR TCM. 1) Keep the engine speed at 3,000 rpm. 2) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» higher than step 3 value? Does the value change according to the engine speed, within the range of 1.5 — 2.5 MPa?	Go to step 5.	Go to step 6.
5 CHECK TCM INPUT SIGNAL (STALL TEST). 1) Apply the parking brake. 2) Set the select lever to "D" range. 3) Depress the brake pedal firmly. 4) Slowly open the accelerator fully, and stabilize the engine speed. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» higher than step 4 value? Does the value change according to the engine speed, within the range of 4.5 — 6.0 MPa?	Go to step 7.	Go to step 6.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK SECONDARY PRESSURE SENSOR.	Is the secondary pressure sensor damaged from the standpoint of appearance?	Replace the secondary pressure sensor. <Ref. to CVT(TR580)-105, Secondary Pressure Sensor.> <Ref. to CVT(TR690)-106, Secondary Pressure Sensor.>	Perform the diagnosis according to DTC P0842, P0843 procedure.
7 DRIVING CHECK BY INSPECTION MODE. 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the "Inspection Mode". <Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0841 displayed?	Perform the secondary pressure test. <Ref. to CVT(TR580)-48, Secondary Pressure (Line Pressure) Test.> <Ref. to CVT(TR690)-50, Secondary Pressure (Line Pressure) Test.>	If there is shift problems, abrupt increase of engine speed, standing start problems, replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.> If it is normal, temporary poor contact occurs.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

L: DTC P0842 SECONDARY OIL PRESSURE SENSOR CIRCUIT (LOW)

DTC DETECTING CONDITION:

Input signal circuit of secondary pressure sensor is open or shorted.

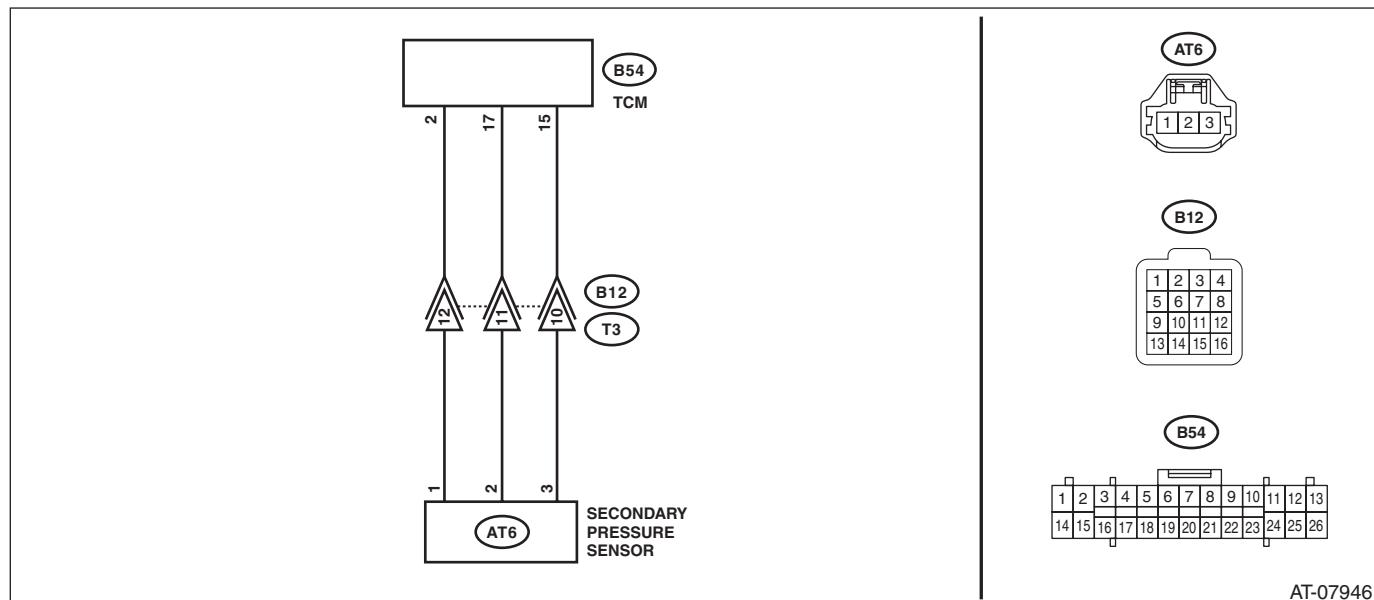
TROUBLE SYMPTOM:

Shift characteristics malfunction

WIRING DIAGRAM:

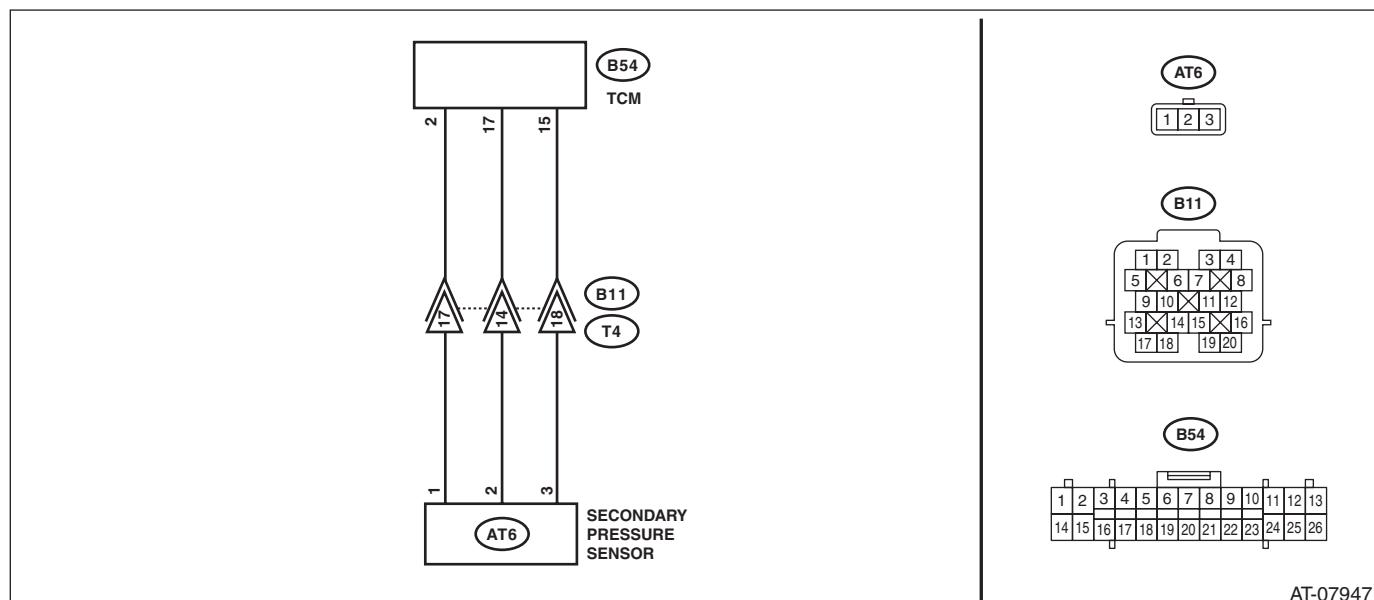
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL FOR TCM. 1) Start the engine. 2) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 3) Shift the select lever to "P" range. 4) Stabilize the engine speed at idle. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Check for poor contact of connector. Go to step 2.	
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. <i>Connector & terminal</i> <i>Non-turbo model</i> (B54) No. 2 — (B12) No. 12: (B54) No. 15 — (B12) No. 10: (B54) No. 17 — (B12) No. 11: <i>Turbo model</i> (B54) No. 2 — (B11) No. 17: (B54) No. 15 — (B11) No. 18: (B54) No. 17 — (B11) No. 14:	Is the resistance less than 1 Ω?	Go to step 3.	Repair the open circuit of harness.
3 CHECK HARNESS. Measure the resistance between TCM connector and chassis ground. <i>Connector & terminal</i> (B54) No. 2 — Chassis ground: (B54) No. 17 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 4.	Repair the short circuit of harness.
4 CHECK TRANSMISSION HARNESS. 1) Disconnect the secondary pressure sensor connector. 2) Measure the resistance between transmission connector and secondary pressure sensor connector. <i>Connector & terminal</i> <i>Non-turbo model</i> (T3) No. 10 — (AT6) No. 3: (T3) No. 11 — (AT6) No. 2: (T3) No. 12 — (AT6) No. 1: <i>Turbo model</i> (T4) No. 14 — (AT6) No. 2: (T4) No. 17 — (AT6) No. 1: (T4) No. 18 — (AT6) No. 3:	Is the resistance less than 1 Ω?	Go to step 5.	Repair the open circuit of harness.
5 CHECK TRANSMISSION HARNESS. Measure the resistance between transmission connector and chassis ground. <i>Connector & terminal</i> <i>Non-turbo model</i> (T3) No. 11 — Chassis ground: (T3) No. 12 — Chassis ground: <i>Turbo model</i> (T4) No. 14 — Chassis ground: (T4) No. 17 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 6.	Repair the short circuit of harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK SENSOR POWER SUPPLY. 1) Connect the connectors of TCM and transmission. 2) Turn the ignition switch to ON. 3) Measure the voltage between secondary pressure sensor connector terminals. <i>Connector & terminal (AT6) No. 1 (+) — (AT6) No. 3 (-):</i>	Is the voltage 4.5 V or more?	Replace the secondary pressure sensor. <i><Ref. to CVT(TR580)-105, Secondary Pressure Sensor.></i> <i><Ref. to CVT(TR690)-106, Secondary Pressure Sensor.></i>	Check for poor contact of the connector, and repair the defective part.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

M: DTC P0843 SECONDARY OIL PRESSURE SENSOR CIRCUIT (HIGH)

DTC DETECTING CONDITION:

Input signal circuit of secondary pressure sensor is shorted.

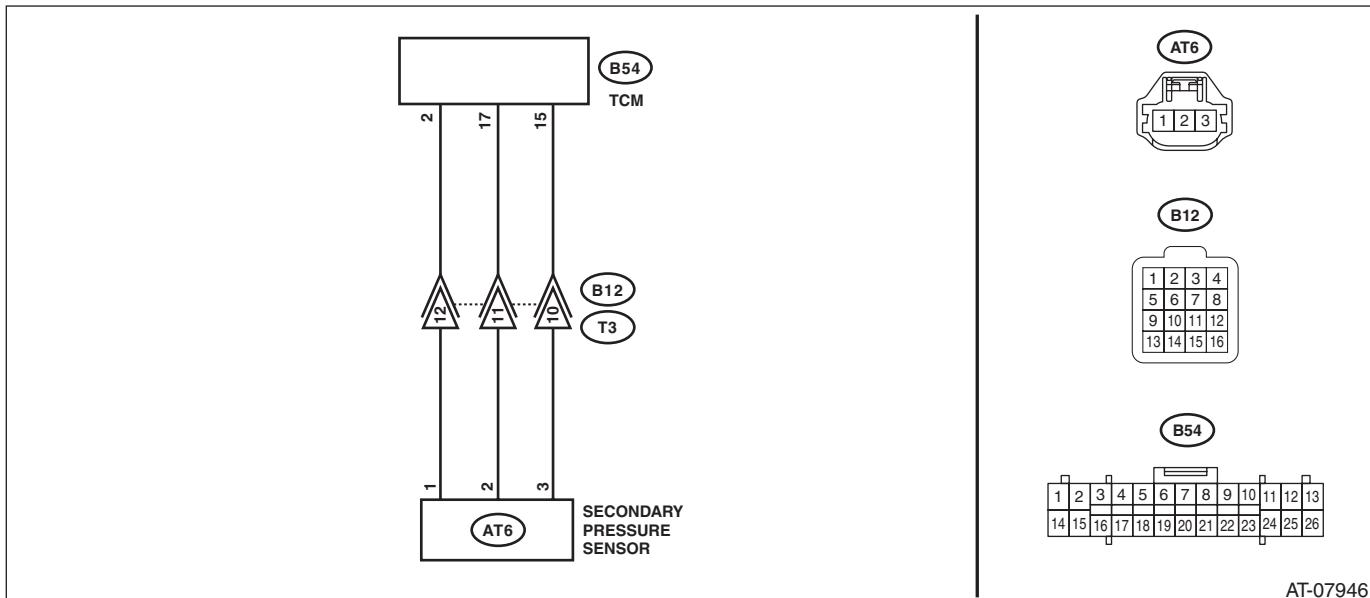
TROUBLE SYMPTOM:

Shift characteristics malfunction

WIRING DIAGRAM:

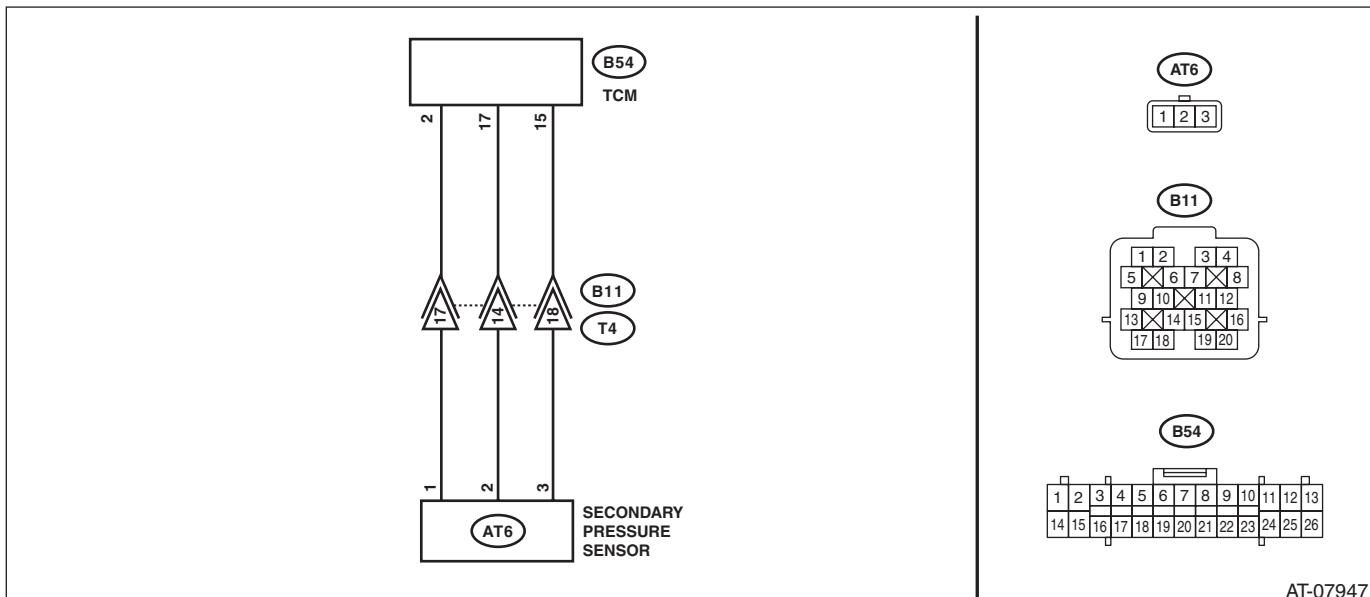
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL FOR TCM. 1) Start the engine. 2) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 3) Shift the select lever to "P" range. 4) Stabilize the engine speed at idle. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Check for poor contact of connector. Go to step 2.	
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Turn the ignition switch to ON. 4) Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 2 (+) — Chassis ground (-): (B54) No. 17 (+) — Chassis ground (-):	Is the voltage approx. 0 V?	Go to step 3. Repair the short circuit of harness.	
3 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Measure the resistance between TCM connector terminals. Connector & terminal (B54) No. 2 — (B54) No. 17:	Is the resistance less than 1 Ω?	Repair the short circuit of harness. Go to step 4.	
4 CHECK TRANSMISSION HARNESS. 1) Disconnect the secondary pressure sensor connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and chassis ground. Connector & terminal Non-turbo model (T3) No. 11 (+) — Chassis ground (-): (T3) No. 12 (+) — Chassis ground (-): Turbo model (T4) No. 14 (+) — Chassis ground (-): (T4) No. 17 (+) — Chassis ground (-):	Is the voltage approx. 0 V?	Go to step 5. Repair the short circuit of harness.	
5 CHECK TRANSMISSION HARNESS. 1) Turn the ignition switch to OFF. 2) Measure the resistance between transmission connector terminals. Connector & terminal Non-turbo model (T3) No. 11 — (T3) No. 12: Turbo model (T4) No. 14 — (T4) No. 17:	Is the resistance less than 1 Ω?	Repair the short circuit of harness. Go to step 6.	
6 CHECK SENSOR POWER SUPPLY. 1) Connect the connectors of TCM and transmission. 2) Turn the ignition switch to ON. 3) Measure the voltage between secondary pressure sensor connector terminals. Connector & terminal (AT6) No. 1 (+) — (AT6) No. 3 (-):	Is the voltage 4.5 V or more?	Replace the secondary pressure sensor. <Ref. to CVT(TR580)-105, Secondary Pressure Sensor.> <Ref. to CVT(TR690)-106, Secondary Pressure Sensor.> Check for poor contact of the connector, and repair the defective part.	

N: DTC P0890 AT SELF-SHUT RELAY DIAGNOSIS (LOW)

DTC DETECTING CONDITION:

- Power supply circuit of TCM is open or shorted.
- Self shut relay malfunction

TROUBLE SYMPTOM:

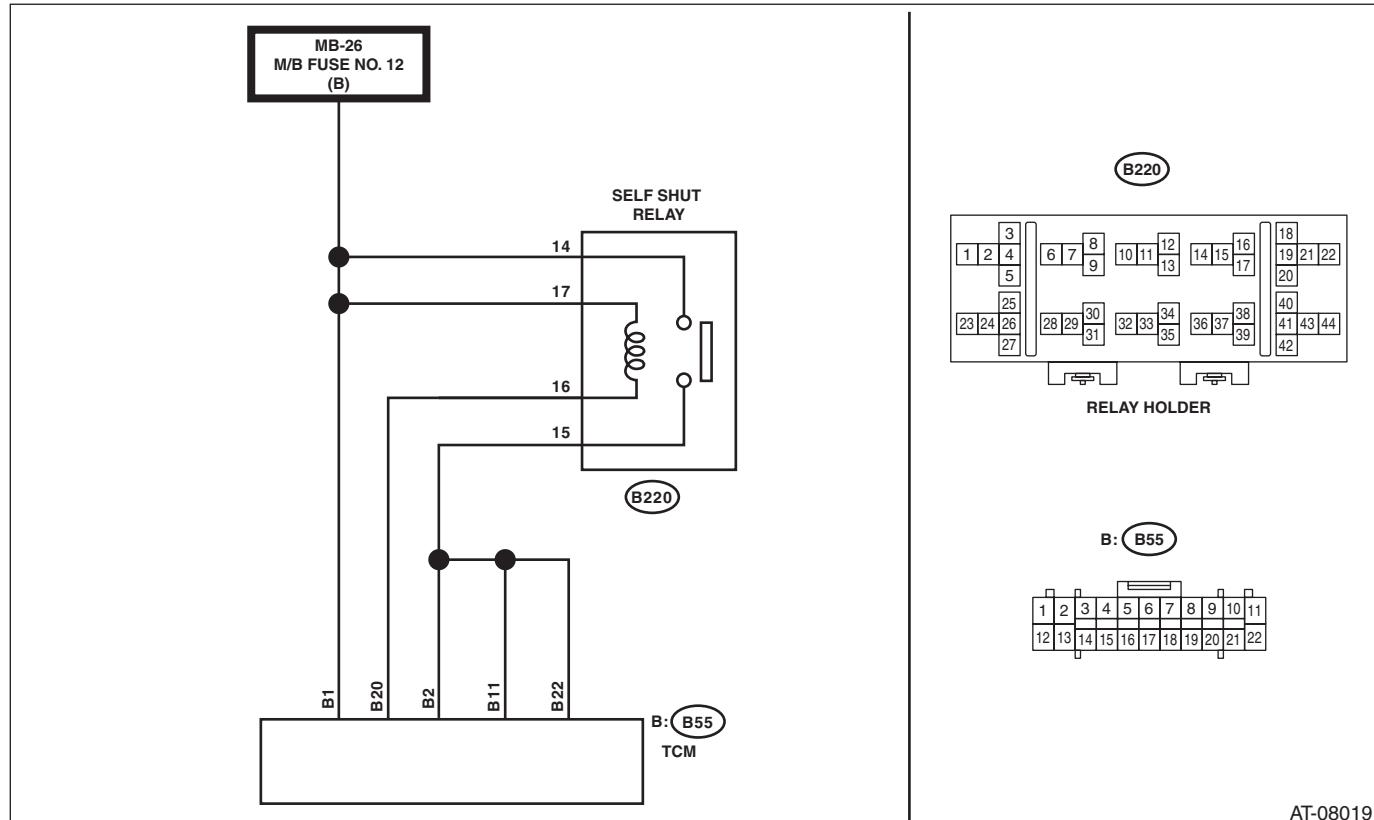
Gear is not changed.

CAUTION:

After diagnosis, perform Clear Memory Mode for ECM. <Ref. to EN(H4DOTC)(diag)-60, Clear Memory Mode.> <Ref. to EN(H4DO)(diag)-58, Clear Memory Mode.>

WIRING DIAGRAM:

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.> <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



AT-08019

Step	Check	Yes	No
1 CHECK HARNESS. 1) Disconnect the TCM and self shut relay connectors. 2) Measure the resistance between TCM connector and self shut relay connector. Connector & terminal (B55) No. 20 — (B220) No. 16: (B55) No. 2 — (B220) No. 15: (B55) No. 11 — (B220) No. 15: (B55) No. 22 — (B220) No. 15:	Is the resistance less than 1 Ω?	Go to step 2.	Repair the open circuit of harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK HARNESS. Measure the resistance between TCM connector and chassis ground. <i>Connector & terminal</i> <i>(B55) No. 20 — Chassis ground:</i> <i>(B55) No. 2 — Chassis ground:</i> <i>(B55) No. 11 — Chassis ground:</i> <i>(B55) No. 22 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the short circuit of harness.
3 CHECK RELAY POWER SUPPLY. Measure the voltage between self shut relay connector and chassis ground. <i>Connector & terminal</i> <i>(B220) No. 14 (+) — Chassis ground (-):</i> <i>(B220) No. 17 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Go to step 4.	Repair the open or short circuit of harness.
4 CHECK SELF SHUT RELAY. Measure the resistance between self shut relay terminals. <i>Connector & terminal</i> <i>(B220) No. 16 — (B220) No. 17:</i>	Is the resistance 110 — 140 Ω?	Go to step 5.	Replace the self shut relay.
5 CHECK SELF SHUT RELAY. Measure the resistance between self shut relay terminals. <i>Connector & terminal</i> <i>(B220) No. 14 — (B220) No. 15:</i>	Is the resistance 1 MΩ or more?	Go to step 6.	Replace the self shut relay.
6 CHECK INPUT SIGNAL FOR TCM. 1) Connect the connectors of TCM and self shut relay. 2) Read the data of «Control module voltage» using Subaru Select Monitor.	Is the «Control module voltage» 10 V or more?	Current condition is normal. Check for poor contact in connectors or harnesses, and repair the defective part.	Go to step 7.
7 CHECK FOR POOR CONTACT.	Is there poor contact of the self shut relay circuit?	Repair the poor contact.	Check the TCM.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

O: DTC P0951 MANUAL SWITCH

DTC DETECTING CONDITION:

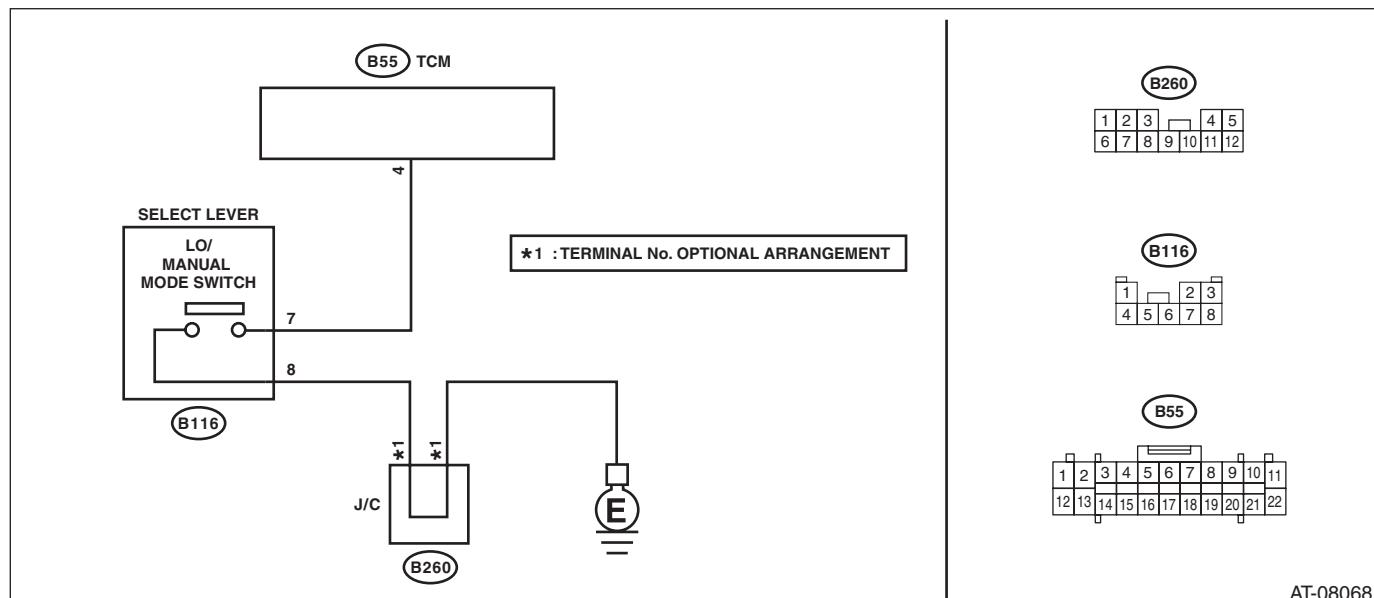
Input signal circuit of manual mode switch is open or shorted.

TROUBLE SYMPTOM:

Manual mode can not be set.

WIRING DIAGRAM:

CVT control system <Ref. to WI-144, CVT Control System.>



AT-08068

Step	Check	Yes	No
1 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the manual mode switch connector. 3) Measure the resistance between manual mode switch connector and chassis ground. <i>Connector & terminal (B116) No. 8 — Chassis ground:</i>	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit of harness.
2 CHECK MANUAL MODE SWITCH. Measure the resistance between manual mode switch terminals. <i>Connector & terminal (B116) No. 7 — No. 8:</i>	Is the resistance 1 M Ω or more?	Go to step 3.	Replace the select lever assembly. <Ref. to CS-24, Select Lever.>
3 CHECK MANUAL MODE SWITCH. 1) Shift the select lever to manual mode. 2) Measure the resistance between manual mode switch terminals. <i>Connector & terminal (B116) No. 7 — No. 8:</i>	Is the resistance less than 1 Ω ?	Go to step 4.	Replace the select lever assembly. <Ref. to CS-24, Select Lever.>
4 CHECK HARNESS. 1) Disconnect the TCM connector. 2) Measure the resistance between TCM connector and manual mode switch connector. <i>Connector & terminal (B55) No. 4 — (B116) No. 7:</i>	Is the resistance less than 1 Ω ?	Go to step 5.	Repair the open circuit of harness or poor contact of connector.
5 CHECK HARNESS. Measure the resistance between manual mode switch connector and chassis ground. <i>Connector & terminal (B116) No. 7 — Chassis ground:</i>	Is the resistance 1 M Ω or more?	Go to step 6.	Repair the short circuit of harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK INPUT SIGNAL FOR TCM. 1) Connect the TCM and manual mode switch connector. 2) Turn the ignition switch to ON. 3) Set the select lever to "D" range. 4) Read the data of «Tiptronic Mode Switch» using Subaru Select Monitor.	Does the value of «Tiptronic Mode Switch» change to "ON" with select lever in manual mode, and "OFF" with select lever in other than manual mode?	Current condition is normal.	Go to step 7.
7 CHECK FOR POOR CONTACT.	Is there poor contact of the manual mode switch circuit?	Repair the poor contact.	Check the TCM.

P: DTC P0962 SECONDARY SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:

Output signal circuit of secondary solenoid is shorted.

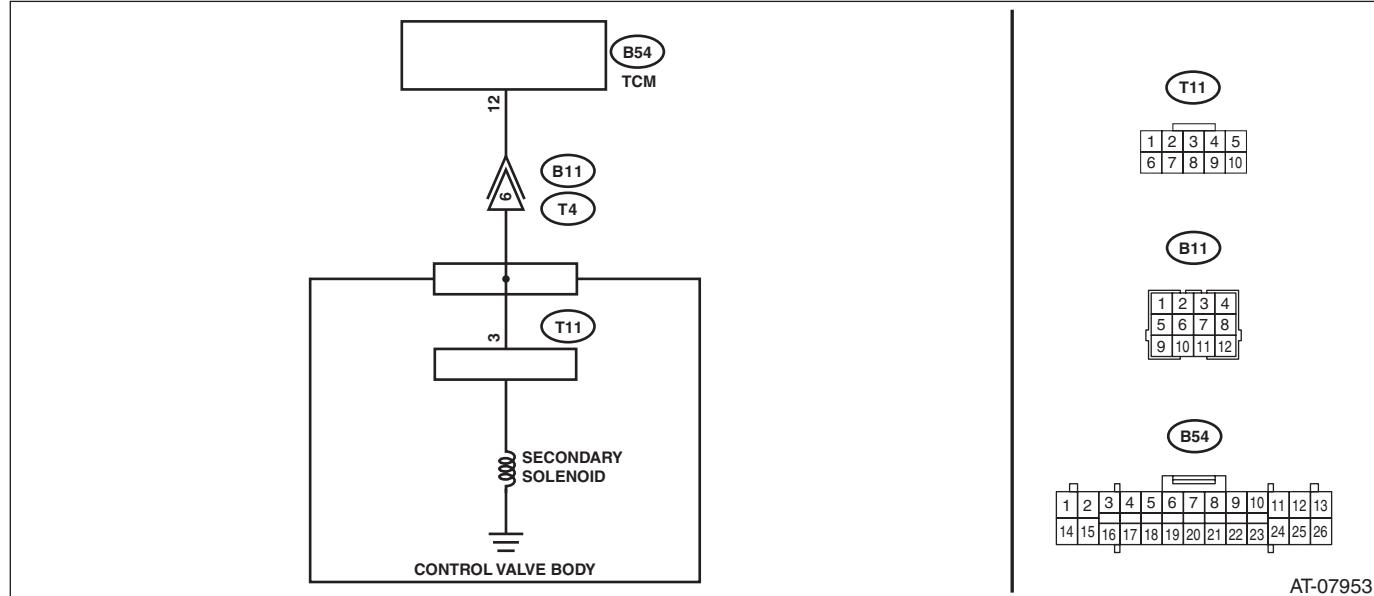
TROUBLE SYMPTOM:

- Engine speed increases abruptly, and can not start.
- Engine speed increases abruptly during driving.

WIRING DIAGRAM:

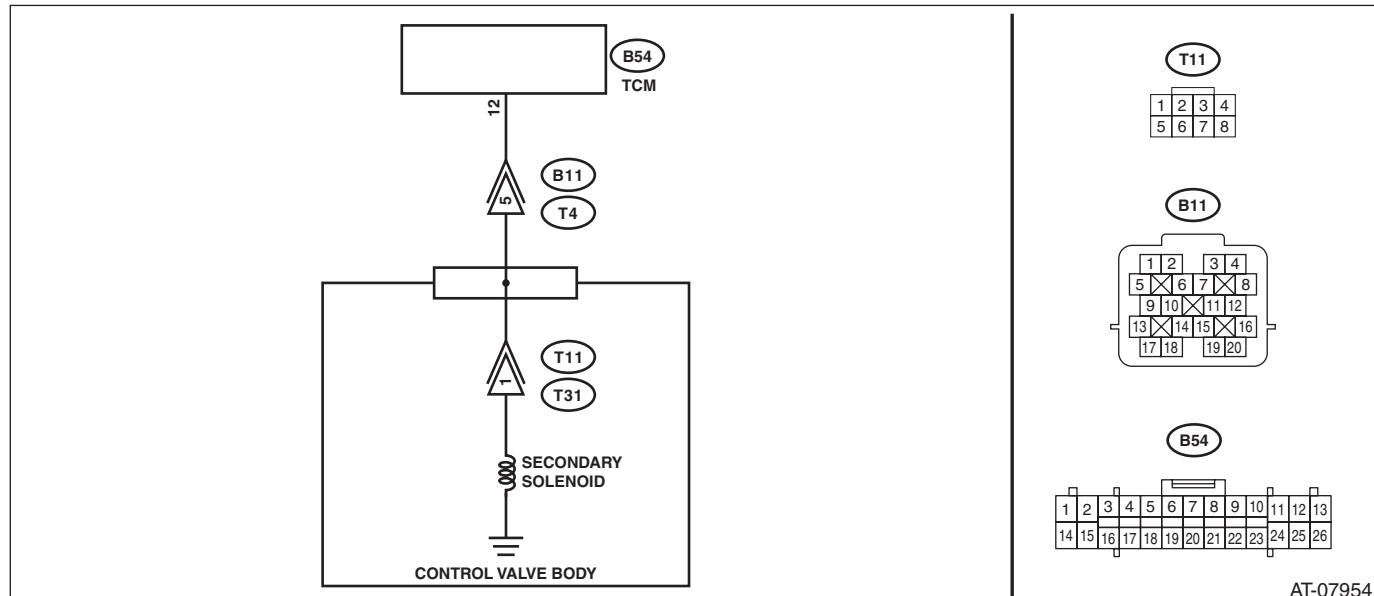
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL FOR TCM. 1) After driving with warm up condition, park the vehicle while depressing the brake pedal at "N" range. 2) Read the data of «Sec. Sol. Set Current» and «Sec. Sol. Actual Current» using Subaru Select Monitor.	Does the value of «Sec. Sol. Set Current» and «Sec. Sol. Actual Current» almost correspond?	Check for poor contact of connector. Go to step 2.	
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. <i>Connector & terminal (B54) No. 12 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 3. Repair the short circuit of harness.	
3 CHECK SECONDARY SOLENOID. Measure the resistance between transmission connector and transmission body. <i>Connector & terminal Non-turbo model (T4) No. 6 — Transmission body: Turbo model (T4) No. 5 — Transmission body:</i>	Is the resistance approx. 7 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part. Go to step 4.	
4 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the following parts. <ul style="list-style-type: none">Transmission valve cover (non-turbo model)Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 5. Replace the transmission harness.	
5 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. <i>Connector & terminal Non-turbo model (T4) No. 6 — Transmission body: Turbo model (T4) No. 5 — Transmission body:</i>	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.> Replace the transmission harness.	

Q: DTC P0963 SECONDARY SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

- Output signal circuit of secondary solenoid is open or shorted.
- Secondary solenoid has open circuit inside.

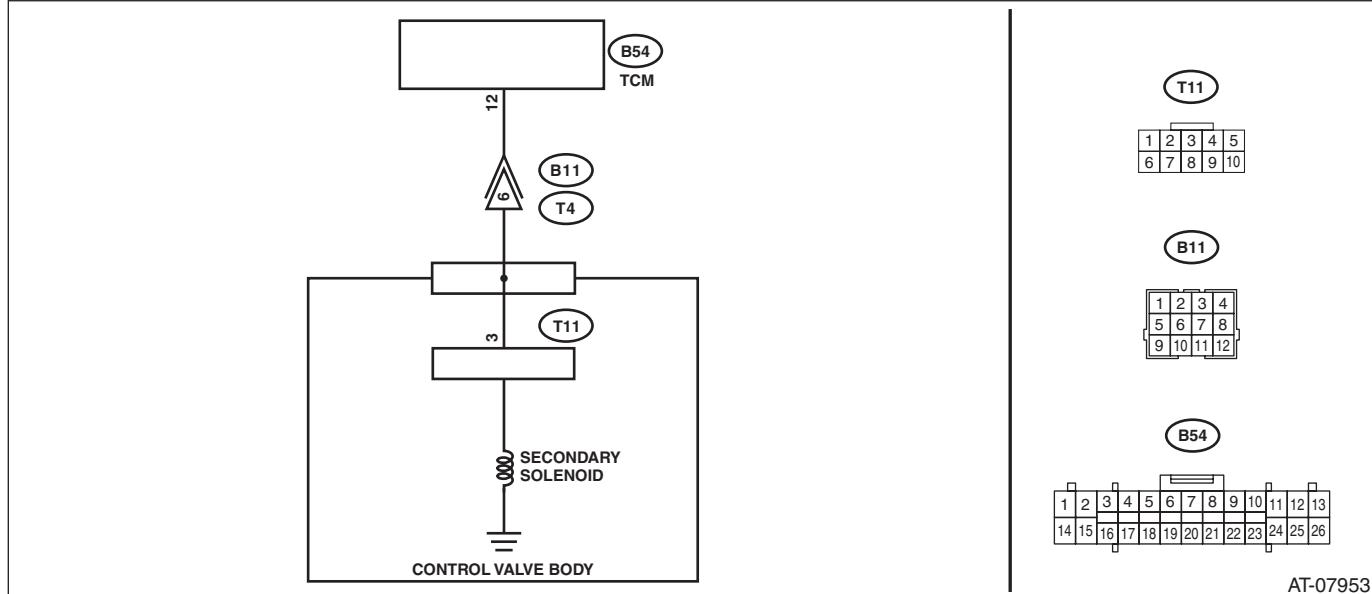
TROUBLE SYMPTOM:

- Engine speed increases abruptly, and can not start.
- Engine speed increases abruptly during driving.

WIRING DIAGRAM:

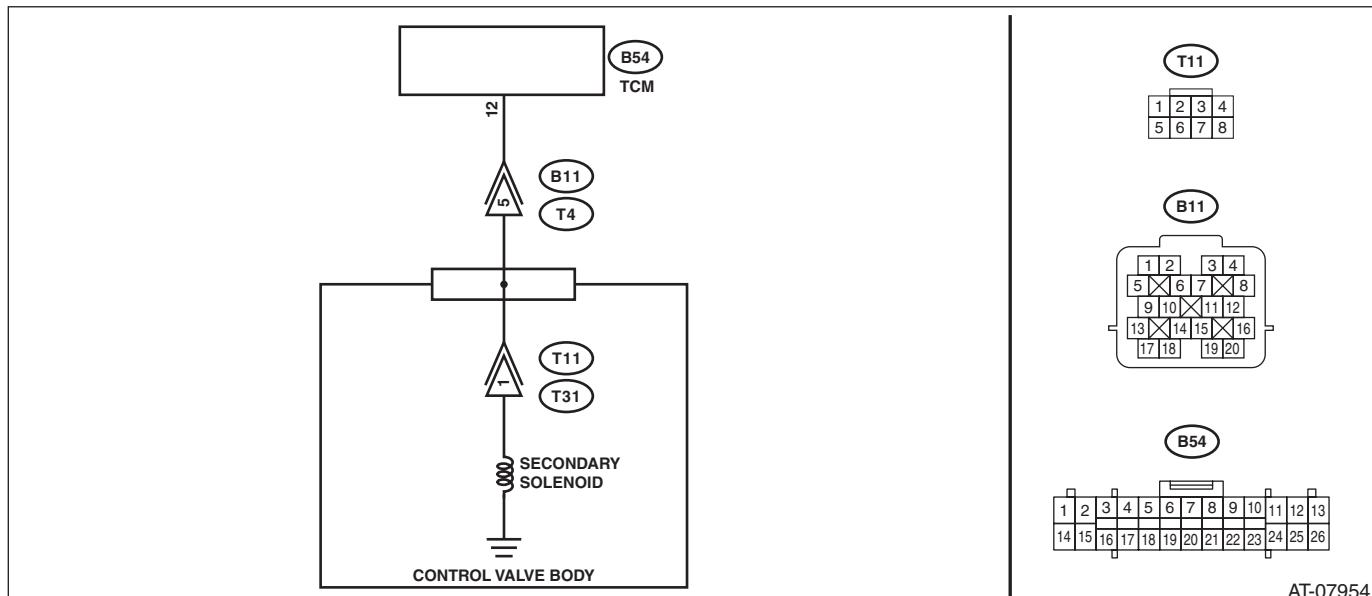
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL FOR TCM. 1) After driving with warm up condition, park the vehicle while depressing the brake pedal at "N" range. 2) Read the data of «Sec. Sol. Set Current» and «Sec. Sol. Actual Current» using Subaru Select Monitor.	Does the value of «Sec. Sol. Set Current» and «Sec. Sol. Actual Current» almost correspond?	Check for poor contact of connector. Go to step 2.	
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(B54) No. 12 — (B11) No. 6:</i> <i>Turbo model</i> <i>(B54) No. 12 — (B11) No. 5:</i>	Is the resistance less than 1 Ω?	Go to step 3.	Repair the open circuit of harness.
3 CHECK HARNESS. 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. <i>Connector & terminal</i> <i>(B54) No. 12 (+) — Chassis ground (-):</i>	Is the voltage approx. 0 V?	Go to step 4.	Repair the short circuit of harness.
4 CHECK SECONDARY SOLENOID. Measure the resistance between transmission connector and transmission body. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(T4) No. 6 — Transmission body:</i> <i>Turbo model</i> <i>(T4) No. 5 — Transmission body:</i>	Is the resistance approx. 7 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part. Go to step 5.	
5 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 6.	Replace the transmission harness.
6 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(T4) No. 6 (+) — Transmission body (-):</i> <i>Turbo model</i> <i>(T4) No. 5 (+) — Transmission body (-):</i>	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

R: DTC P0965 FORWARD & REVERSE SOLENOID FUNCTION

DTC DETECTING CONDITION:

- Control valve hydraulic circuit malfunction
- F&R solenoid characteristics malfunction
- Clutch slippage caused by forward clutch facing deterioration
- Clutch slippage caused by hydraulic pressure leaks

TROUBLE SYMPTOM:

- Engine speed increases abruptly, and can not accelerate.
- Excessive slippage is felt.

Step	Check	Yes	No
1 CHECK TRANSMISSION FLUID. Check the condition of ATF. <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step 2.	Check according to the "corrective action" of ATF (CVTF) "CONDITION CHECK". <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
2 CHECK TRANSMISSION FLUID. Check the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step 3.	Adjust the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
3 CHECK INPUT SIGNAL FOR TCM. 1) Start the engine. 2) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 3) Shift the select lever to "P" range. 4) Stabilize the engine speed at idle. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step 4.	Perform the diagnosis according to DTC P0841 procedure.
4 STALL TEST. Perform the stall test. <Ref. to CVT(TR580)-45, Stall Test.> <Ref. to CVT(TR690)-48, Stall Test.>	Is the stall test normal?	Go to step 5.	If the engine speed increases abruptly, replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
5 DRIVING CHECK BY INSPECTION MODE. 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the "Inspection Mode". <Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0965 displayed?	Replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.> If it is normal, temporary poor contact occurs.	If there is abrupt increase of engine speed, standing start problems, replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.> If it is normal, temporary poor contact occurs.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

S: DTC P0966 FORWARD & REVERSE SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:

Output signal circuit of F&R solenoid is shorted.

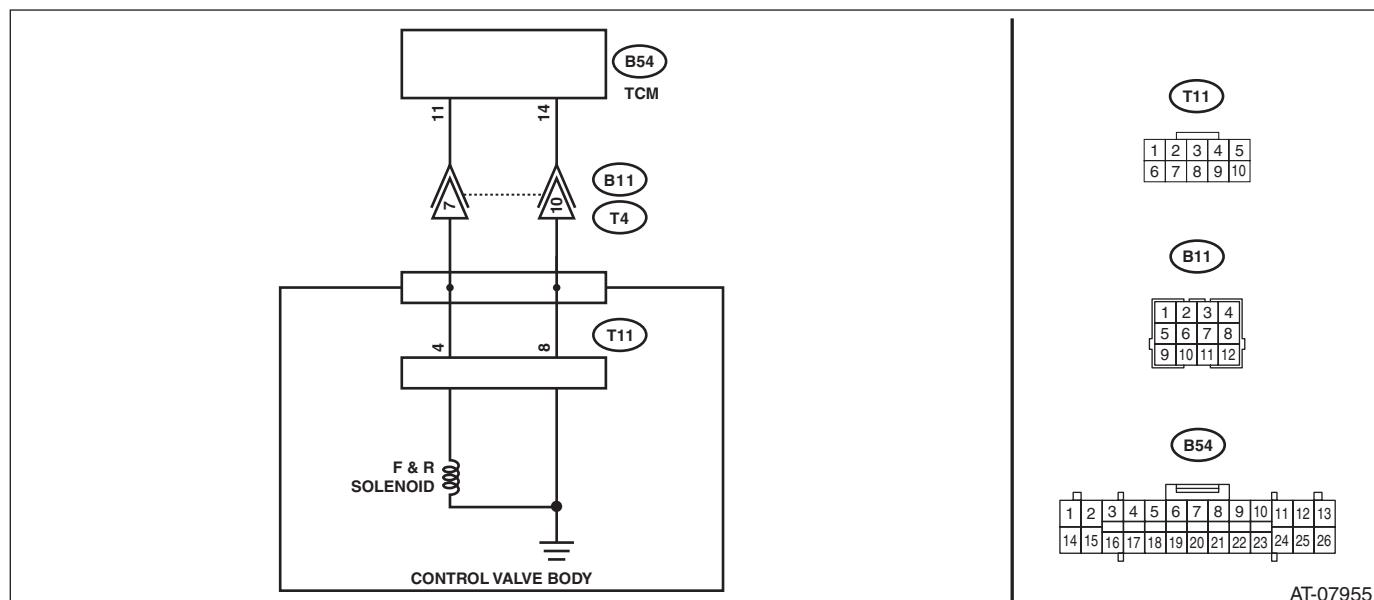
TROUBLE SYMPTOM:

Excessive shift shock

WIRING DIAGRAM:

- Non-turbo model

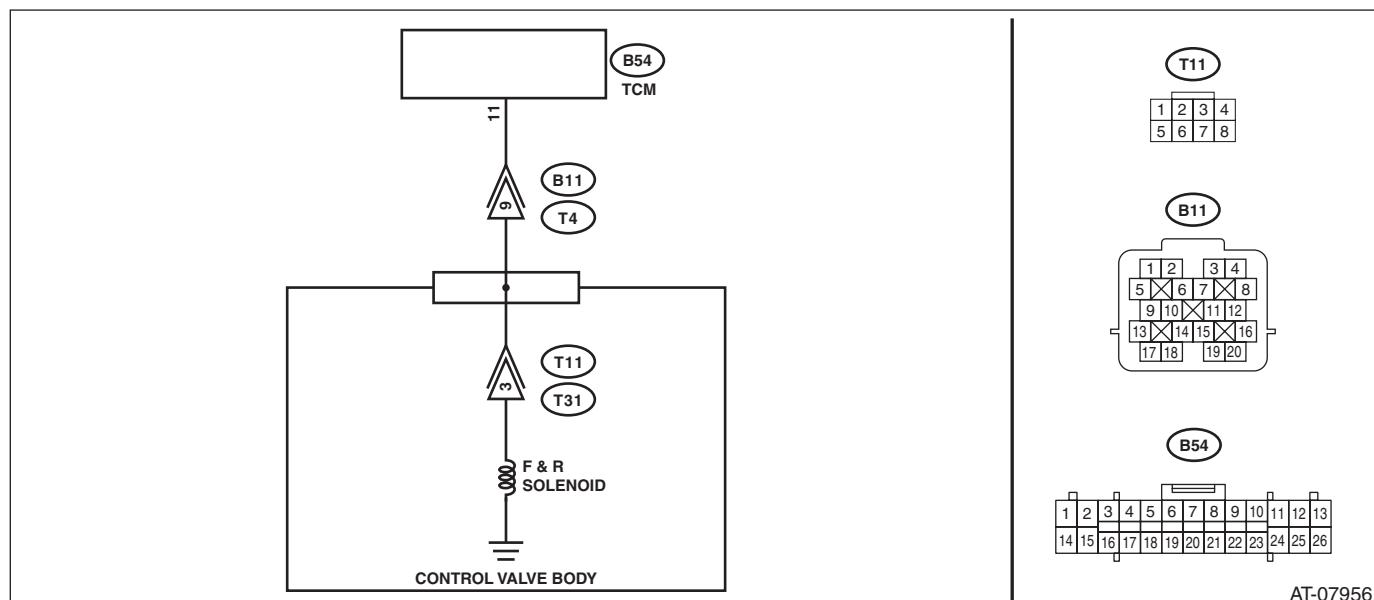
CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



AT-07955

- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



AT-07956

Step	Check	Yes	No
1 CHECK INPUT SIGNAL FOR TCM. 1) After driving with warm up condition, park the vehicle while depressing the brake pedal at "D" range. 2) Read the data of «F&R Linear Solenoid Set Current» and «F&R Linear Solenoid Actual Current» using Subaru Select Monitor.	Does the value of «F&R Linear Solenoid Set Current» and «F&R Linear Solenoid Actual Current» almost correspond?	Check for poor contact of connector.	Go to step 2.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. <i>Connector & terminal (B54) No. 11 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the short circuit of harness.
3 CHECK F&R SOLENOID. Measure the resistance between transmission connector and transmission body. <i>Connector & terminal Non-turbo model (T4) No. 7 — Transmission body: Turbo model (T4) No. 9 — Transmission body:</i>	Is the resistance approx. 6 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step 4.
4 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the following parts. <ul style="list-style-type: none">Transmission valve cover (non-turbo model)Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 5.	Replace the transmission harness.
5 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. <i>Connector & terminal Non-turbo model (T4) No. 7 — Transmission body: Turbo model (T4) No. 9 — Transmission body:</i>	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

T: DTC P0967 FORWARD & REVERSE LINEAR SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

- Output signal circuit of F&R solenoid is open or shorted.
- F&R solenoid has open circuit inside.

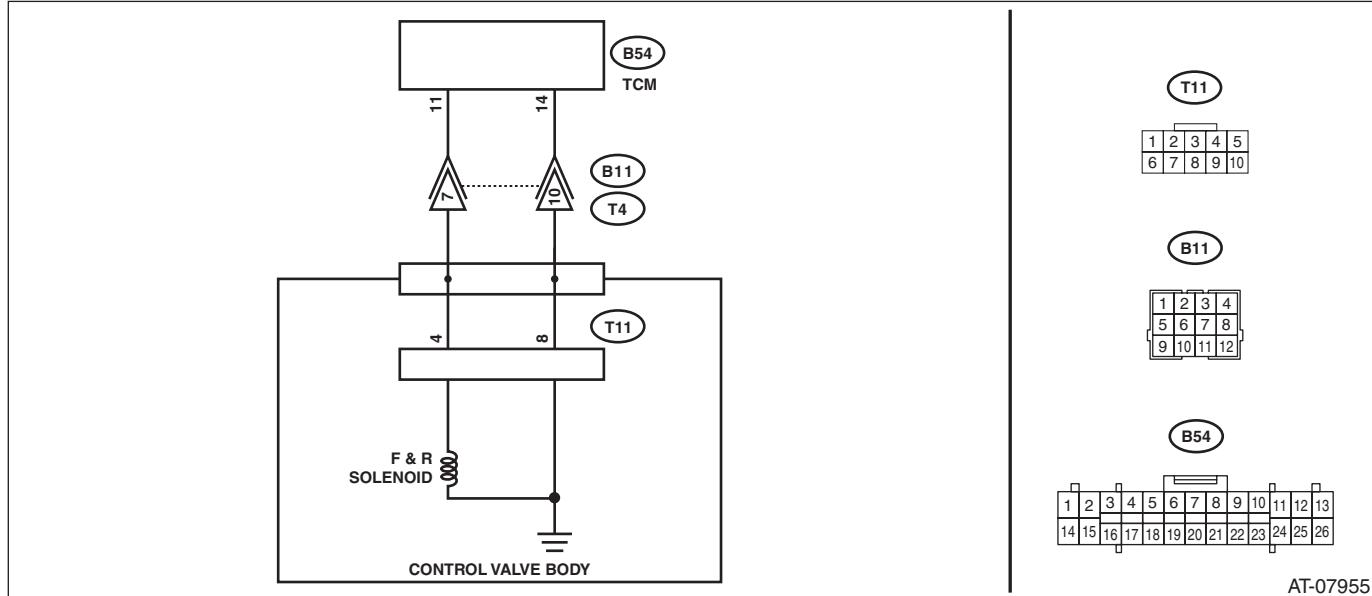
TROUBLE SYMPTOM:

Engine speed increases abruptly, and can not start.

WIRING DIAGRAM:

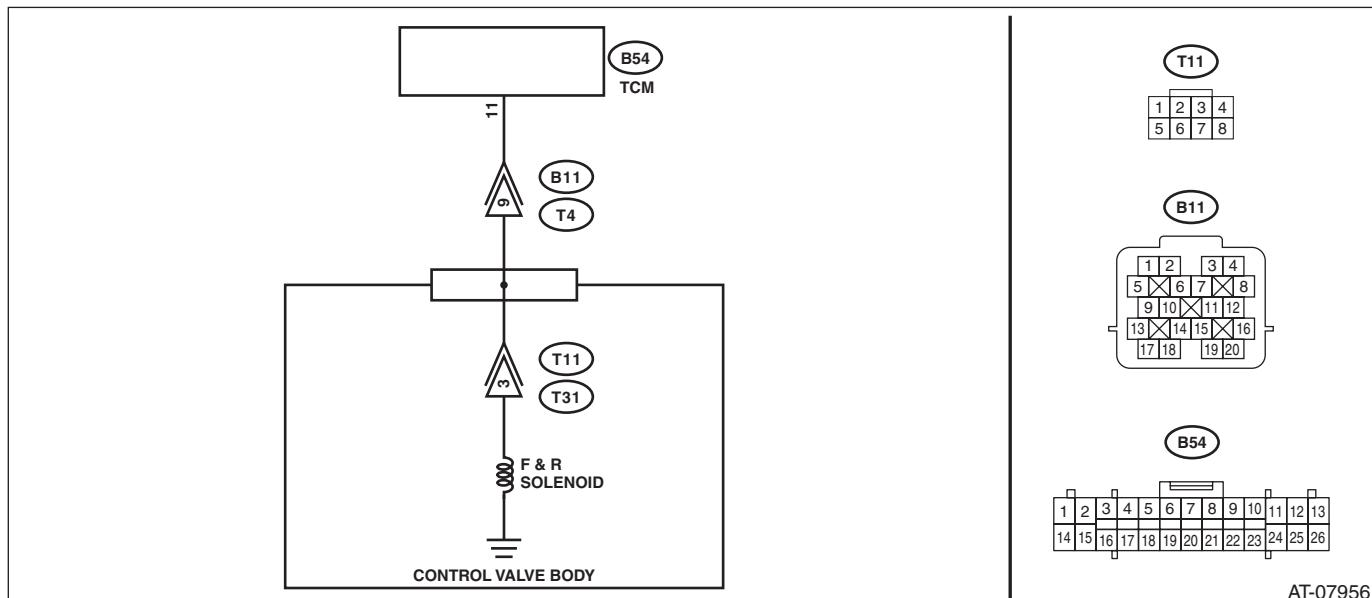
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL FOR TCM. 1) After driving with warm up condition, park the vehicle while depressing the brake pedal at "D" range. 2) Read the data of «F&R Linear Solenoid Set Current» and «F&R Linear Solenoid Actual Current» using Subaru Select Monitor.	Does the value of «F&R Linear Solenoid Set Current» and «F&R Linear Solenoid Actual Current» almost correspond?	Check for poor contact of connector. Go to step 2.	
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(B54) No. 11 — (B11) No. 7:</i> <i>Turbo model</i> <i>(B54) No. 11 — (B11) No. 9:</i>	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the open circuit of harness.
3 CHECK HARNESS. 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. <i>Connector & terminal</i> <i>(B54) No. 11 (+) — Chassis ground (-):</i>	Is the voltage approx. 0 V?	Go to step 4.	Repair the short circuit of harness.
4 CHECK F&R SOLENOID. Measure the resistance between transmission connector and transmission body. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(T4) No. 7 — Transmission body:</i> <i>Turbo model</i> <i>(T4) No. 9 — Transmission body:</i>	Is the resistance approx. 6 Ω ? (when engine cold)	Check for poor contact of the connector, and repair the defective part. Go to step 5.	
5 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the following parts. <ul style="list-style-type: none">Transmission valve cover (non-turbo model)Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 6.	Replace the transmission harness.
6 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(T4) No. 7 (+) — Transmission body (-):</i> <i>Turbo model</i> <i>(T4) No. 9 (+) — Transmission body (-):</i>	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

U: DTC P0970 TRANSFER SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:

Output signal circuit of AWD solenoid is shorted.

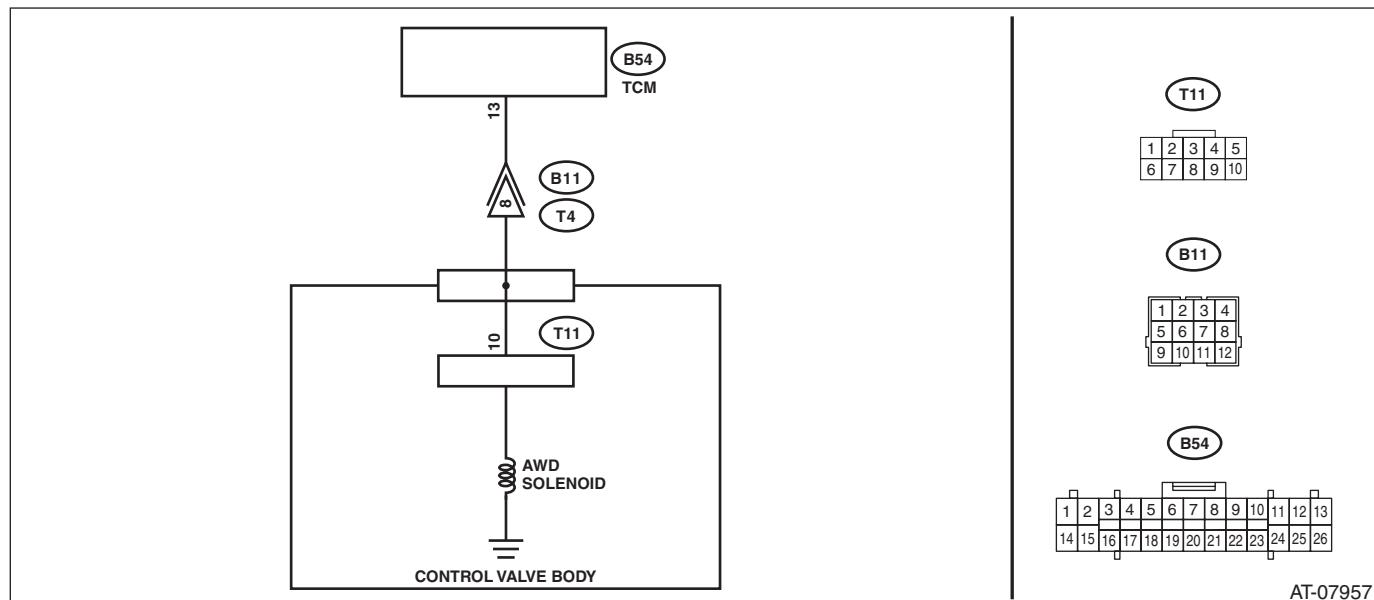
TROUBLE SYMPTOM:

Drivability getting worse.

WIRING DIAGRAM:

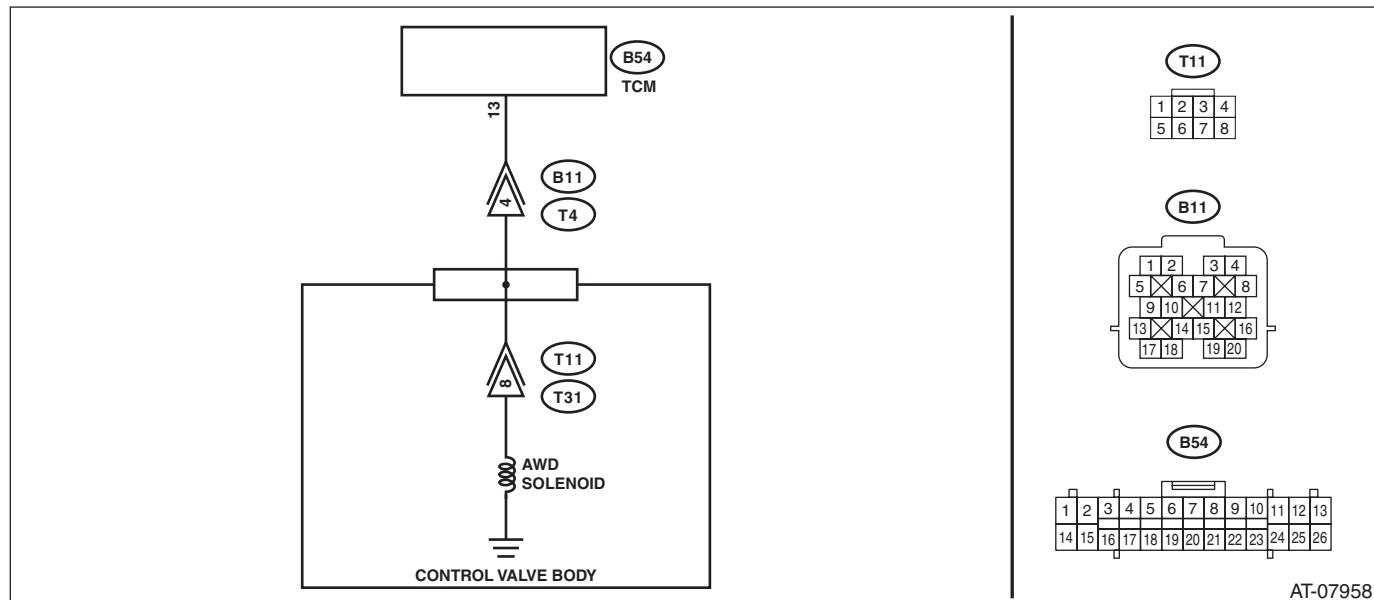
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. <i>Connector & terminal (B54) No. 13 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the short circuit of harness.
2 CHECK AWD SOLENOID. Measure the resistance between transmission connector and transmission body. <i>Connector & terminal Non-turbo model (T4) No. 8 — Transmission body: Turbo model (T4) No. 4 — Transmission body:</i>	Is the resistance approx. 4 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step 3.
3 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the following parts. <ul style="list-style-type: none">• Transmission valve cover (non-turbo model)• Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 4.	Replace the transmission harness.
4 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. <i>Connector & terminal Non-turbo model (T4) No. 8 — Transmission body: Turbo model (T4) No. 4 — Transmission body:</i>	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

V: DTC P0971 TRANSFER SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

- Output signal circuit of AWD solenoid is open or shorted.
- AWD solenoid has open circuit inside.

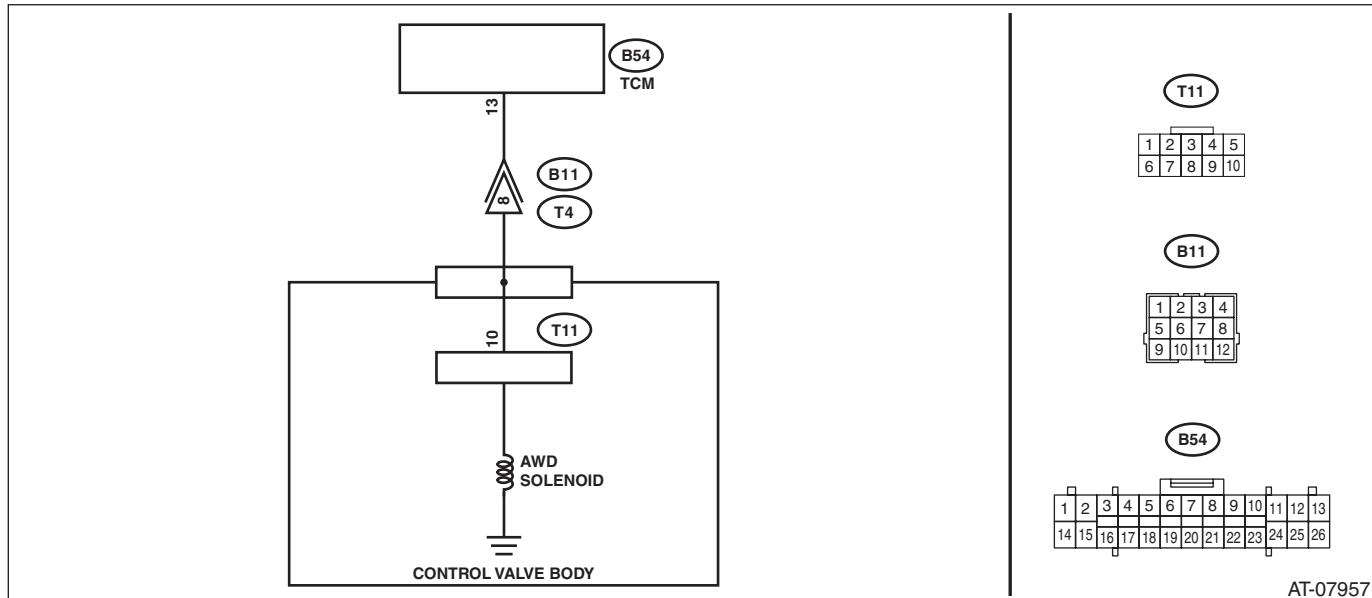
TROUBLE SYMPTOM:

- Tight corner braking phenomenon occurs.
- Drivability getting worse.

WIRING DIAGRAM:

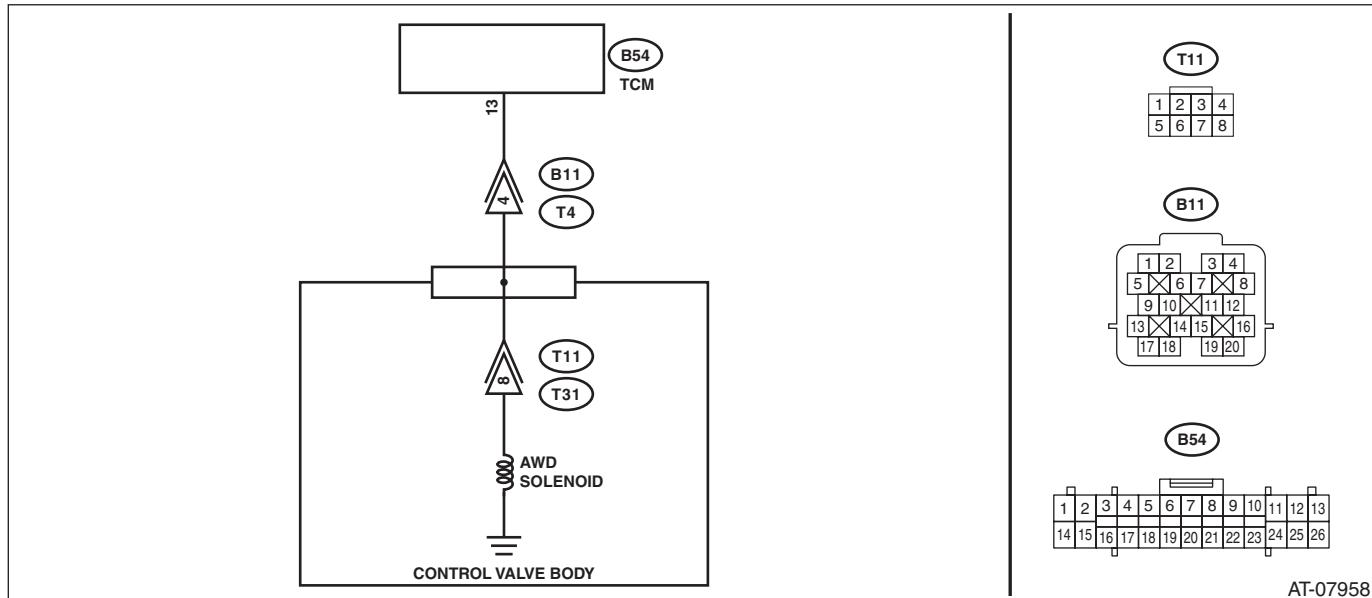
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. Connector & terminal Non-turbo model (B54) No. 13 — (B11) No. 8: Turbo model (B54) No. 13 — (B11) No. 4:	Is the resistance less than 1 Ω?	Go to step 2.	Repair the open circuit of harness.
2 CHECK HARNESS. 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 13 (+) — Chassis ground (-):	Is the voltage approx. 0 V?	Go to step 3.	Repair the short circuit of harness.
3 CHECK AWD SOLENOID. Measure the resistance between transmission connector and transmission body. Connector & terminal Non-turbo model (T4) No. 8 — Transmission body: Turbo model (T4) No. 4 — Transmission body:	Is the resistance approx. 4 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step 4.
4 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 5.	Replace the transmission harness.
5 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. Connector & terminal Non-turbo model (T4) No. 8 (+) — Transmission body (-): Turbo model (T4) No. 4 (+) — Transmission body (-):	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

W: DTC P0973 PRIMARY SOLENOID SYSTEM A CIRCUIT (LOW)

DTC DETECTING CONDITION:

Output signal circuit of primary UP solenoid is shorted.

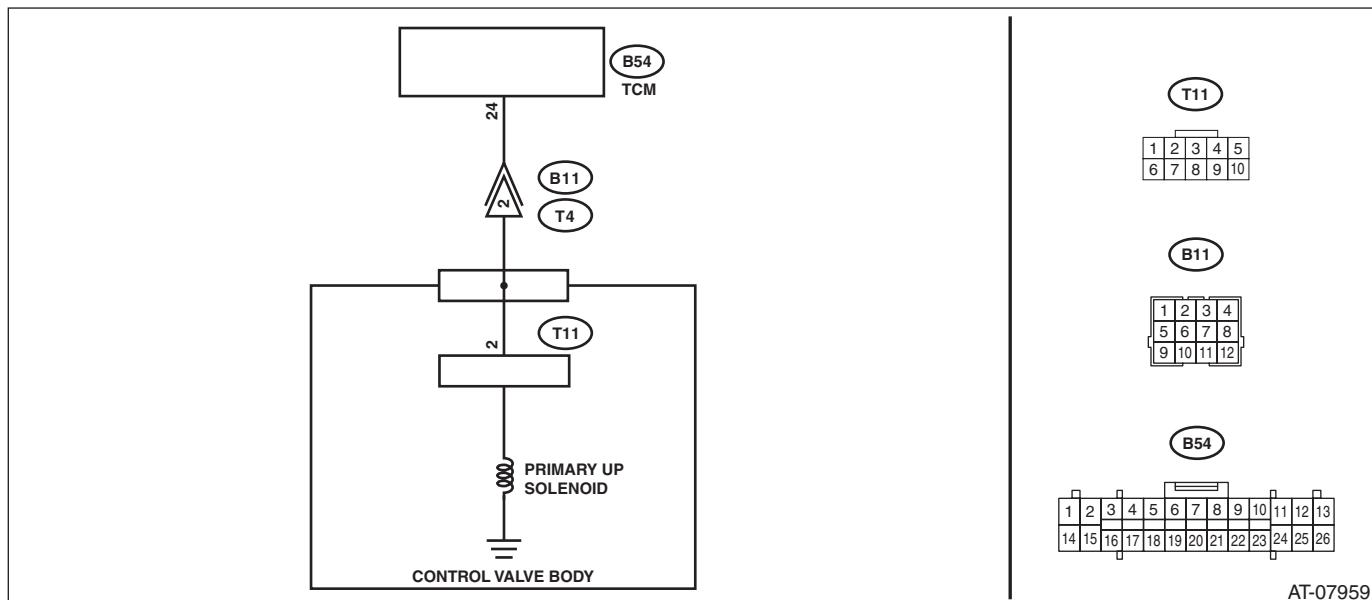
TROUBLE SYMPTOM:

Gear is not changed. (No up-shift)

WIRING DIAGRAM:

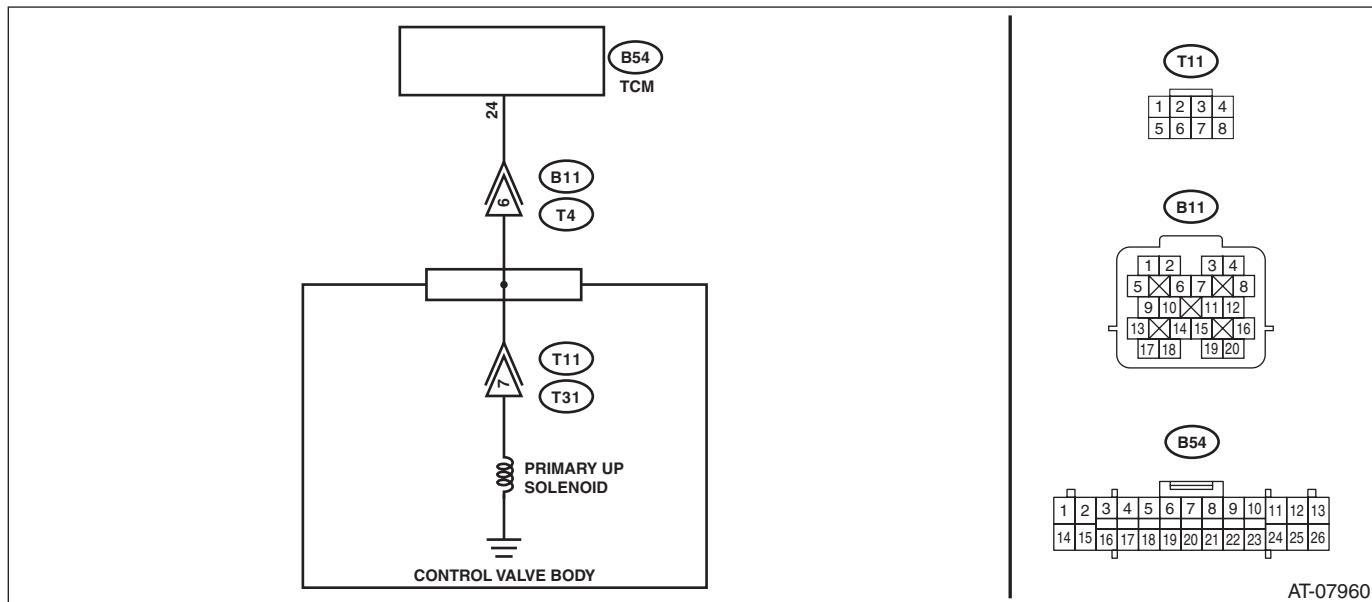
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. <i>Connector & terminal (B54) No. 24 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the short circuit of harness.
2 CHECK PRIMARY UP SOLENOID. Measure the resistance between transmission connector and transmission body. <i>Connector & terminal Non-turbo model (T4) No. 2 — Transmission body: Turbo model (T4) No. 6 — Transmission body:</i>	Is the resistance approx. 13 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step 3.
3 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the following parts. <ul style="list-style-type: none">• Transmission valve cover (non-turbo model)• Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 4.	Replace the transmission harness.
4 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. <i>Connector & terminal Non-turbo model (T4) No. 2 — Transmission body: Turbo model (T4) No. 6 — Transmission body:</i>	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

X: DTC P0974 PRIMARY SOLENOID SYSTEM A CIRCUIT (HIGH)

DTC DETECTING CONDITION:

Output signal circuit of primary UP solenoid is open or shorted.

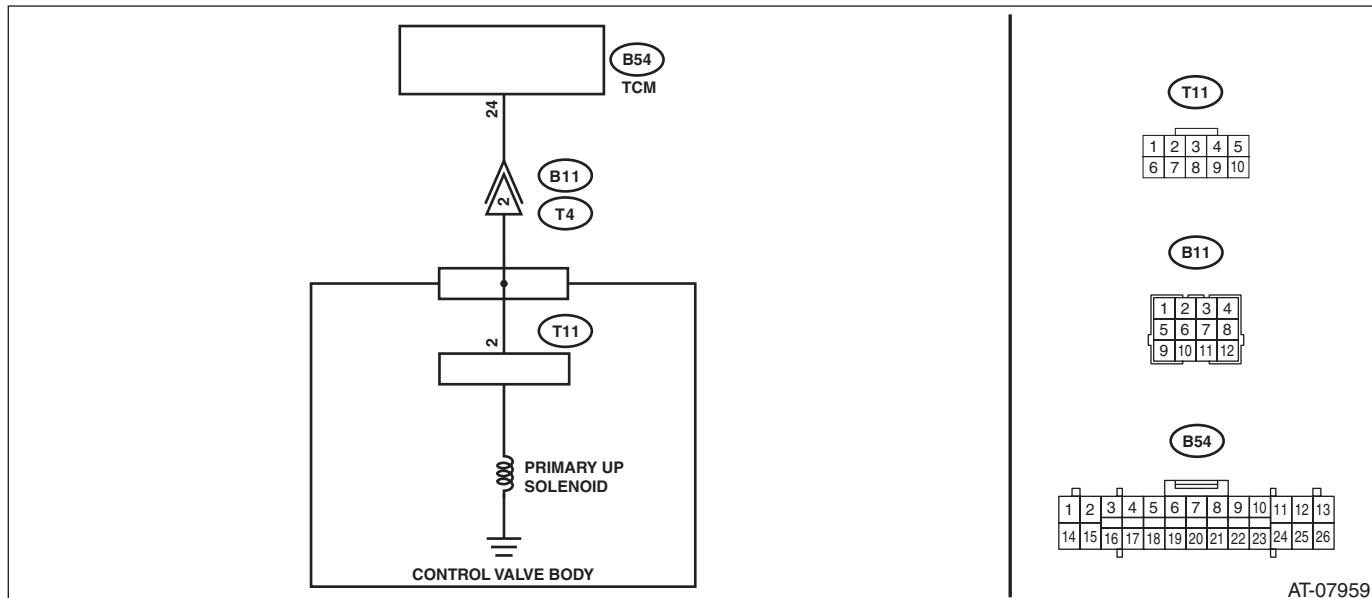
TROUBLE SYMPTOM:

Gear is not changed. (No up-shift)

WIRING DIAGRAM:

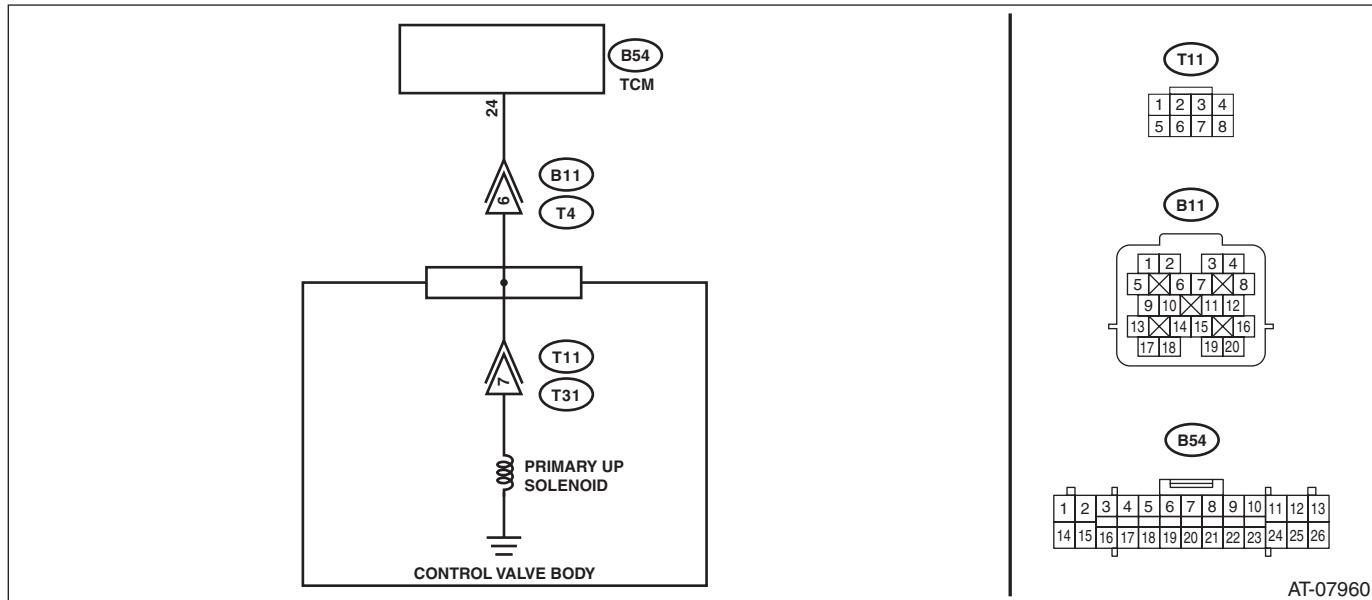
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. Connector & terminal Non-turbo model (B54) No. 24 — (B11) No. 2: Turbo model (B54) No. 24 — (B11) No. 6:	Is the resistance less than 1 Ω?	Go to step 2.	Repair the open circuit of harness.
2 CHECK HARNESS. 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 24 (+) — Chassis ground (-):	Is the voltage approx. 0 V?	Go to step 3.	Repair the short circuit of harness.
3 CHECK PRIMARY UP SOLENOID. Measure the resistance between transmission connector and transmission body. Connector & terminal Non-turbo model (T4) No. 2 — Transmission body: Turbo model (T4) No. 6 — Transmission body:	Is the resistance approx. 13 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step 4.
4 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 5.	Replace the transmission harness.
5 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. Connector & terminal Non-turbo model (T4) No. 2 (+) — Transmission body (-): Turbo model (T4) No. 6 (+) — Transmission body (-):	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Y: DTC P0976 PRIMARY SOLENOID SYSTEM B CIRCUIT (LOW)

DTC DETECTING CONDITION:

Output signal circuit of primary DOWN solenoid is shorted.

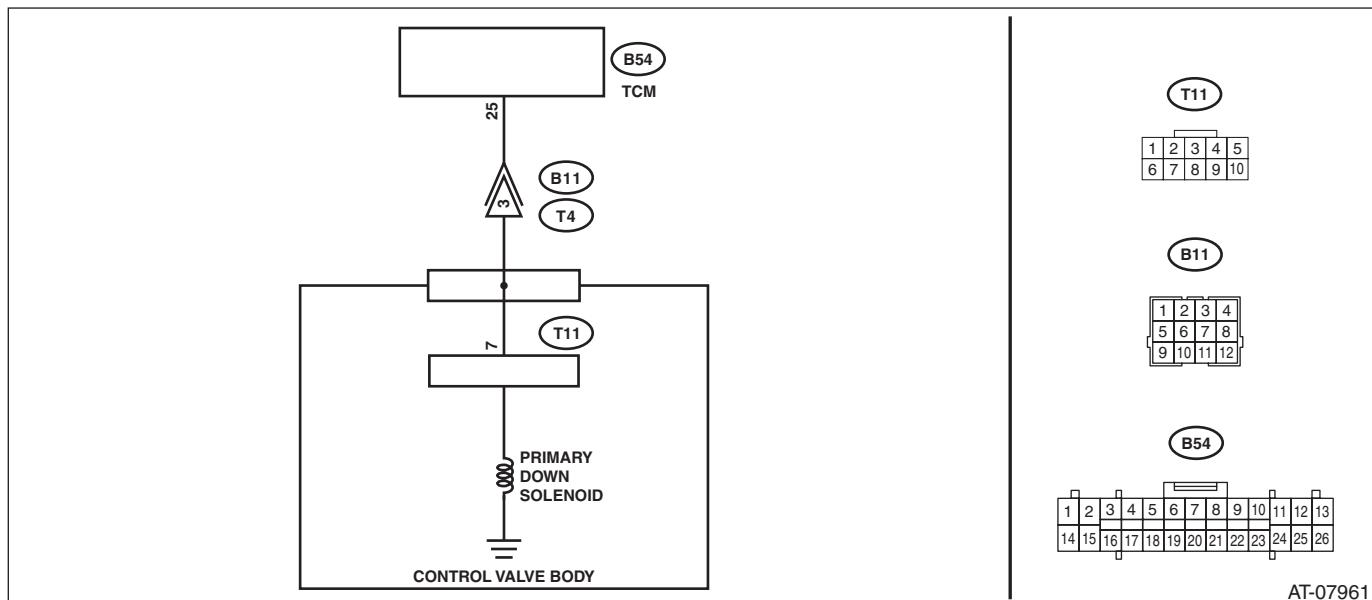
TROUBLE SYMPTOM:

Gear is not changed. (No down-shift)

WIRING DIAGRAM:

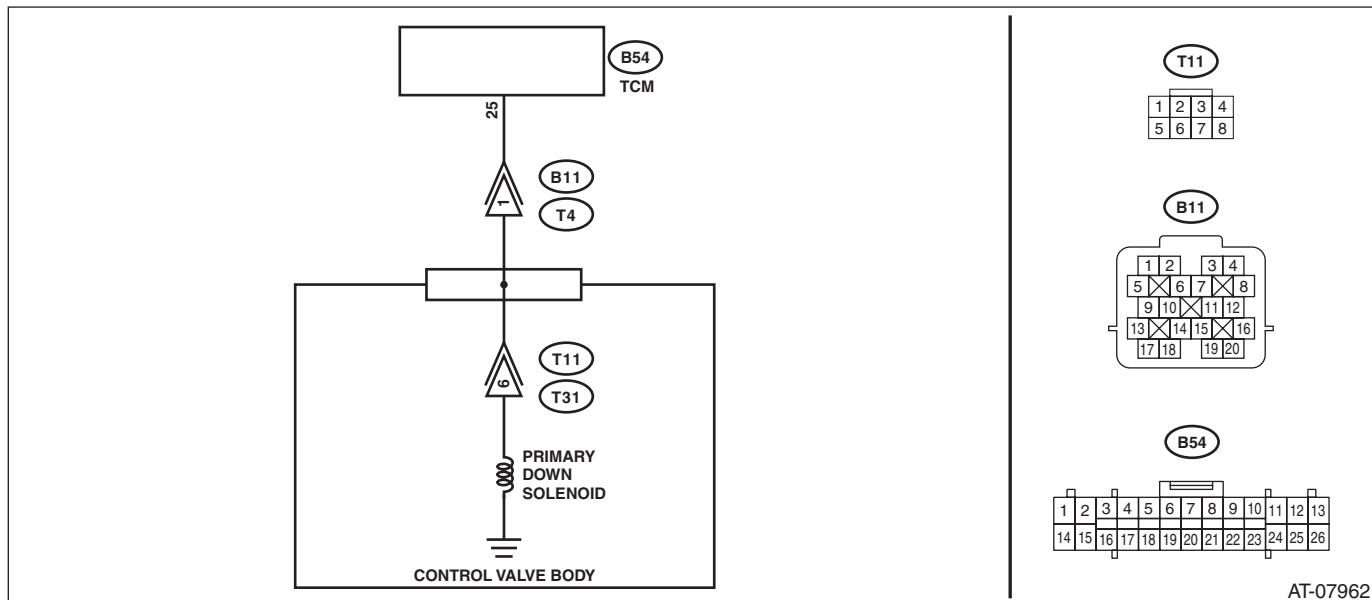
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. <i>Connector & terminal (B54) No. 25 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the short circuit of harness.
2 CHECK PRIMARY DOWN SOLENOID. Measure the resistance between transmission connector and transmission body. <i>Connector & terminal Non-turbo model (T4) No. 3 — Transmission body: Turbo model (T4) No. 1 — Transmission body:</i>	Is the resistance approx. 13 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step 3.
3 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the following parts. <ul style="list-style-type: none">• Transmission valve cover (non-turbo model)• Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 4.	Replace the transmission harness.
4 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. <i>Connector & terminal Non-turbo model (T4) No. 3 — Transmission body: Turbo model (T4) No. 1 — Transmission body:</i>	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Z: DTC P0977 PRIMARY SOLENOID SYSTEM B CIRCUIT (HIGH)

DTC DETECTING CONDITION:

Output signal circuit of primary DOWN solenoid is open or shorted.

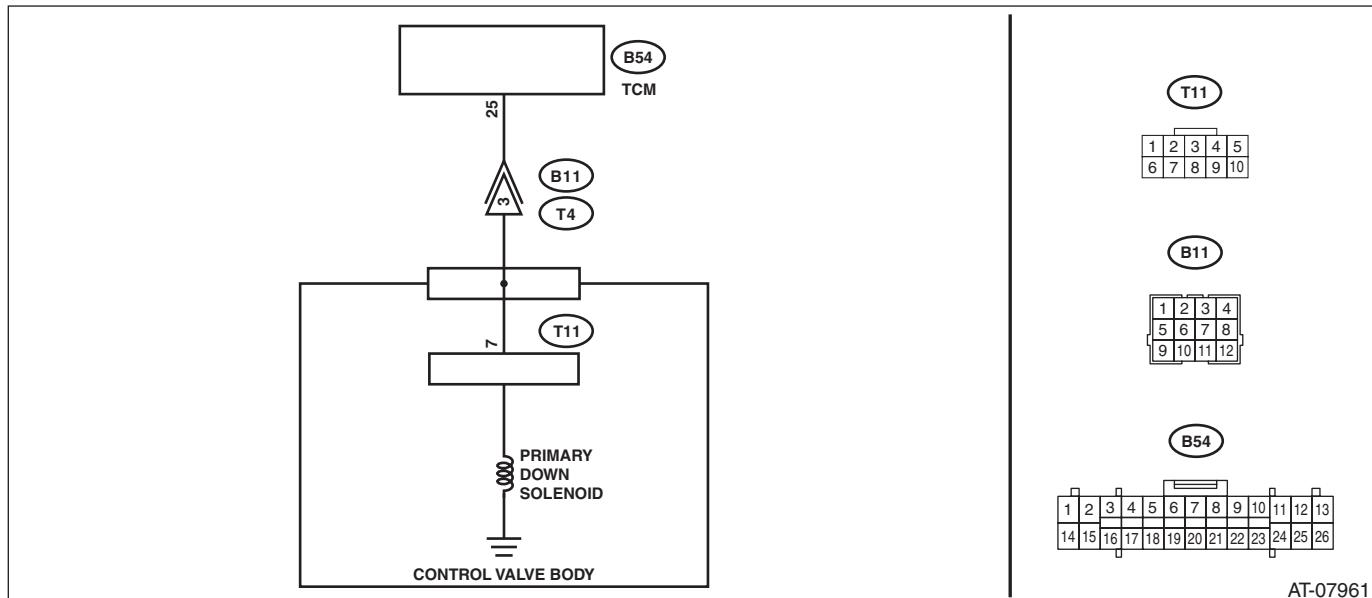
TROUBLE SYMPTOM:

Gear is not changed. (No down-shift)

WIRING DIAGRAM:

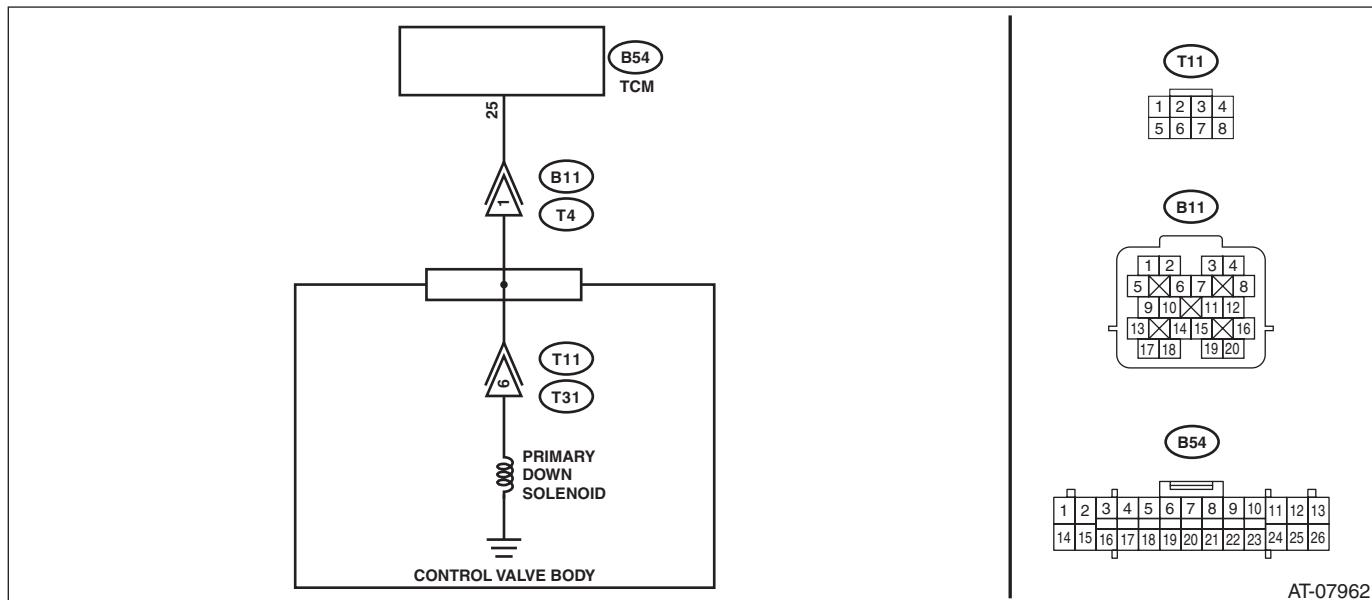
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. Connector & terminal Non-turbo model (B54) No. 25 — (B11) No. 3: Turbo model (B54) No. 25 — (B11) No. 1:	Is the resistance less than 1 Ω?	Go to step 2.	Repair the open circuit of harness.
2 CHECK HARNESS. 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 25 (+) — Chassis ground (-):	Is the voltage approx. 0 V?	Go to step 3.	Repair the short circuit of harness.
3 CHECK PRIMARY DOWN SOLENOID. Measure the resistance between transmission connector and transmission body. Connector & terminal Non-turbo model (T4) No. 3 — Transmission body: Turbo model (T4) No. 1 — Transmission body:	Is the resistance approx. 13 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step 4.
4 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 5.	Replace the transmission harness.
5 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. Connector & terminal Non-turbo model (T4) No. 3 (+) — Transmission body (-): Turbo model (T4) No. 1 (+) — Transmission body (-):	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

AA:DTC P170A L-RANGE SW SYSTEM

NOTE:

Refer to “DTC P0951 MANUAL SWITCH” for diagnostic procedure. <Ref. to CVT(diag)-67, DTC P0951 MANUAL SWITCH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AB:DTC P1724 AT EEPROM ERROR

DTC DETECTING CONDITION:

- TCM EEPROM malfunction
- EEPROM writing error during self shut control

TROUBLE SYMPTOM:

- AT learning is not finished.
- Shock occurs when selecting N → D, N → R.

Step	Check	Yes	No
1 CHECK TCM CONNECTOR. Turn the ignition switch to ON.	Is the connection of TCM connector correct?	Go to step 2.	Connect the TCM connector.
2 CHECK SELF SHUT RELAY. Turn the ignition switch to ON.	Does the relay operates simultaneously?	Go to step 3.	Perform the diagnosis according to DTC P0890.
3 CHECK SELF SHUT RELAY. Turn the ignition switch to OFF.	Does the relay operate after two or three seconds delay?	Go to step 4.	Perform the diagnosis according to DTC P0890.
4 PERFORM AT LEARNING. 1) Perform {Clear AT learning value}. 2) Perform the AT learning. <Ref. to CVT(diag)-26, Learning Control.> 3) Start the engine.	Does the AT OIL TEMP light blink after AT learning is finished correctly?	Check the TCM.	Go to step 5.
5 CHECK DTC DISPLAY. 1) Perform the {Clear Memory}. 2) Turn the ignition switch to OFF. 3) Start the engine after 10 seconds. 4) Repeat steps 2) and 3).	Does the AT OIL TEMP light blink and is DTC P1724 displayed?	Check the TCM.	Current condition is normal. Check for poor contact of TCM connector or harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

AC:DTC P2746 PRIMARY PULLEY REVOLUTION SPEED SENSOR CIRCUIT

DTC DETECTING CONDITION:

- Output signal circuit of primary speed sensor is open or shorted.
- Primary speed sensor malfunction

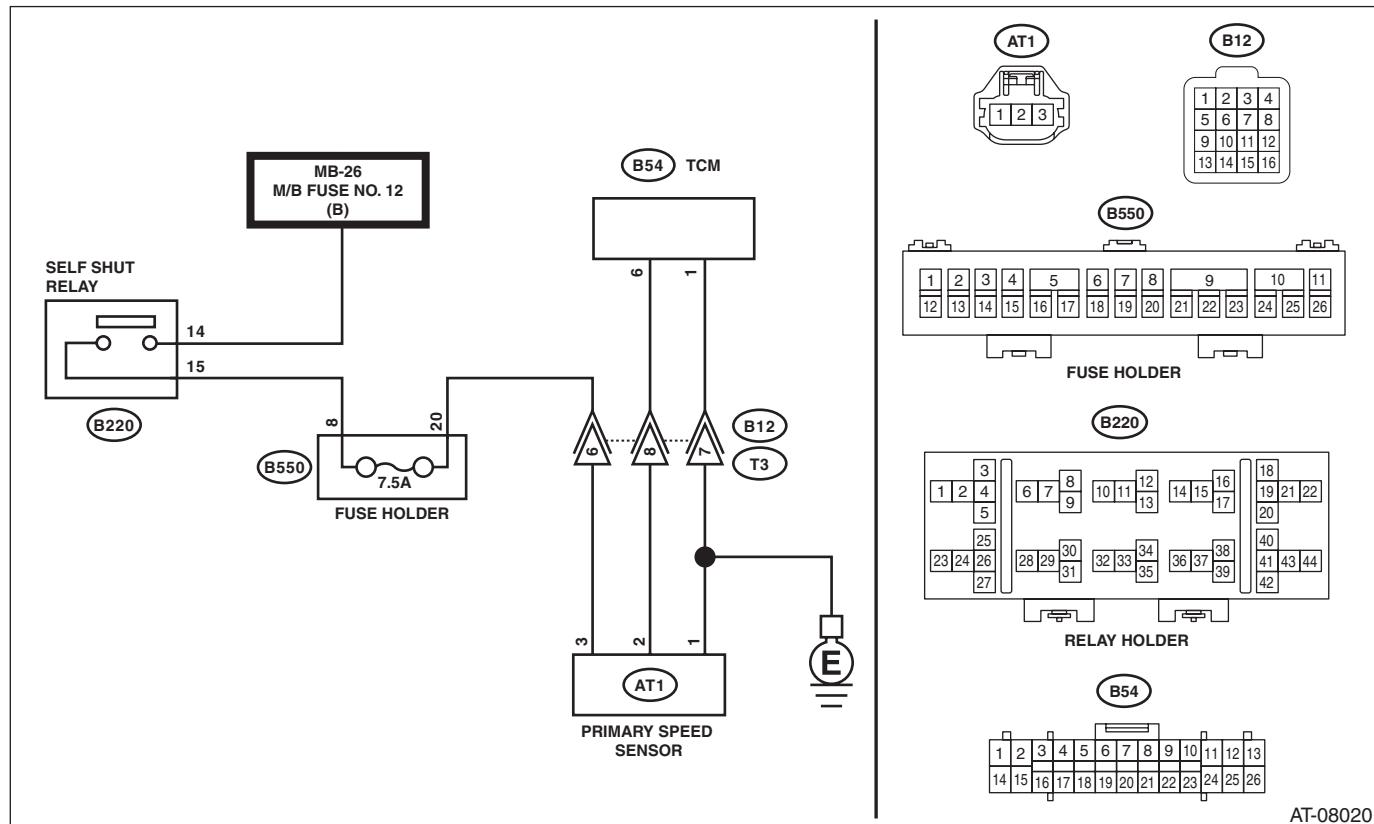
TROUBLE SYMPTOM:

- Standing start problems
- Shock occurs when engaging the lockup clutch.
- Shock occurs when selecting shift position.

WIRING DIAGRAM:

- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>

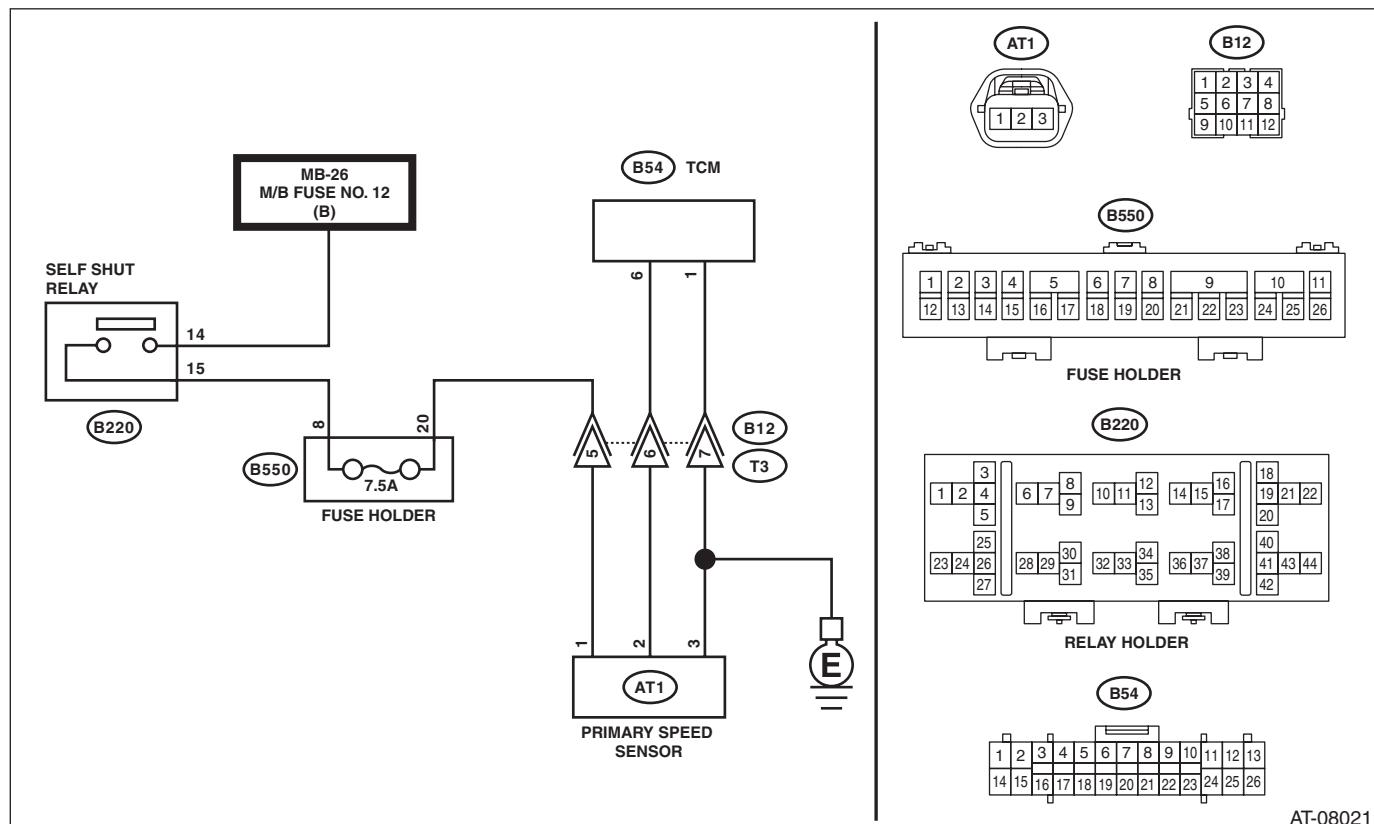


Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



AT-08021

Step	Check	Yes	No
1 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse (7.5 A) from the fuse holder.	Is the fuse OK?	Go to step 2 .	Replace the fuse. If the fuse blows out easily, repair the short circuit of harness.
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. <i>Connector & terminal</i> <i>Non-turbo model</i> (B54) No. 1 — (B12) No. 7: (B54) No. 6 — (B12) No. 8: (B550) No. 20 — (B12) No. 6: <i>Turbo model</i> (B54) No. 1 — (B12) No. 7: (B54) No. 6 — (B12) No. 6: (B550) No. 20 — (B12) No. 5:	Is the resistance less than 1 Ω ?	Go to step 3 .	Repair the open circuit of harness.
3 CHECK HARNESS. Measure the resistance between TCM connector and chassis ground. <i>Connector & terminal</i> (B54) No. 6 — Chassis ground:	Is the resistance 1 $M\Omega$ or more?	Go to step 4 .	Repair the short circuit of harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
4 CHECK TRANSMISSION HARNESS. 1) Connect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector terminals. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(B12) No. 6 (+) — (B12) No. 7 (-):</i> <i>Turbo model</i> <i>(B12) No. 5 (+) — (B12) No. 7 (-):</i>	Is the voltage 10 — 13 V?	Go to step 5.	Repair the open circuit of harness or poor contact of connector.
5 CHECK INPUT SIGNAL FOR TCM. 1) Turn the ignition switch to OFF. 2) Connect the transmission connector. 3) Lift up the vehicle. 4) Start the engine. 5) Set the select lever to "D" range. 6) Read the data of «Primary Pulley Speed» using Subaru Select Monitor.	Does the value of «Primary Pulley Speed» change according to those of «Turbine Revolution Speed»?	Current condition is normal. Repair the poor contacts of harnesses of primary speed sensor and transmission connector.	Go to step 6.
6 CHECK TRANSMISSION HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Disconnect the primary speed sensor connector. 4) Measure the resistance between transmission connector and primary speed sensor connector. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(T3) No. 6 — (AT1) No. 3:</i> <i>(T3) No. 7 — (AT1) No. 1:</i> <i>(T3) No. 8 — (AT1) No. 2:</i> <i>Turbo model</i> <i>(T3) No. 5 — (AT1) No. 1:</i> <i>(T3) No. 6 — (AT1) No. 2:</i> <i>(T3) No. 7 — (AT1) No. 3:</i>	Is the resistance less than 1 Ω ?	Replace the primary speed sensor. <Ref. to CVT(TR580)-102, Primary Speed Sensor.> <Ref. to CVT(TR690)-101, Primary Speed Sensor.>	Replace the transmission harness.

AD:DTC P2750 SEC. PULLEY REVOLUTION SPEED SENSOR CIRCUIT

DTC DETECTING CONDITION:

- Output signal circuit of secondary speed sensor is open or shorted.
- Secondary speed sensor malfunction

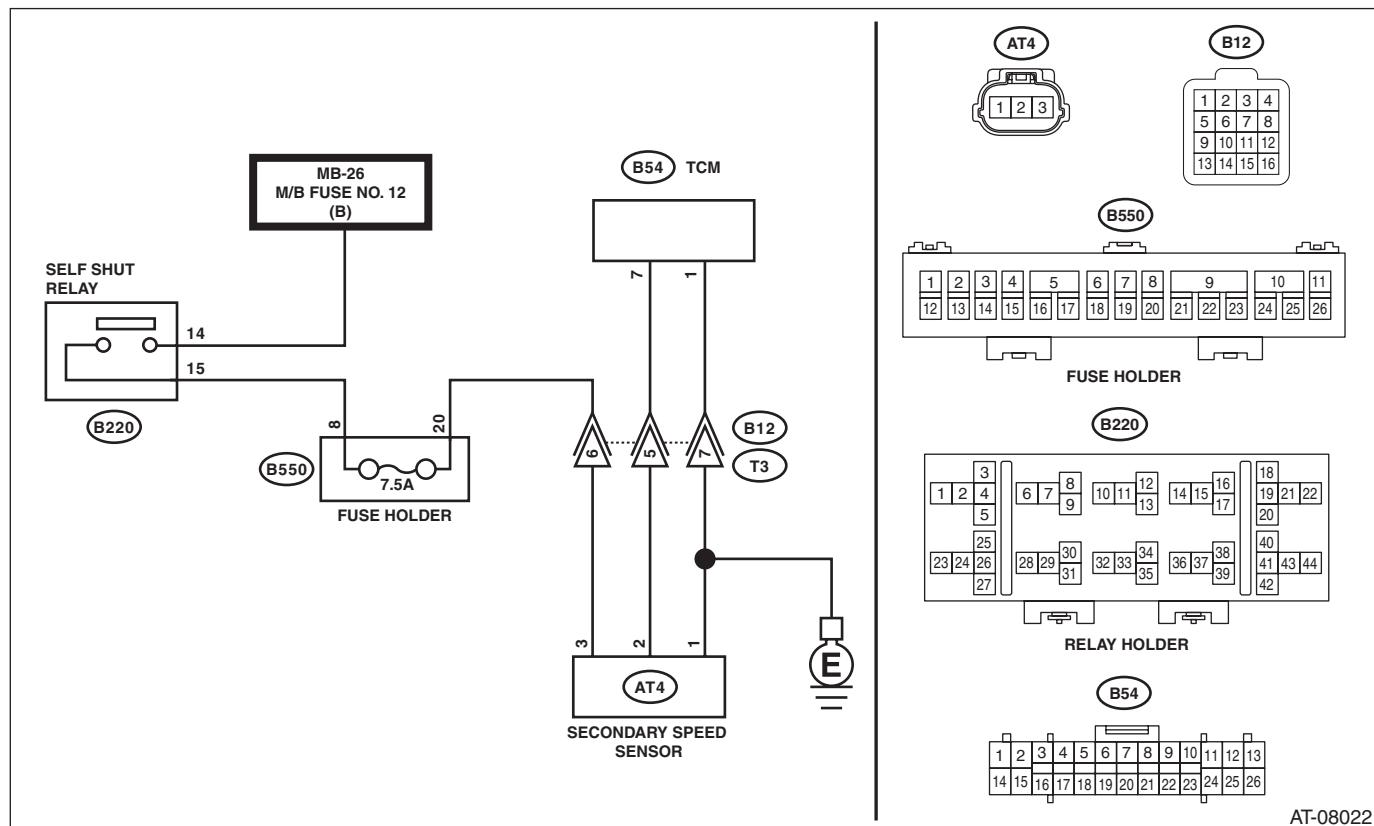
TROUBLE SYMPTOM:

- Shifting shock is felt.
- Acceleration is poor during standing start.
- Shift control malfunction

WIRING DIAGRAM:

- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



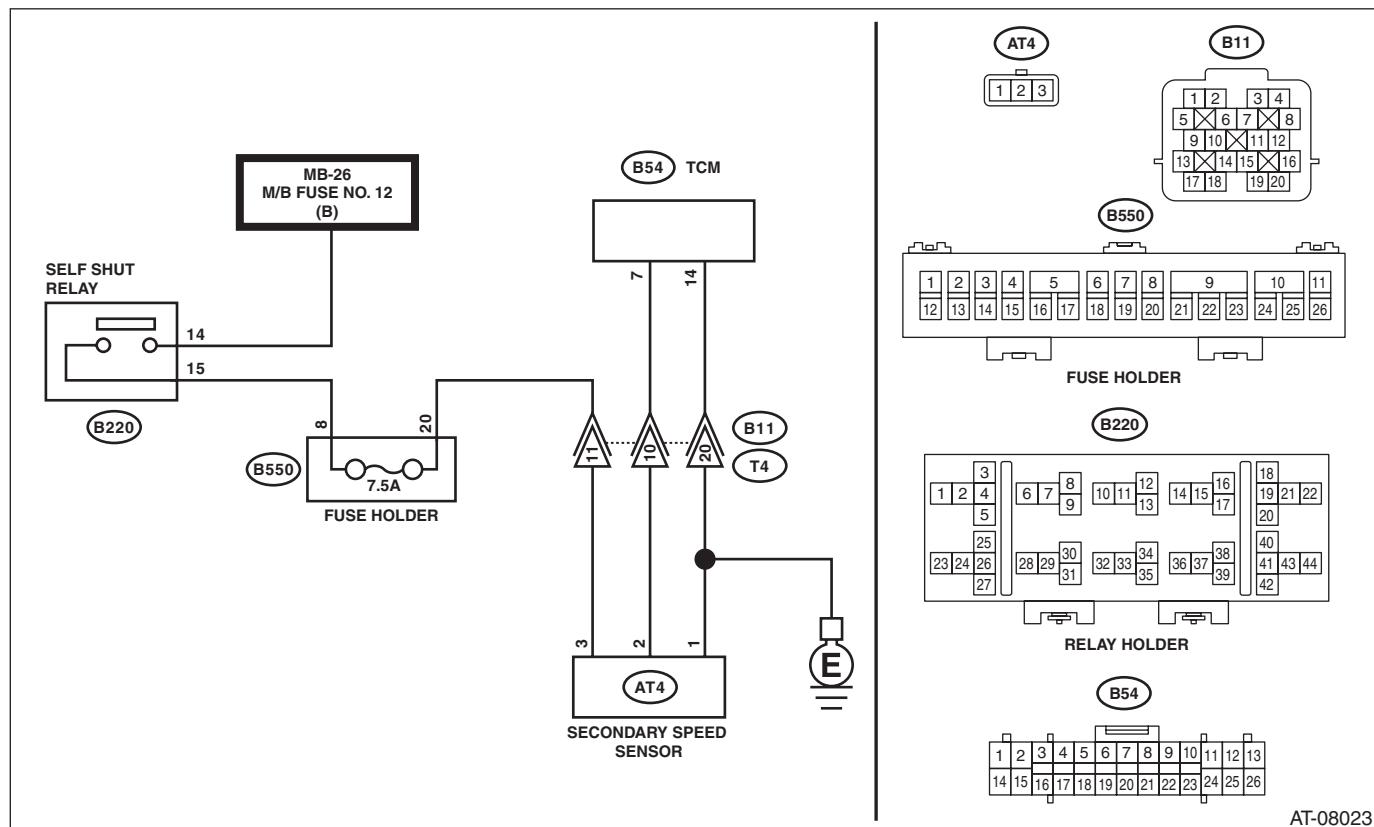
AT-08022

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



AT-08023

Step	Check	Yes	No
1 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse (7.5 A) from the fuse holder.	Is the fuse OK?	Go to step 2.	Replace the fuse. If the fuse blows out easily, repair the short circuit of harness.
2 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. <i>Connector & terminal</i> <i>Non-turbo model</i> (B54) No. 1 — (B12) No. 7: (B54) No. 7 — (B12) No. 5: (B550) No. 20 — (B12) No. 6: <i>Turbo model</i> (B54) No. 7 — (B11) No. 10: (B54) No. 14 — (B11) No. 20: (B550) No. 20 — (B11) No. 11:	Is the resistance less than 1 Ω?	Go to step 3.	Repair the open circuit of harness.
3 CHECK HARNESS. Measure the resistance between TCM connector and chassis ground. <i>Connector & terminal</i> (B54) No. 7 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 4.	Repair the short circuit of harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
4 CHECK TRANSMISSION HARNESS. 1) Connect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector terminals. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(B12) No. 6 (+) — (B12) No. 7 (-):</i> <i>Turbo model</i> <i>(B11) No. 11 (+) — (B11) No. 20 (-):</i>	Is the voltage 10 — 13 V?	Go to step 5.	Repair the open circuit of harness or poor contact of connector.
5 CHECK INPUT SIGNAL FOR TCM. 1) Turn the ignition switch to OFF. 2) Connect the transmission connector. 3) Lift up the vehicle. 4) Start the engine. 5) Set the select lever to "D" range. 6) Read the data of «Secondary Pulley Speed» using Subaru Select Monitor.	Does the value of «Secondary Pulley Speed» change according to those of «Front Wheel Speed»?	Current condition is normal. Repair the poor contacts of harnesses of secondary speed sensor and transmission connector.	Go to step 6.
6 CHECK TRANSMISSION HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Disconnect the secondary speed sensor connector. 4) Measure the resistance between transmission connector and secondary speed sensor connector. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(T3) No. 5 — (AT4) No. 2:</i> <i>(T3) No. 6 — (AT4) No. 3:</i> <i>(T3) No. 7 — (AT4) No. 1:</i> <i>Turbo model</i> <i>(T4) No. 10 — (AT4) No. 2:</i> <i>(T4) No. 11 — (AT4) No. 3:</i> <i>(T4) No. 20 — (AT4) No. 1:</i>	Is the resistance less than 1 Ω ?	Replace the secondary speed sensor. <Ref. to CVT(TR580)-100, Secondary Speed Sensor.> <Ref. to CVT(TR690)-98, Secondary Speed Sensor.>	Replace the transmission harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

AE:DTC P2762 LOCK-UP DUTY SOLENOID MALFUNCTION

DTC DETECTING CONDITION:

- Lock up clutch malfunction
- Hydraulic leaks or hydraulic valve stick of lock up system

TROUBLE SYMPTOM:

- No lock-up occurs.
- Engine speed increases abruptly during driving.

Step	Check	Yes	No
1 CHECK DTC. Read the DTC relating the ECM using the Subaru Select Monitor.	Is DTC displayed?	Perform the diagnosis according to DTC.	Go to step 2.
2 CHECK DTC. Read the DTC relating the TCM using the Subaru Select Monitor.	Are DTC P0841, P0842, P0843 displayed?	Perform the diagnosis according to DTC.	Go to step 3.
3 CHECK TRANSMISSION FLUID. Check the condition of ATF. <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step 4.	Check according to the “corrective action” of ATF (CVTF) “CONDITION CHECK”. <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
4 CHECK TRANSMISSION FLUID. Check the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step 5.	Adjust the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
5 CHECK INPUT SIGNAL FOR TCM. 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to “P” range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step 6.	Perform the diagnosis according to DTC P0841 procedure.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
6 DRIVING CHECK FOR LOCK-UP CONDITION. 1) Perform the "Clear Memory Mode". <Ref. to CVT(diag)-24, Clear Memory Mode.> 2) Turn the ignition switch to OFF. 3) Start the engine. 4) Warm up until the ATF temperature exceeds 50°C. 5) Drive the vehicle for one minute or more while keeping the constant speed so that the display shown in the Subaru Select Monitor is as follows: «Lock Up Duty Ratio» is 70 % or more, and «Front Wheel Speed» is 40 km/h or more. 6) Turn the ignition switch to OFF. 7) Start the engine. 8) Perform the procedure in step 5) again. 9) Read the DTC using Subaru Select Monitor.	Does the AT OIL TEMP light blink and is DTC P2762 displayed?	Perform the secondary pressure test. <Ref. to CVT(TR580)-48, Secondary Pressure (Line Pressure) Test.> <Ref. to CVT(TR690)-50, Secondary Pressure (Line Pressure) Test.> When DTC other than P2762 is displayed, perform the diagnosis corresponding to the DTC.	Current condition is normal. Temporary oil pressure malfunction.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

AF:DTC P2763 LOCK-UP DUTY SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

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

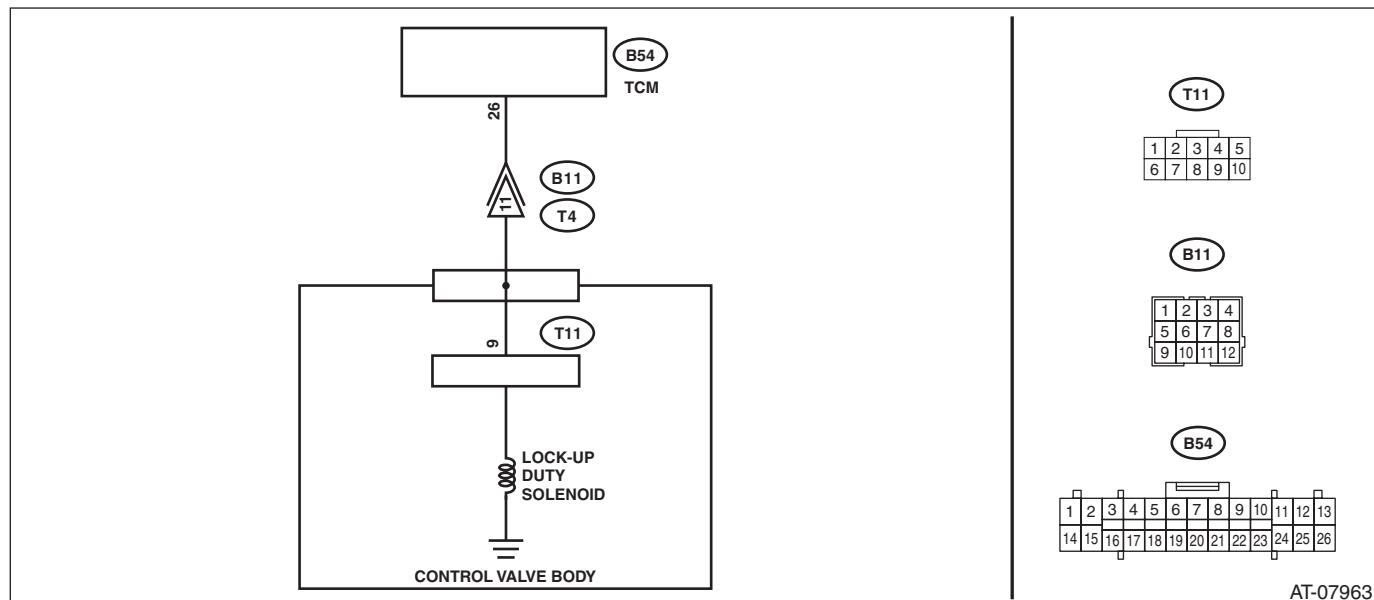
TROUBLE SYMPTOM:

Engine stalls.

WIRING DIAGRAM:

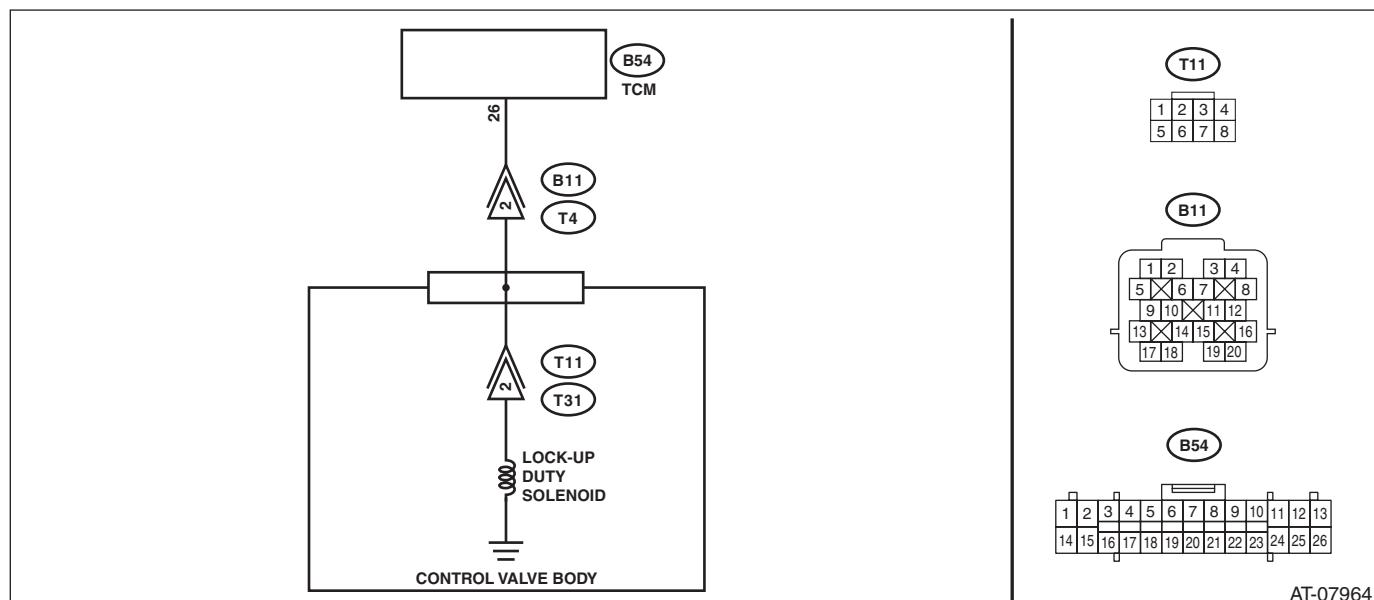
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. Connector & terminal Non-turbo model (B54) No. 26 — (B11) No. 11: Turbo model (B54) No. 26 — (B11) No. 2:	Is the resistance less than 1 Ω?	Go to step 2.	Repair the open circuit of harness.
2 CHECK HARNESS. 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 26 (+) — Chassis ground (-):	Is the voltage approx. 0 V?	Go to step 3.	Repair the short circuit of harness.
3 CHECK LOCK-UP DUTY SOLENOID. Measure the resistance between transmission connector and transmission body. Connector & terminal Non-turbo model (T4) No. 11 — Transmission body: Turbo model (T4) No. 2 — Transmission body:	Is the resistance approx. 13 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step 4.
4 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 5.	Replace the transmission harness.
5 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. Connector & terminal Non-turbo model (T4) No. 11 (+) — Transmission body (-): Turbo model (T4) No. 2 (+) — Transmission body (-):	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

AG:DTC P2764 LOCK-UP DUTY SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:

Output signal circuit of lock up duty solenoid is shorted.

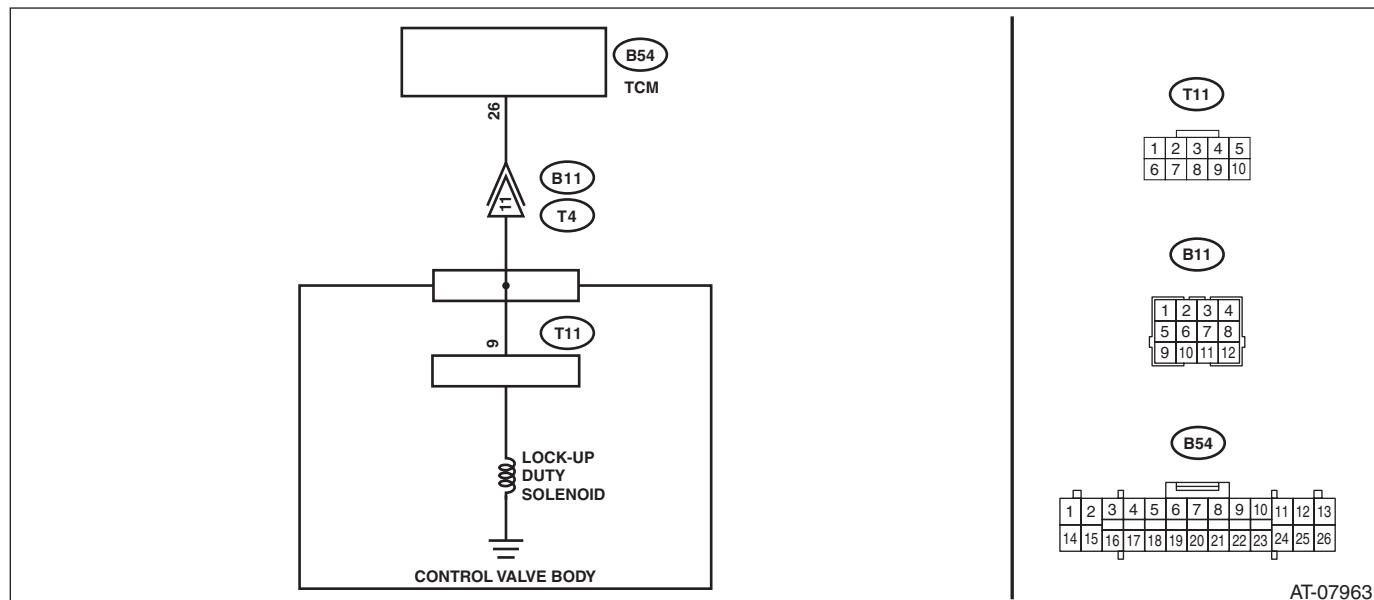
TROUBLE SYMPTOM:

No lock-up occurs.

WIRING DIAGRAM:

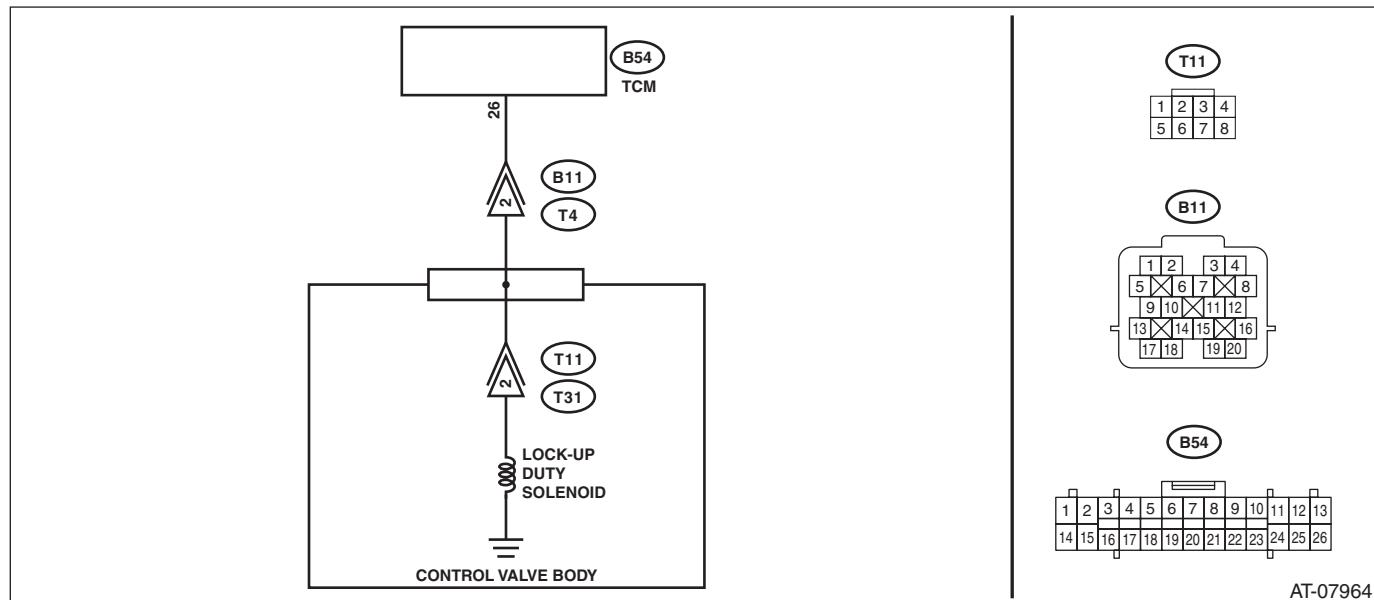
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. <i>Connector & terminal (B54) No. 26 — Chassis ground:</i>	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the short circuit of harness.
2 CHECK LOCK-UP DUTY SOLENOID. Measure the resistance between transmission connector and transmission body. <i>Connector & terminal Non-turbo model (T4) No. 11 — Transmission body: Turbo model (T4) No. 2 — Transmission body:</i>	Is the resistance approx. 13 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step 3.
3 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the following parts. <ul style="list-style-type: none">• Transmission valve cover (non-turbo model)• Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 4.	Replace the transmission harness.
4 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. <i>Connector & terminal Non-turbo model (T4) No. 11 — Transmission body: Turbo model (T4) No. 2 — Transmission body:</i>	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

AH:DTC P2769 LOCK-UP ON/OFF SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:

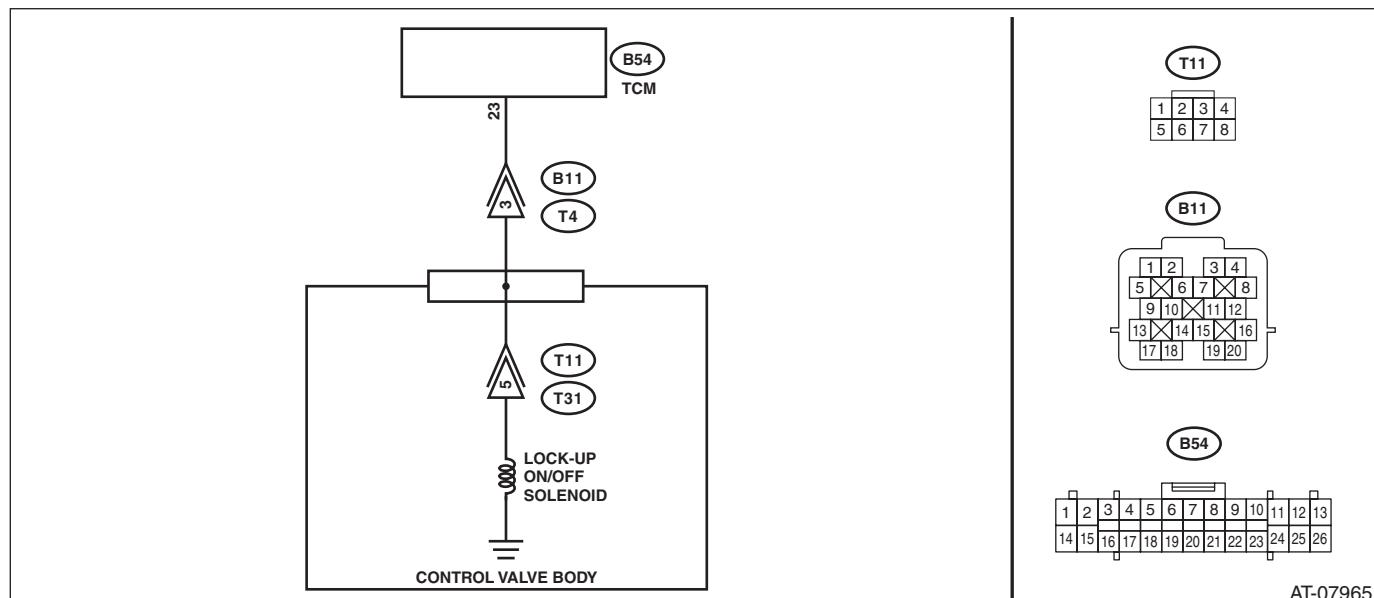
Output signal circuit of lock up ON/OFF solenoid is shorted.

TROUBLE SYMPTOM:

No lock-up occurs.

WIRING DIAGRAM:

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step	Check	Yes	No
1 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. Connector & terminal (B54) No. 23 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the short circuit of harness.
2 CHECK LOCK UP ON/OFF SOLENOID. Measure the resistance between transmission connector and transmission body. Connector & terminal (T4) No. 3 — Transmission body:	Is the resistance approx. 17 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step 3.
3 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the transmission oil pan. 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 4.	Replace the transmission harness.
4 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. Connector & terminal (T4) No. 3 — Transmission body:	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

AI: DTC P2770 LOCK-UP ON/OFF SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

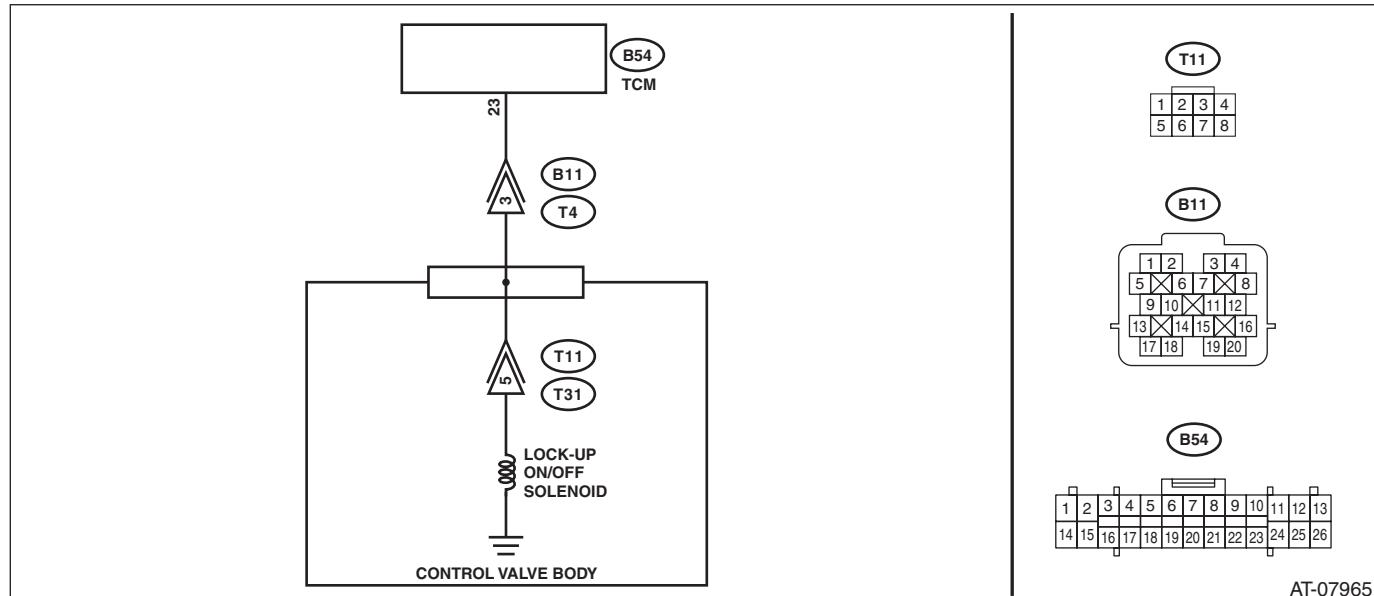
Output signal circuit of lock up ON/OFF solenoid is open or shorted.

TROUBLE SYMPTOM:

No lock-up occurs.

WIRING DIAGRAM:

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step	Check	Yes	No
1 CHECK HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. <i>Connector & terminal (B54) No. 23 — (B11) No. 3:</i>	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit of harness.
2 CHECK HARNESS. 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. <i>Connector & terminal (B54) No. 23 (+) — Chassis ground (-):</i>	Is the voltage approx. 0 V?	Go to step 3.	Repair the short circuit of harness.
3 CHECK LOCK UP ON/OFF SOLENOID. Measure the resistance between transmission connector and transmission body. <i>Connector & terminal (T4) No. 3 — Transmission body:</i>	Is the resistance approx. 17 Ω ? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step 4.
4 CHECK HARNESS INSIDE TRANSMISSION. CAUTION: Start work after ATF cools down. 1) Remove the transmission oil pan. 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step 5.	Replace the transmission harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
5 CHECK HARNESS INSIDE TRANSMISSION. 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. <i>Connector & terminal (T4) No. 3 (+) — Transmission body (-):</i>	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

AJ:DTC U0073 CONTROL MODULE COMMUNICATION BUS “A” OFF

NOTE:

Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AK:DTC U0100 LOST COMMUNICATION WITH ECM/PCM “A”

NOTE:

Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AL:DTC U0122 LOST COMMUNICATION WITH VEHICLE DYNAMICS CONTROL MODULE

NOTE:

Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AM:DTC U0140 LOST COMMUNICATION WITH BODY CONTROL MODULE

NOTE:

Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AN:DTC U0155 LOST COMMUNICATION WITH INSTRUMENT PANEL CLUSTER (IPC) CONTROL MODULE

NOTE:

Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AO:DTC U0401 INVALID DATA RECEIVED FROM ECM/PCM “A”

NOTE:

Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AP:DTC U0416 INVALID DATA RECEIVED FROM VEHICLE DYNAMICS CONTROL MODULE

NOTE:

Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AQ:DTC U0422 INVALID DATA RECEIVED FROM BODY CONTROL MODULE

NOTE:

Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AR:DTC U0423 INVALID DATA RECEIVED FROM INSTRUMENT PANEL CLUSTER CONTROL MODULE

NOTE:

Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AS:DTC U1235 LOST COMMUNICATION WITH EyeSight

NOTE:

Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AT:DTC U1433 INVALID DATA RECEIVED FROM EyeSight

NOTE:

Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>