

## Diagnostics with Phenomenon

CONTINUOUSLY VARIABLE TRANSMISSION

### 47. Diagnostics with Phenomenon

#### A: INSPECTION

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

# CONTINUOUSLY VARIABLE TRANSMISSION

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