

### 36. Diagnostics with Phenomenon

#### A: INSPECTION

Symptoms	Faulty parts
Engine does not start when the select lever is in "N" and "P" range.	<ul style="list-style-type: none"><li>• Select cable</li><li>• Inhibitor switch</li><li>• TCM</li></ul>
Engine starts when the select lever is in a range other than "N" or "P" range.	<ul style="list-style-type: none"><li>• Select cable</li><li>• Inhibitor switch</li><li>• TCM</li></ul>
The vehicle is not switched to parting mode when the select lever is in "P" range.	<ul style="list-style-type: none"><li>• Inhibitor switch</li><li>• Select cable</li><li>• Parking mechanism</li></ul>
Parking mode is not canceled even if the select lever is shifted from "P" range to another range.	<ul style="list-style-type: none"><li>• Inhibitor switch</li><li>• Select cable</li><li>• Parking mechanism</li></ul>
Excessive shock when the select lever is shifted from "N" range to "D" range or from "N" range to "R" range.	<ul style="list-style-type: none"><li>• ATF</li><li>• Turbine speed sensor</li><li>• Line pressure solenoid</li><li>• Line pressure circuit</li></ul>
Engine stalls when the select lever is shifted from "N" range to "D" range or from "N" range to "R" range.	<ul style="list-style-type: none"><li>• ATF</li><li>• Turbine speed sensor</li><li>• Line pressure circuit</li><li>• Lock-up solenoid</li><li>• Lock-up pressure circuit</li><li>• Engine speed signal</li><li>• TCM</li></ul>
Excessive shift shock while driving with the select lever in "D" range.	<ul style="list-style-type: none"><li>• ATF</li><li>• Vehicle speed sensor</li><li>• Turbine speed sensor</li><li>• Line pressure circuit</li><li>• Engine speed signal</li><li>• TCM</li></ul>
Excessive shock at lock-up or lock-up does not occur when the select lever is in "D" range.	<ul style="list-style-type: none"><li>• Vehicle speed sensor</li><li>• Turbine speed sensor</li><li>• Line pressure circuit</li><li>• Lock-up solenoid</li><li>• Lock-up pressure circuit</li><li>• Engine speed signal</li><li>• TCM</li></ul>
Cannot drive in all ranges.	<ul style="list-style-type: none"><li>• ATF</li><li>• Select cable</li><li>• Inhibitor switch</li><li>• Line pressure solenoid</li><li>• Line pressure circuit</li><li>• Engine speed signal</li><li>• TCM</li><li>• Gear and clutch</li></ul>
The vehicle can run when the select lever is in "P" and "N" range.	<ul style="list-style-type: none"><li>• Inhibitor switch</li><li>• Select cable</li></ul>
Excessively poor acceleration when the select lever is in "D" range.	<ul style="list-style-type: none"><li>• ATF</li><li>• Line pressure solenoid</li><li>• Line pressure circuit</li><li>• Vehicle speed sensor</li><li>• Engine speed signal</li><li>• TCM</li><li>• Gear and clutch</li></ul>
Noise emitted from transmission	<ul style="list-style-type: none"><li>• ATF</li><li>• Gear, clutch and bearing</li><li>• Control valve</li></ul>

# **Diagnostics with Phenomenon**

**AUTOMATIC TRANSMISSION**

---