

## 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

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# AUTOMATIC TRANSMISSION (DIAGNOSTICS)

## *5AT(diag)*

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