

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

AT

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BASIC DIAGNOSTIC PROCEDURE

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

1. Basic Diagnostic Procedure

A: PROCEDURE

Step	Check	Yes	No
<p>1 CHECK PRE-INSPECTION. 1)Ask the customer when and how trouble occurred using interview checklist. <Ref. to AT-4, Check List for Interview.> 2)Before performing the diagnosis, inspect following items which might influence the AT problems. •General inspection <Ref. to AT-5, INSPECTION, General Description.> •Oil leak •Stall speed test <Ref. to AT-32, Stall Test.> •Line pressure test <Ref. to AT-35, Line Pressure Test.> •Transfer clutch pressure test <Ref. to AT-37, Transfer Clutch Pressure Test.> •Time lag test <Ref. to AT-34, Time Lag Test.> •Road test <Ref. to AT-31, Road Test.> •Inhibitor switch <Ref. to AT-48, Inhibitor Switch.> Is the unit that might influence AT problem normal?</p>	Unit is normal.	Go to step 2.	Repair or replace each item.
<p>2 CHECK POWER INDICATOR LIGHT. Turn the ignition switch to ON. Does the POWER indicator light illuminate?</p>	POWER indicator light illuminates.	Go to step 4.	Go to step 3.
<p>3 CHECK POWER INDICATOR LIGHT. 1)Turn the ignition switch to OFF. 2)Repair the POWER indicator light circuit or power supply and ground line circuit. <Ref. to AT-26, Diagnostic Procedure for POWER Indicator Light.> 3)Turn the ignition switch to ON. Is the POWER indicator light flashing?</p>	POWER indicator light is flashing.	Go to step 4.	Go to step 5.
<p>4 CHECK INDICATION OF DIAGNOSTIC TROUBLE CODE (DTC). Calling up the DTC. Without SUBARU SELECT MONITOR <Ref. to AT-20, WITHOUT SUBARU SELECT MONITOR, Read Diagnostic Trouble Code (DTC).> With SUBARU SELECT MONITOR <Ref. to AT-21, WITH SUBARU SELECT MONITOR, Read Diagnostic Trouble Code (DTC).> NOTE: If the communication function of select monitor cannot be executed normally, check the communication circuit. <Ref. to AT-34, COMMUNICATION FOR INITIALIZING IMPOSSIBLE, Diagnostic Procedure for Select Monitor Communication.> Is the DTC displayed?</p>	DTC is displayed.	Go to step 6. NOTE: Record all DTC.	Go to step 5.

BASIC DIAGNOSTIC PROCEDURE

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>5 PERFORM THE GENERAL DIAGNOSTICS. 1)Inspect using "Diagnostic Procedure for No-diagnostic trouble code (DTC)".<Ref. to AT-100, Diagnostic Procedure for No-diagnostic Trouble Code (DTC).> 2)Inspect using "Symptom Related Diagnostic". <Ref. to AT-131, Symptom Related Diagnostic.> 3)Perform the clear memory mode. Without SUBARU SELECT MONITOR <Ref. to AT-23, WITH SUBARU SELECT MONITOR, Clear Memory Mode.> With SUBARU SELECT MONITOR <Ref. to AT-23, WITHOUT SUBARU SELECT MONITOR, Clear Memory Mode.> 4)Perform the inspection mode. <Ref. to AT-22, Inspection Mode.> Calling up the DTC. Without SUBARU SELECT MONITOR <Ref. to AT-20, WITHOUT SUBARU SELECT MONITOR, Read Diagnostic Trouble Code (DTC).> With SUBARU SELECT MONITOR <Ref. to AT-21, WITH SUBARU SELECT MONITOR, OPERATION, Read Diagnostic Trouble Code (DTC).> Is the DTC displayed?</p>	<p>DTC is displayed.</p>	<p>Go to step 6.</p>	<p>Complete the diagnosis.</p>
<p>6 PERFORM THE DIAGNOSIS. 1)Inspect using "Diagnostics Chart with Diagnostic Trouble Code (DTC)".<Ref. to AT-38, Diagnostic Procedure with Diagnostic Trouble Code (DTC).> NOTE: For trouble code table, refer to "List of Diagnostic Trouble Code (DTC)".<Ref. to AT-25, List of Diagnostic Trouble Code (DTC).> 2)Repair the trouble cause. 3)Perform the clear memory mode. Without SUBARU SELECT MONITOR <Ref. to AT-23, WITH SUBARU SELECT MONITOR, OPERATION, Clear Memory Mode.> With SUBARU SELECT MONITOR <Ref. to AT-23, WITHOUT SUBARU SELECT MONITOR, Clear Memory Mode.> 4)Perform the inspection mode. <Ref. to AT-22, Inspection Mode.> 5)Calling up the DTC. Without SUBARU SELECT MONITOR <Ref. to AT-20, WITHOUT SUBARU SELECT MONITOR, OPERATION, Read Diagnostic Trouble Code (DTC).> With SUBARU SELECT MONITOR <Ref. to AT-21, WITH SUBARU SELECT MONITOR, OPERATION, Read Diagnostic Trouble Code (DTC).> Is the DTC displayed?</p>	<p>DTC is displayed.</p>	<p>Inspect using "Diagnostics Chart with Diagnostic Connector". <Ref. to AT-38, Diagnostic Procedure with Diagnostic Trouble Code (DTC).></p>	<p>Complete the diagnosis.</p>

CHECK LIST FOR INTERVIEW

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

2. Check List for Interview

A: CHECK

Check the following items when problem has occurred.

NOTE:

Use copies of this page for interviewing customers.

Customer's name		
Data vehicle brought in		
Data of repair		
Trans. model	TRANSMISSION	VIN
Odometer reading	km/h or mile	
Frequency	<input type="checkbox"/> Continuous <input type="checkbox"/> Intermittent (times a day)	
Weather	<input type="checkbox"/> Fine <input type="checkbox"/> Cloudy <input type="checkbox"/> Rainy <input type="checkbox"/> Snowy <input type="checkbox"/> Various/Others ()	
Place	<input type="checkbox"/> High <input type="checkbox"/> Suburbs <input type="checkbox"/> Inner city <input type="checkbox"/> Uphill <input type="checkbox"/> Rough road <input type="checkbox"/> Others ()	
Outdoor temperature	<input type="checkbox"/> Hot <input type="checkbox"/> Warm <input type="checkbox"/> Cool <input type="checkbox"/> Cold	
Vehicle speed	km/h (MPH)	
Malfunction indicator lamp (MIL)	<input type="checkbox"/> Continuously lit	<input type="checkbox"/> Not lit
Select lever position	<input type="checkbox"/> P <input type="checkbox"/> R <input type="checkbox"/> N <input type="checkbox"/> D <input type="checkbox"/> 3 <input type="checkbox"/> 2 <input type="checkbox"/> 1	
Driving condition	<input type="checkbox"/> Not affected <input type="checkbox"/> At racing <input type="checkbox"/> While decelerating	<input type="checkbox"/> At starting <input type="checkbox"/> While accelerating <input type="checkbox"/> While turning (<input type="checkbox"/> RH/ <input type="checkbox"/> LH)
		<input type="checkbox"/> While idling <input type="checkbox"/> While cruising
POWER switch	<input type="checkbox"/> ON <input type="checkbox"/> OFF	
HOLD switch	<input type="checkbox"/> ON <input type="checkbox"/> OFF	
Symptoms	<input type="checkbox"/> No up-shift	
	<input type="checkbox"/> No down-shift	
	<input type="checkbox"/> No kick down	
	<input type="checkbox"/> Vehicle does not move (<input type="checkbox"/> Any position <input type="checkbox"/> Particular position)	
	<input type="checkbox"/> Lock-up malfunction	
	<input type="checkbox"/> Noise or vibration	
	<input type="checkbox"/> Shift shock or slip	
	<input type="checkbox"/> Select lever does not move	
	<input type="checkbox"/> Others ()	

GENERAL DESCRIPTION

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

3. General Description

A: CAUTION

- **Supplemental Restraint System "Airbag"**

The airbag system wiring harness is routed near the transmission control module (TCM).

CAUTION:

- All airbag system wiring harness and connectors are colored yellow. Do not use an electrical test equipment on these circuit.
- Be careful not to damage the airbag system wiring harness when performing diagnostics and servicing the TCM.

- **Measurement**

When measuring the voltage and resistance of ECM, TCM or each sensor, use a tapered pin with diameter of less than 0.64 mm (0.025 in) in order to avoid poor contact. Do not insert the pin more than 0.65 mm (0.256 in).

B: INSPECTION

1. BATTERY

Measure the battery voltage and specific gravity of electrolyte.

Standard voltage: 12V or more

Specific gravity: Above 1.260

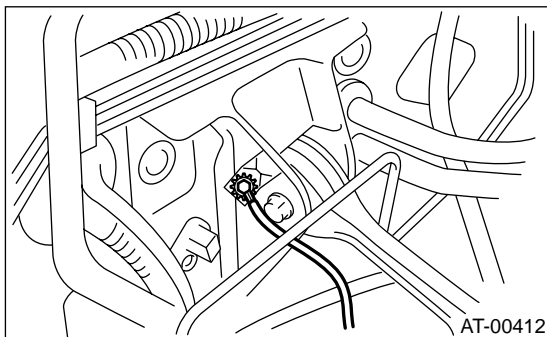
2. TRANSMISSION GROUND

Make sure that the ground terminal bolt is tightened securely.

- **Chassis side**

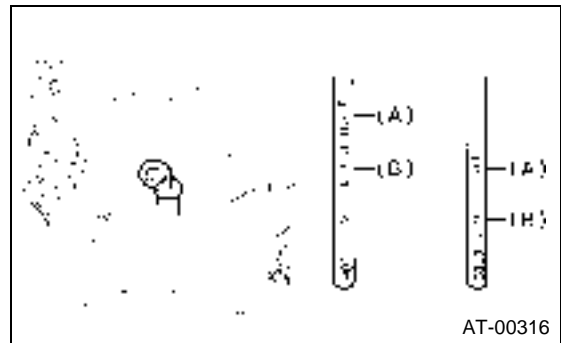
Tightening torque:

13 N·m (1.3 kgf·m, 9.4 ft·lb)



3. ATF LEVEL

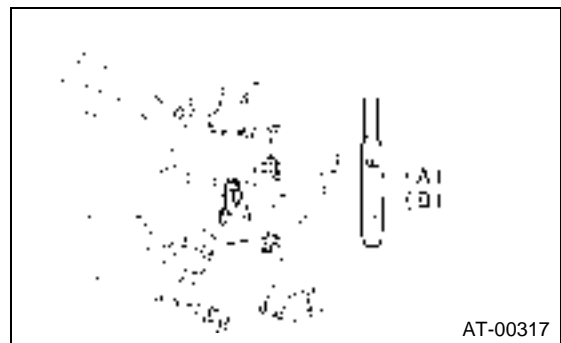
Make sure that ATF level is in the specification. <Ref. to AT-29, INSPECTION, Automatic Transmission Fluid.>



- (A) Upper level
- (B) Lower level

4. FRONT DIFFERENTIAL OIL LEVEL

Make sure that front differential oil level is in the specification. <Ref. to AT-30, INSPECTION, Differential Gear Oil.>



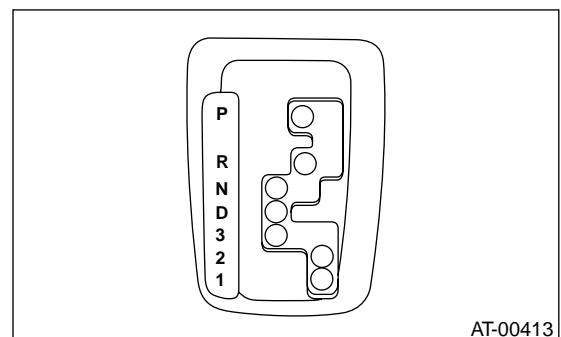
- (A) Upper level
- (B) Lower level

5. OPERATION OF SHIFT SELECT LEVER

Make sure there is no abnormal noise, dragging or contact pattern in each select lever range.

WARNING:

Stop the engine while checking operation of selector lever.

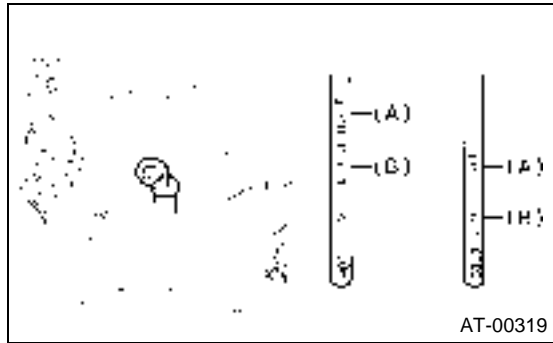


GENERAL DESCRIPTION

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

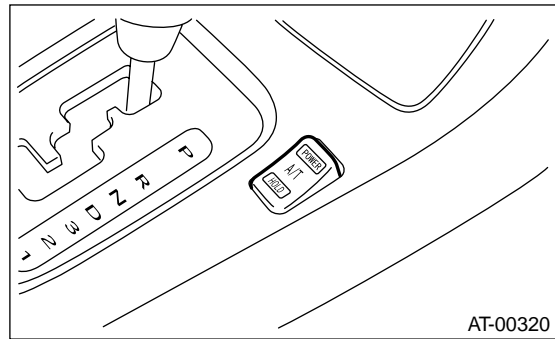
6. POWER SWITCH

Make sure that the POWER indicator light in combination meter comes ON, when turning the power switch to ON.



7. HOLD SWITCH

Make sure that the HOLD indicator light in combination meter comes ON, when turning the hold switch to ON.



C: PREPARATION TOOL

1. SPECIAL TOOLS

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
<p>ST24082AA210</p>	24082AA210 (Newly adopted tool)	CARTRIDGE	Troubleshooting for electrical systems.
<p>ST22771AA030</p>	22771AA030	SUBARU SELECT MONITOR KIT	Troubleshooting for electrical systems. <ul style="list-style-type: none"> English: 22771AA030 (Without printer) German: 22771AA070 (Without printer) French: 22771AA080 (Without printer) Spanish: 22771AA090 (Without printer)

2. GENERAL PURPOSE TOOLS

TOOL NAME	REMARKS
Circuit Tester	Used for measuring resistance, voltage and ampere.
Oscilloscope	Used for measuring sensor.

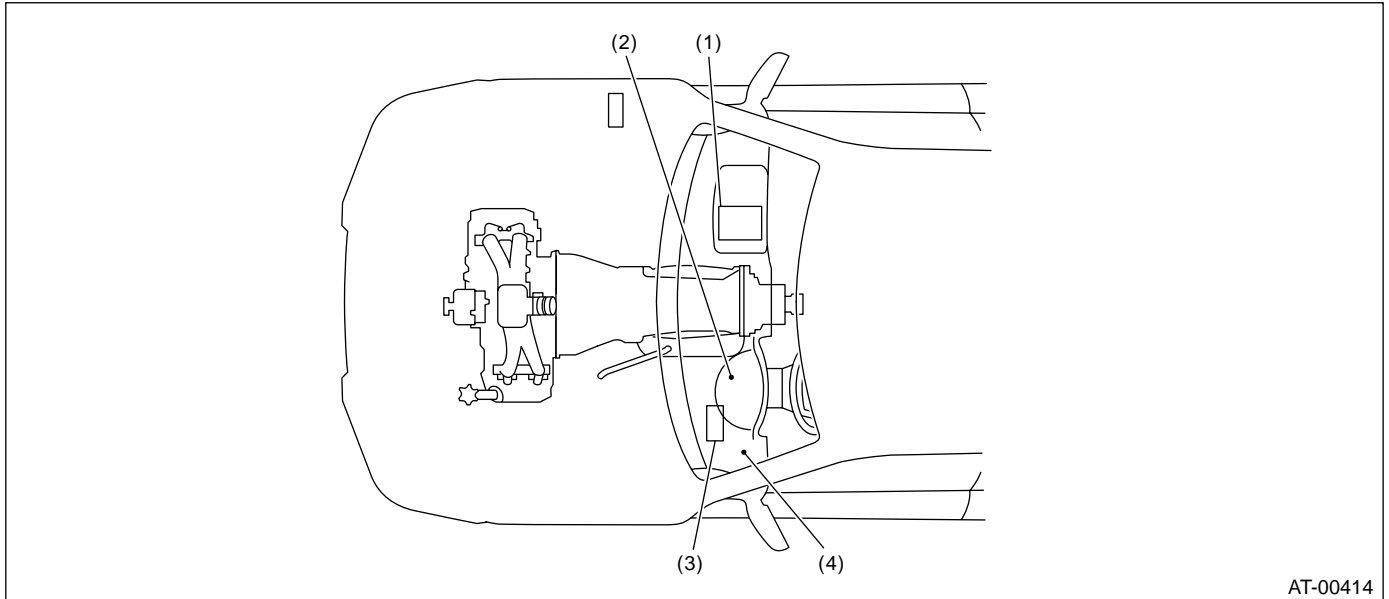
ELECTRICAL COMPONENTS LOCATION

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

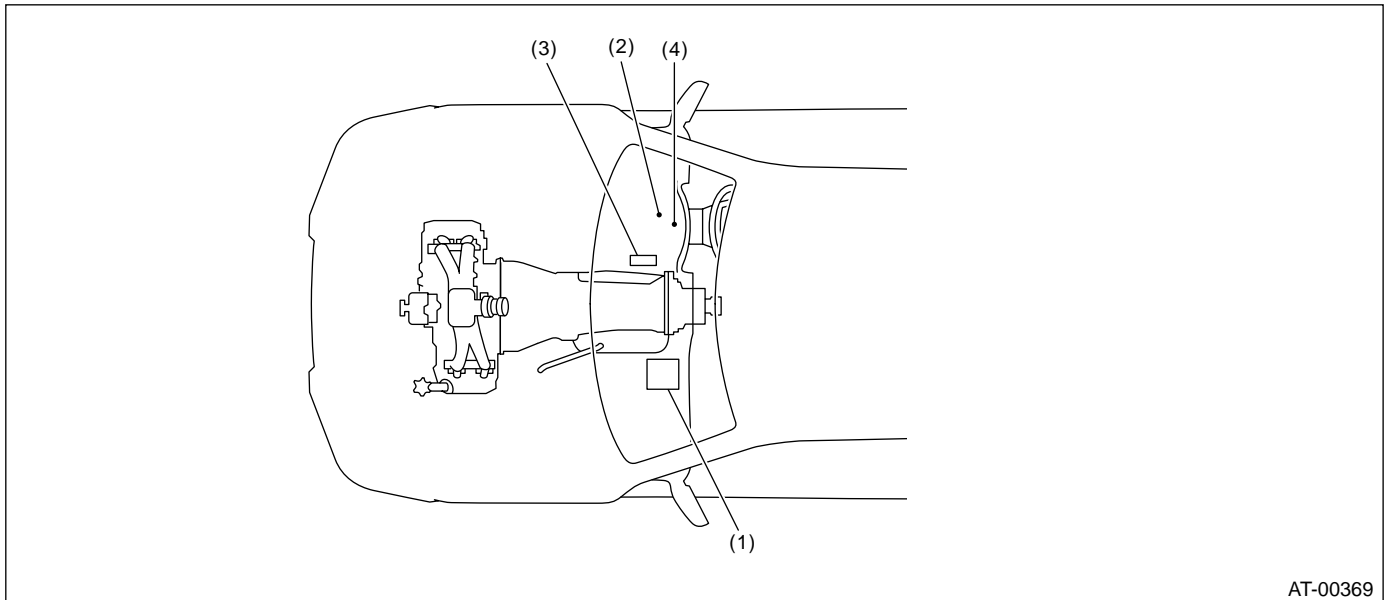
4. Electrical Components Location

A: LOCATION

1. CONTROL MODULE



AT-00414

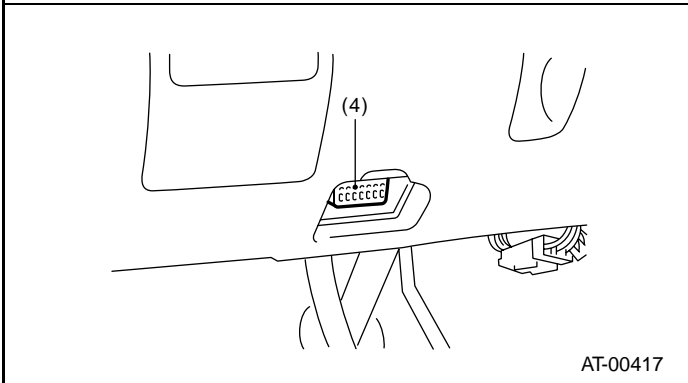
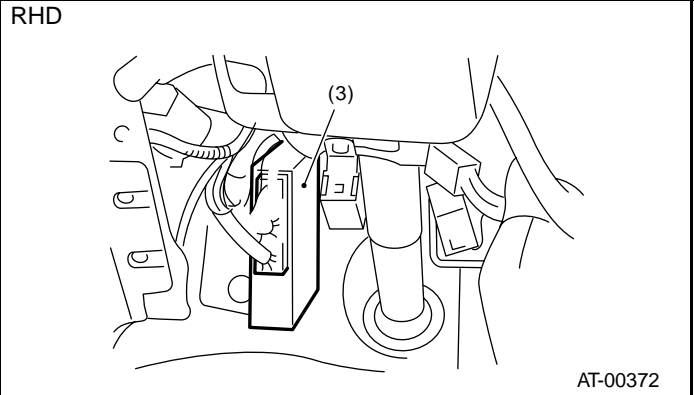
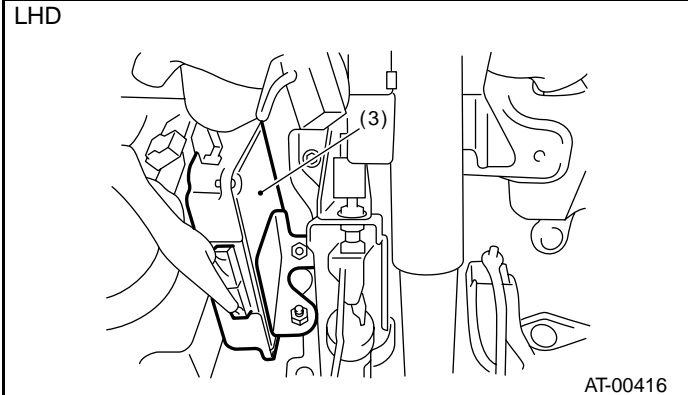
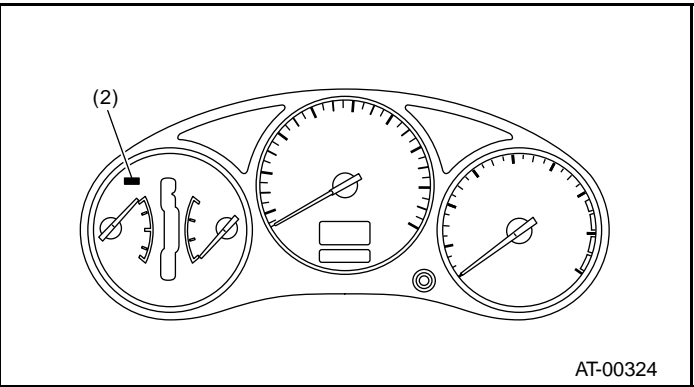
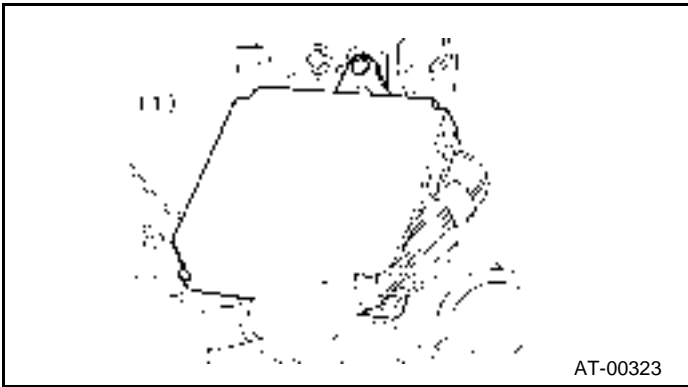


AT-00369

- | | |
|---|---------------------------------------|
| (1) Engine control module (ECM) | (3) Transmission control module (TCM) |
| (2) POWER indicator light (AT diagnostic indicator light) | (4) Data link connector |

ELECTRICAL COMPONENTS LOCATION

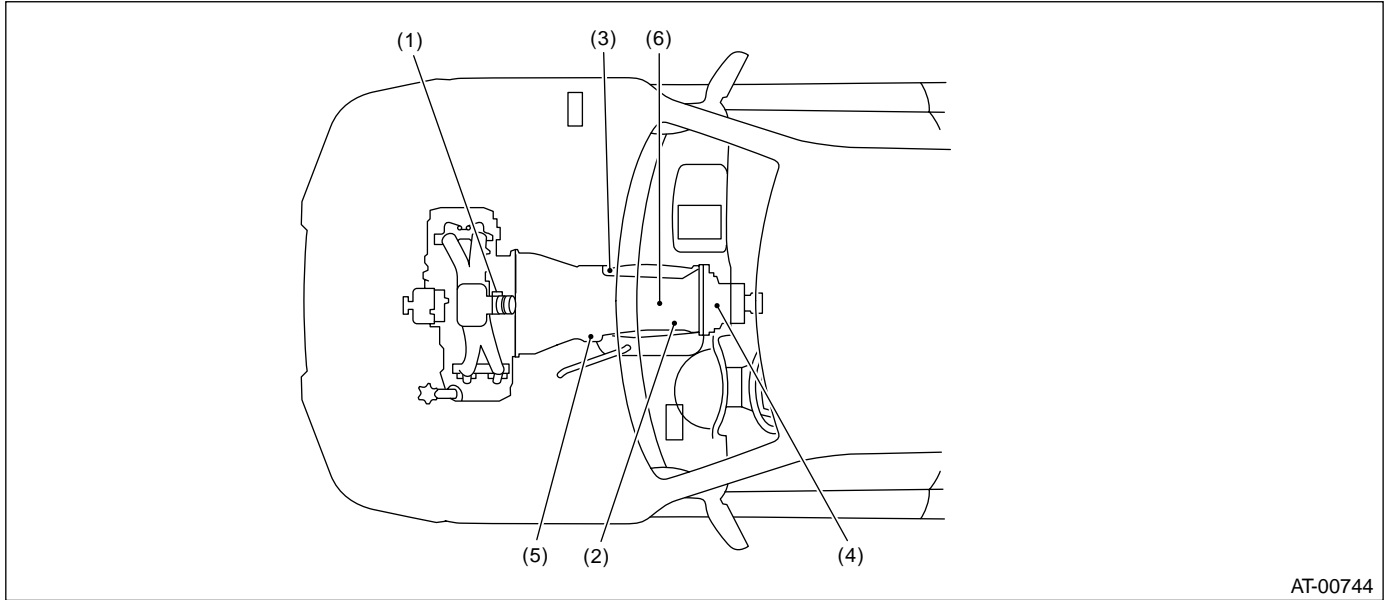
AUTOMATIC TRANSMISSION (DIAGNOSTICS)



ELECTRICAL COMPONENTS LOCATION

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

2. SENSOR

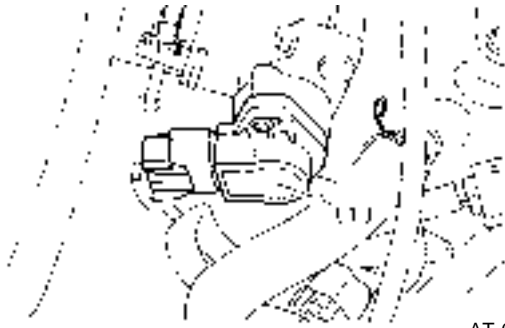


AT-00744

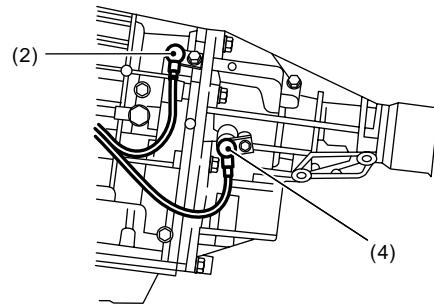
- | | | |
|--------------------------------|---|----------------------------|
| (1) Throttle position sensor | (4) Rear vehicle speed sensor | (6) ATF temperature sensor |
| (2) Front vehicle speed sensor | (5) Torque converter turbine speed sensor | |
| (3) Inhibitor switch | | |

ELECTRICAL COMPONENTS LOCATION

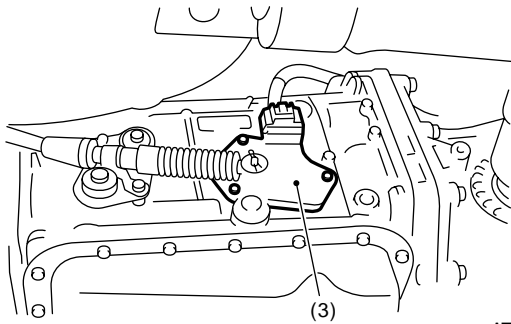
AUTOMATIC TRANSMISSION (DIAGNOSTICS)



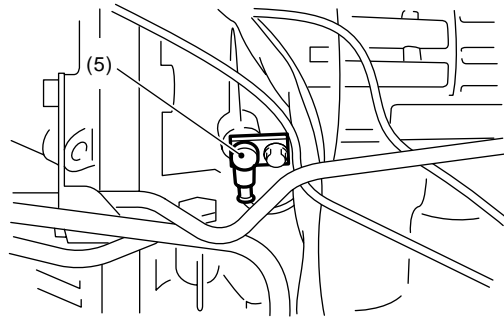
AT-00328



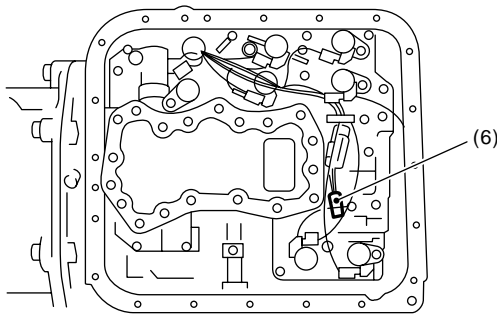
AT-00329



AT-00330



AT-00331



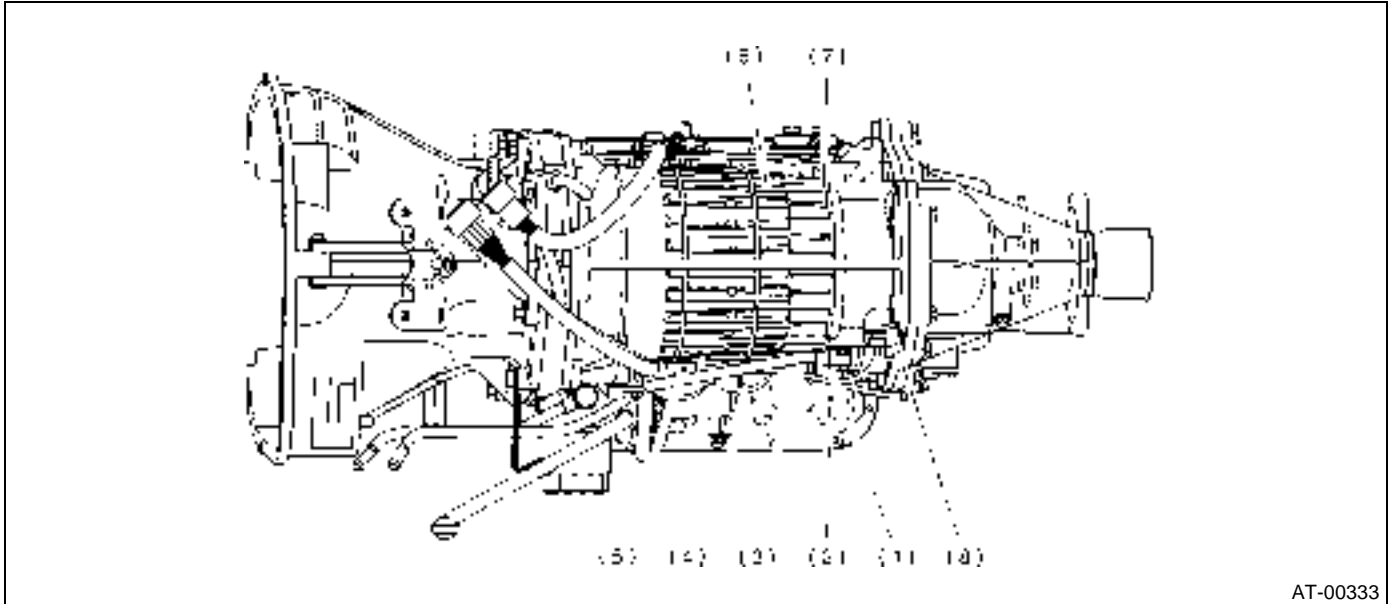
AT-00332

SUBARU.

ELECTRICAL COMPONENTS LOCATION

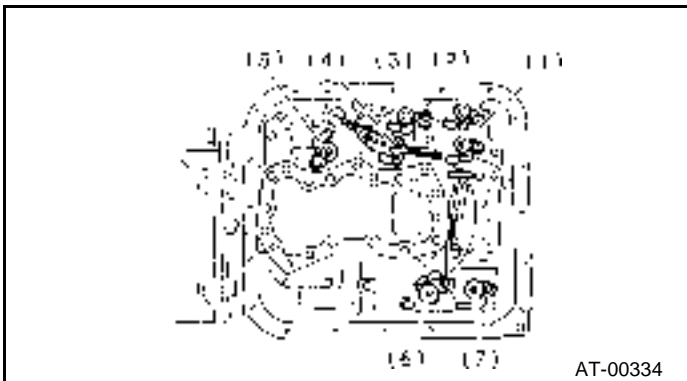
AUTOMATIC TRANSMISSION (DIAGNOSTICS)

3. SOLENOID

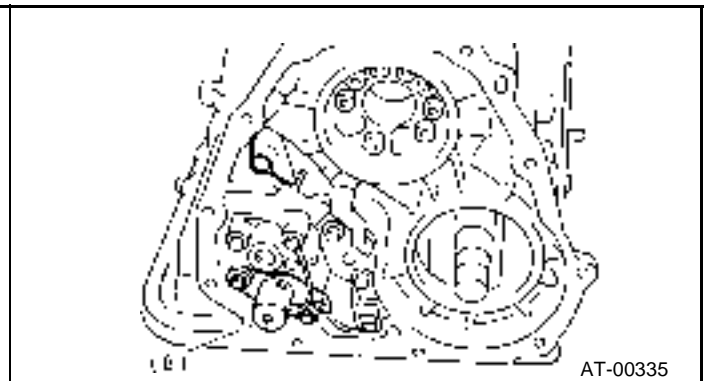


AT-00333

- | | | |
|---------------------------------|--------------------------------|-------------------------------|
| (1) Solenoid 1 | (4) Low clutch timing solenoid | (7) 2-4 brake timing solenoid |
| (2) Solenoid 2 | (5) Lock-up duty solenoid | (8) Transfer duty solenoid |
| (3) Line pressure duty solenoid | (6) 2-4 brake duty solenoid | |



AT-00334



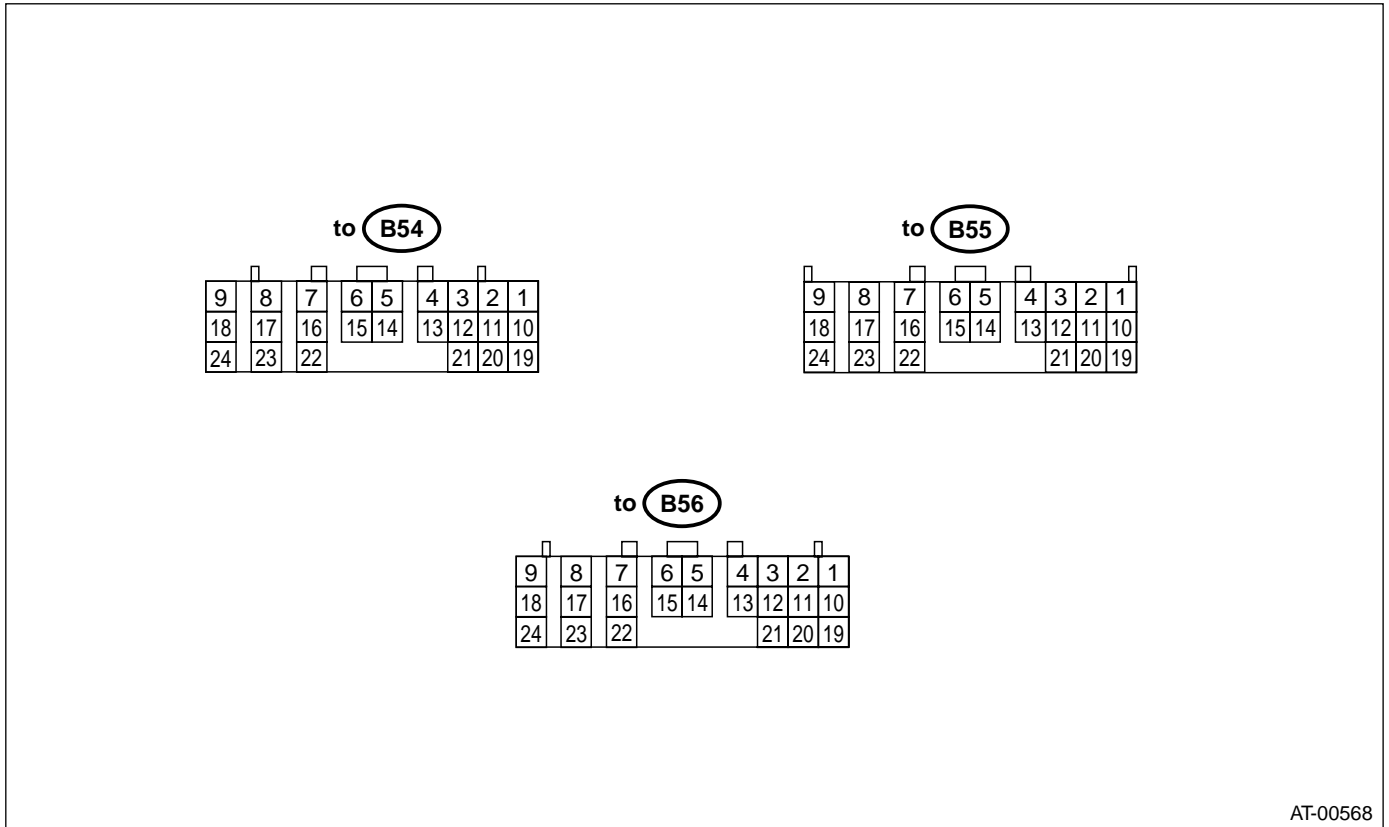
AT-00335

TRANSMISSION CONTROL MODULE (TCM) I/O SIGNAL

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

5. Transmission Control Module (TCM) I/O Signal

A: ELECTRICAL SPECIFICATION



AT-00568

Check with ignition switch ON.					
Content	Con- nector No.	Terminal No.	Measuring conditions	Voltage (V)	Resistance to body (ohms)
Back-up power supply	B56	1	Ignition switch OFF	10 — 13	—
Ignition power supply	B54	23	Ignition switch ON (with engine OFF)	10 — 13	—
	B54	24			

TRANSMISSION CONTROL MODULE (TCM) I/O SIGNAL

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Check with ignition switch ON.						
Content		Connector No.	Terminal No.	Measuring conditions	Voltage (V)	Resistance to body (ohms)
Inhibitor switch	"P" range switch	B55	1	Select lever in "P" range	Less than 1	—
				Select lever in any other than "P" range (except "N" range)	More than 8	
	"N" range switch	B55	14	Select lever in "N" range	Less than 1	—
				Select lever in any other than "N" range (except "P" range)	More than 8	
	"R" range switch	B55	3	Select lever in "R" range	Less than 1	—
				Select lever in any other than "R" range	More than 8	
	"D" range switch	B55	4	Select lever in "D" range	Less than 1	—
				Select lever in any other than "D" range	More than 8	
	"3" range switch	B55	5	Select lever in "3" range	Less than 1	—
				Select lever in any other than "3" range	More than 8	
	"2" range switch	B55	6	Select lever in "2" range	Less than 1	—
				Select lever in any other than "2" range	More than 8	
	"1" range switch	B55	7	Select lever in "1" range	Less than 1	—
				Select lever in any other than "1" range	More than 8	
Brake switch	B55	12	Brake pedal depressed.	More than 10.5	—	
			Brake pedal released.	Less than 1		
Kick-down switch	B55	11	Throttle fully opened.	Less than 1	—	
			Throttle fully closed.	More than 6.5		
AT OIL TEMP warning light	B56	10	Light ON	Less than 1	—	
			Light OFF	More than 9		
Throttle position sensor	B54	3	Throttle fully closed.	0.2 — 1.0	—	
			Throttle fully open.	4.2 — 4.7		
Throttle position sensor power supply	B54	2	Ignition switch ON (with engine OFF)	4.8 — 5.3	—	
ATF temperature sensor	B54	11	ATF temperature 20°C (68°F)	1.6 — 2.0	2.1 k — 2.9 k	
			ATF temperature 80°C (176°F)	0.4 — 0.9	275 — 375	
Rear vehicle speed sensor	B55	24	Vehicle stopped.	0	450 — 650	
			Vehicle speed at least 20 km/h (12 MPH)	More than 1 (AC range)		
Front vehicle speed sensor	B55	18	Vehicle stopped.	0	450 — 650	
			Vehicle speed at least 20 km/h (12 MPH)	More than 1 (AC range)		
Torque converter turbine speed sensor	B55	8	Engine idling after warm-up. (D range)	0	450 — 650	
			Engine idling after warm-up. (N range)	More than 1 (AC range)		
Vehicle speed output signal	B56	17	Vehicle speed at most 10 km/h (6 MPH)	Less than 1 ← → More than 4	—	

TRANSMISSION CONTROL MODULE (TCM) I/O SIGNAL

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Check with ignition switch ON.					
Content	Con- nector No.	Terminal No.	Measuring conditions	Voltage (V)	Resistance to body (ohms)
Engine speed signal	B55	17	Ignition switch ON (with engine OFF)	More than 10.5	—
			Ignition switch ON (with engine ON)	8 — 11	
Cruise set signal	B55	22	When cruise control is set. (SET lamp ON)	Less than 1	—
			When cruise control is not set. (SET lamp OFF)	More than 6.5	
Torque control signal 1	B56	5	Ignition switch ON (with engine ON)	More than 4	—
Torque control signal 2	B56	14	Ignition switch ON (with engine ON)	More than 4	—
Torque control cut signal	B55	10	Ignition switch ON	8	—
Intake manifold pressure signal (Non-turbo model)	B54	1	Engine idling after warm-up.	0.4 — 1.6	—
Mass air flow signal (Turbo model)	B54	1	Engine idling after warm-up.	0.9 — 1.4	—
Shift solenoid 1	B54	22	1st or 4th gear	More than 9	10 — 16
			2nd or 3rd gear	Less than 1	
Shift solenoid 2	B54	5	1st or 2nd gear	More than 9	10 — 16
			3rd or 4th gear	Less than 1	
Line pressure duty solenoid	B54	9	Ignition switch ON (with engine OFF) Throttle fully closed after warm-up.	1.5 — 4.0	2.0 — 4.5
			Ignition switch ON (with engine OFF) Throttle fully open after warm-up.	Less than 0.5	
Lock-up duty solenoid	B54	7	When lock up occurs.	More than 8.5	10 — 17
			When lock up is released.	Less than 0.5	
Transfer duty solenoid (Non-turbo model)	B54	6	Fuse on FWD switch	More than 8.5	10 — 17
			Fuse removed from FWD switch (with throttle fully open and with select lever in 1st gear).	Less than 0.5	
Transfer duty solenoid (Turbo model)	B54	6	Throttle fully closed.	More than 8.5	10 — 17
			Throttle fully open.	Less than 0.5	
2-4 brake duty solenoid	B54	18	Throttle fully closed (with engine OFF) after warm-up.	1.5 — 5.0	2.0 — 4.5
			Throttle fully open (with engine OFF) after warm-up.	Less than 0.5	
2-4 brake timing solenoid	B54	16	1st gear	Less than 1	10 — 16
			3rd gear	More than 9	
Low clutch timing solenoid	B54	15	2nd gear	Less than 1	10 — 16
			4th gear	More than 9	
Hold switch	B55	16	Hold switch ON	Less than 1	—
			Hold switch OFF	More than 8	—
Power switch	B55	23	Power switch ON	Less than 1	—
			Power switch OFF	More than 10	—

TRANSMISSION CONTROL MODULE (TCM) I/O SIGNAL

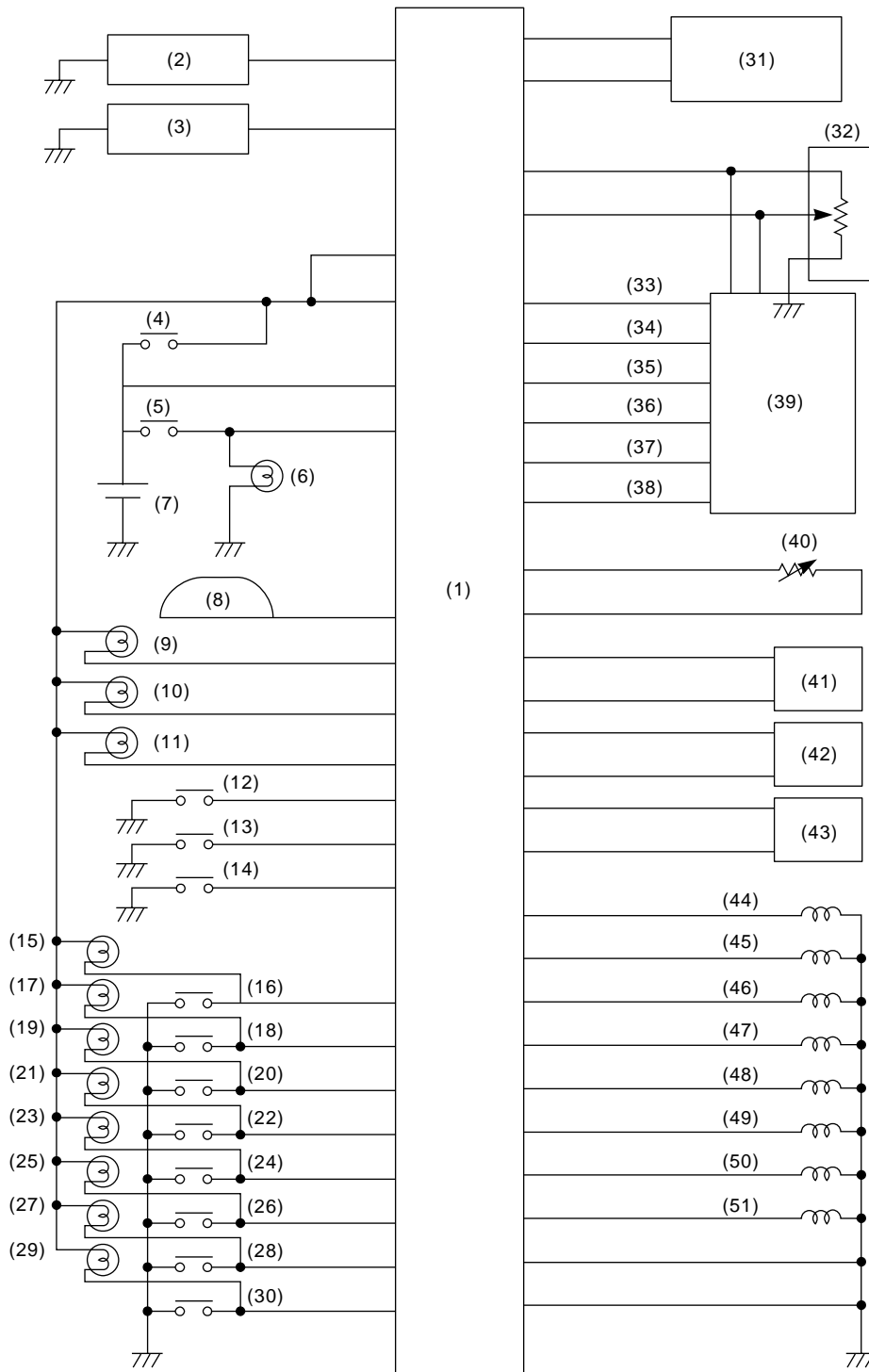
AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Check with ignition switch ON.					
Content	Connector No.	Terminal No.	Measuring conditions	Voltage (V)	Resistance to body (ohms)
Power indicator light	B56	11	Light ON	Less than 1	—
			Light OFF	More than 9	—
FWD switch	B55	20	Fuse removed.	6 — 9.1	—
			Fuse installed.	Less than 1	—
FWD indicator light	B56	2	Fused ON FWD switch	Less than 1	—
			Fuse removed from FWD switch.	More than 9	—
ABS signal	B55	21	ABS switch ON	Less than 1	—
			ABS switch OFF	6.5 — 15	—
Sensor ground line 1	B54	20	—	0	Less than 1
Sensor ground line 2	B55	9	—	0	Less than 1
System ground line	B56	19	—	0	Less than 1
	B54	21			
Sensor ground line 3	B54	10	—	0	Less than 1
Sensor ground line 4	B54	19	—	0	Less than 1
AT diagnosis signal	B56	21	Ignition switch ON	Less than 1 ← → More than 4	—
Data link signal (Subaru Select Monitor)	B56	15	—	—	—

TRANSMISSION CONTROL MODULE (TCM) I/O SIGNAL

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

B: SCHEMATIC



AT-00569

TRANSMISSION CONTROL MODULE (TCM) I/O SIGNAL

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

- | | | |
|--|--------------------------------|--|
| (1) Transmission control module | (19) "R" range indicator light | (37) Non-turbo model:
Intake manifold pressure signal |
| (2) Cruise control module | (20) "R" range switch | Turbo model:
Mass air flow signal |
| (3) ABS control module | (21) "N" range indicator light | (38) AT diagnostics signal |
| (4) Ignition switch | (22) "N" range switch | (39) Engine control module |
| (5) Brake switch | (23) "D" range indicator light | (40) ATF temperature sensor |
| (6) Brake light | (24) "D" range switch | (41) Torque converter turbine speed
sensor |
| (7) Battery | (25) "3" range indicator light | (42) Rear vehicle speed sensor |
| (8) Combination meter (Speedome-
ter circuit) | (26) "3" range switch | (43) Front vehicle speed sensor |
| (9) AT OIL TEMP light | (27) "2" range indicator light | (44) Shift solenoid 1 |
| (10) FWD indicator light | (28) "2" range switch | (45) Shift solenoid 2 |
| (11) POWER indicator light | (29) "1" range indicator light | (46) 2-4 brake timing solenoid |
| (12) FWD switch | (30) "1" range switch | (47) Line pressure duty solenoid |
| (13) Power switch | (31) Data link connector | (48) 2-4 brake duty solenoid |
| (14) Kick-down switch | (32) Throttle position sensor | (49) Lock-up duty solenoid |
| (15) Hold indicator light | (33) Engine speed signal | (50) Low clutch timing solenoid |
| (16) Hold switch | (34) Torque control cut signal | (51) Transfer duty solenoid |
| (17) "P" range indicator light | (35) Torque control signal 2 | |
| (18) "P" range switch | (36) Torque control signal 1 | |

SUBARU SELECT MONITOR

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

6. Subaru Select Monitor

A: OPERATION

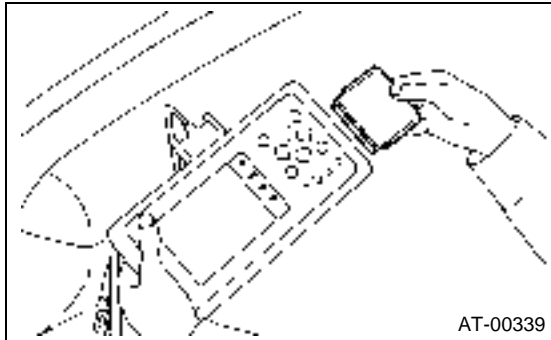
1. READ DIAGNOSTIC TROUBLE CODE

1) Prepare the Subaru Select Monitor kit.



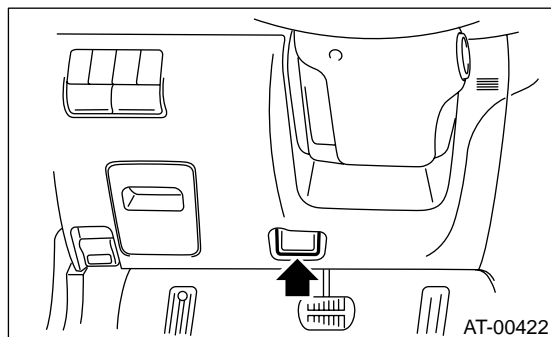
2) Connect the diagnosis cable to Subaru Select Monitor.

3) Insert the cartridge into Subaru Select Monitor.
<Ref. to AT-6, PREPARATION TOOL, General Description.>



4) Connect the Subaru Select Monitor to data link connector.

(1) Data link connector located in the lower portion of instrument panel (on driver's side).

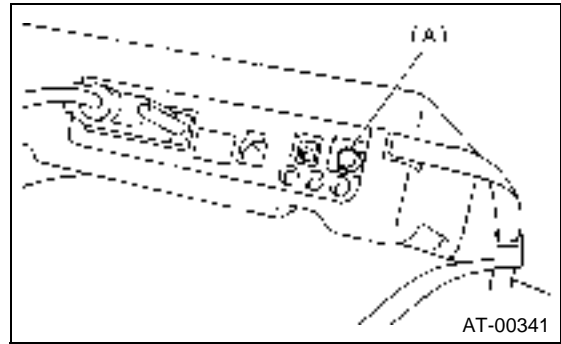


(2) Connect the diagnosis cable to data link connector.

NOTE:

Do not connect scan tools except for Subaru Select Monitor and OBD-II general scan tool.

5) Turn the ignition switch to ON (engine OFF) and Subaru Select Monitor switch to ON.



(A) Power switch

6) On the «Main Menu» display screen, select the {Each System Check} and press [YES] key.

7) On the «System Selection Menu» display screen, select the {Transmission Control System} and press [YES] key.

8) Press the [YES] key after displayed information of transmission type.

9) On the «Transmission Diagnosis» display screen, select the {Diagnostic Code(s) Display} and press [YES] key.

10) On the «Diagnostic Code(s) Display» display screen, select the {Latest Diagnostic Code(s)} or {Memorized Diagnostic Code(s)} and press [YES] key.

NOTE:

- For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.

- For detailed concerning the diagnostic trouble codes (DTC), refer to the DIAGNOSTIC TROUBLE CODE LIST. <Ref. to AT-25, List of Diagnostic Trouble Code (DTC).>

2. READ CURRENT DATA

1) On the «Main Menu» display screen, select the {Each System Check} and press [YES] key.

2) On the «System Selection Menu» display screen, select the {Transmission Control System} and press [YES] key.

3) Press the [YES] key after displayed information of transmission type.

4) On the «Transmission Diagnosis» display screen, select the {Current Data Display & Save} and press [YES] key.

5) On the «Data Display Menu» display screen, select the {Data Display} and press [YES] key.

6) Using the scroll key, move the display screen up or down until desired data is shown.

- A list of the support data is shown in the following table.

SUBARU SELECT MONITOR

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Contents	Display	Unit of measure
Battery voltage	Battery Voltage	V
Rear vehicle speed sensor signal	Rear Wheel Speed	km/h or MPH
Front vehicle speed sensor signal	Front Wheel Speed	km/h or MPH
Engine speed signal	Engine Speed	rpm
Automatic transmission fluid temperature signal	ATF Temp.	°C or °F
Throttle position signal	Throttle Sensor Voltage	V
Gear position	Gear Position	—
Line pressure control duty ratio	Line Pressure Duty Ratio	%
Lock up clutch control duty ratio	Lock Up Duty Ratio	%
Transfer clutch control duty ratio	Transfer Duty Ratio	%
Power supply for throttle position sensor	Throttle Sensor Power	V
Torque converter turbine speed signal	Turbine Revolution Speed	rpm
2-4 brake timing pressure control duty ratio	Brake Clutch Duty Ratio	%
Mass air flow sensor signal (Turbo model)	Air Flow Sensor Voltage	V
Intake manifold pressure sensor voltage (Non-turbo model)	Mani. Pressure Voltage	V
2 wheel drive switch signal	FWD Switch	ON or OFF
Stop lamp switch signal	Stop Light Switch	ON or OFF
Anti lock brake system signal	ABS Signal	ON or OFF
Cruise control system signal	Cruise Control Signal	ON or OFF
Parking range signal	P Range Signal	ON or OFF
Neutral range signal	N Range Signal	ON or OFF
Reverse range signal	R Range Signal	ON or OFF
Drive range signal	D Range Signal	ON or OFF
3rd range signal	3rd Range Signal	ON or OFF
2nd range signal	2nd Range Signal	ON or OFF
1st range signal	1st Range Signal	ON or OFF
Shift control solenoid A	Shift Solenoid #1	ON or OFF
Shift control solenoid B	Shift Solenoid #2	ON or OFF
Torque control output signal #1	Torque Control Signal 1	ON or OFF
Torque control output signal #2	Torque Control Signal 2	ON or OFF
Torque control cut signal	Torque Control Cut Sig.	ON or OFF
2-4 brake timing control solenoid valve	2-4 Brake Timing Sol.	ON or OFF
Low clutch timing control solenoid valve	Low Clutch Timing Sol.	ON or OFF
Automatic transmission diagnosis indicator lamp	Diagnosis Lamp	ON or OFF
Power mode switch signal	Power Mode Switch	ON or OFF
Hold mode switch signal	Hold Mode Switch	ON or OFF
Kick down switch signal	Kick Down Switch	ON or OFF
Automatic transmission fluid temperature lamp	ATF Temperature Lamp	ON or OFF

NOTE:

For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.

3. CLEAR MEMORY MODE

- 1) On the «Main Menu» display screen, select the {2. Each System Check} and press [YES] key.
- 2) On the «System Selection Menu» display screen, select the {Transmission Control System} and press [YES] key.
- 3) Press the [YES] key after displayed information of transmission type.

4) On the «Transmission Diagnosis» display screen, select the {Clear Memory} and press [YES] key.

5) When the `Done' and `Turn Ignition Switch OFF' are shown on display screen, turn the Subaru Select Monitor and ignition switch to OFF.

NOTE:

For detailed operation procedure, refer to the SUBARU SELECT MONITOR OPERATION MANUAL.

READ DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

7. Read Diagnostic Trouble Code (DTC)

A: OPERATION

1. WITHOUT SUBARU SELECT MONITOR

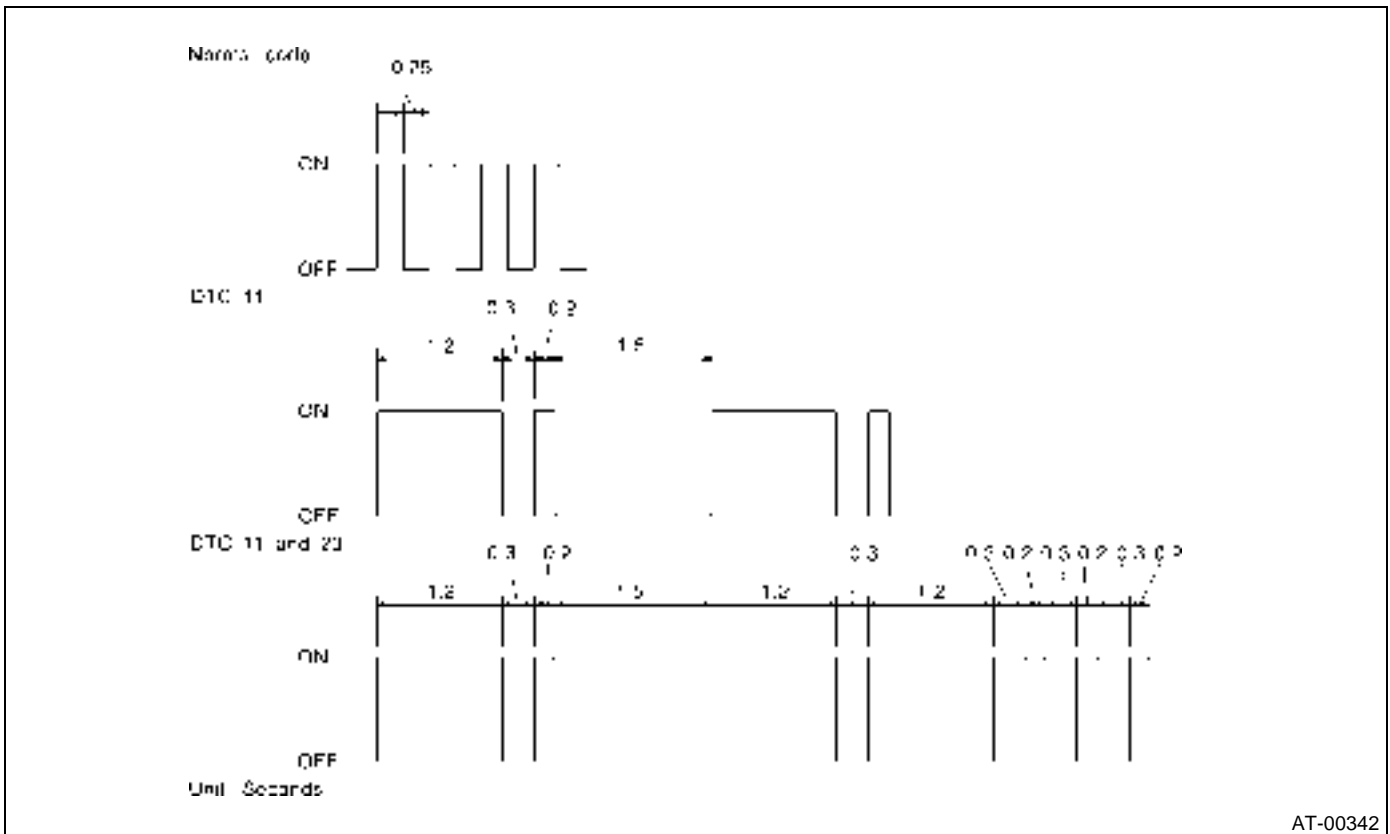
Step	Check	Yes	No
1 PERFORM READ DIAGNOSTIC TROUBLE CODE. 1)Warm-up the engine. 2)Turn the ignition switch to OFF. 3)Turn the ignition switch to ON. 4)Start the engine. 5)Drive the vehicle at speeds greater than 20 km/h (12 MPH). 6)Stop the vehicle. 7)The brake pedal depressed and move select lever to 1 range. 8)Turn the ignition switch to OFF. 9)Turn the ignition switch to ON. 10)Move the select lever 2 range. 11)Move the select lever 1 range. 12)Move the select lever 2 range. 13)Move the select lever 3 range. 14)Move the select lever D range. Does the indicator light blink at 4 Hz intervals? NOTE: Blinks every 0.125 (1/8) seconds (until the ignition switch is turned OFF).	Indicator light blinks at 4 Hz intervals.	Repair the power supply and ground circuit.<Ref. to AT-31, CHECK POWER SUPPLY AND GROUND LINE, Diagnostic Procedure for POWER Indicator Light.>	Go to step 2.
2 CHECK INDICATOR LIGHT. Does the indicator light blink at 2 Hz intervals? NOTE: Blinks every 0.25 (1/4) seconds (until ignition switch is turned to OFF).	Indicator light blinks at 2 Hz intervals.	The AT system is normal.	Go to step 3.
3 CHECK INDICATOR LIGHT. Is the DTC output?	DTC is output.	Inspect the problem corresponding with DTC. NOTE: Record all DTCs.	Go to step 4.
4 CHECK INDICATOR LIGHT. Does the indicator light remain illuminated?	Indicator light remains illuminating.	Repair the power indicator light circuit <Ref. to AT-26, Diagnostic Procedure for POWER Indicator Light.>, or Inspect inhibitor switch, wiring, TCM, etc.	Calling up the DTC again.

READ DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

The power indicator light flashes the code corresponding to faulty part.

The long segment (1.2 sec on) indicates a "ten", and the short segment (0.2 sec on) signifies a "one".



AT-00342

2. WITH SUBARU SELECT MONITOR

Refer to SUBARU SELECT MONITOR for information about how to obtain and understand diagnostic trouble codes (DTC). <Ref. to AT-18, OPERATION, Subaru Select Monitor.>

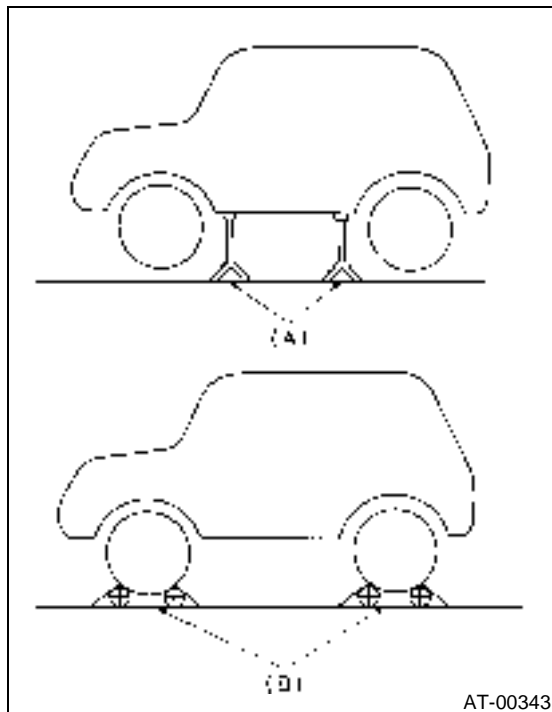
8. Inspection Mode

A: OPERATION

Raise the vehicle using a garage jack and place on safety stands or drive the vehicle onto free rollers.

WARNING:

- Before raising the vehicle, ensure parking brake is applied.
- Do not use a pantograph jack in place of a safety stand.
- Secure a rope or wire to the front and rear towing or tie-down hooks to prevent the lateral runout of front wheels.
- Do not abruptly depress/release the clutch pedal or accelerator pedal during works even when engine is operating at low speeds since this may cause vehicle to jump off free rollers.
- In order to prevent the vehicle from slipping due to vibration, do not place any wooden blocks or similar items between safety stands and the vehicle.
- Since the rear wheels will also rotate, do not place anything near them. Also, make sure that nobody goes in front of the vehicle.



- (A) Safety stand
- (B) Free rollers

9. Clear Memory Mode

A: OPERATION

1. WITHOUT SUBARU SELECT MONITOR

Current diagnostic trouble codes (DTC) shown on display are cleared by turning the ignition switch to OFF after conducting on-board diagnostics operation. Previous diagnostic trouble codes (DTC), however, cannot be cleared since they are stored in the TCM memory which is operating on back-up power supply. These diagnostic trouble codes (DTC) can be cleared by removing the specified fuse (located under light or left lower position of the instrument panel).

CLEAR MEMORY:

Removal of TCM connector (B56) (for at least two minute)

- The TCM connector (B56) is located in the line to memory back-up power supply of TCM. Removal of this connector clears the previous diagnostic trouble codes (DTC) stored in TCM memory.
- Be sure to remove the TCM connector (B56) for at least the specified length of time. Otherwise, the diagnostic trouble codes (DTC) may not be cleared.

2. WITH SUBARU SELECT MONITOR

Refer to SUBARU SELECT MONITOR for information about how to clear trouble codes.

<Ref. to AT-19, CLEAR MEMORY MODE, OPERATION, Subaru Select Monitor.>

POWER INDICATOR LIGHT DISPLAY

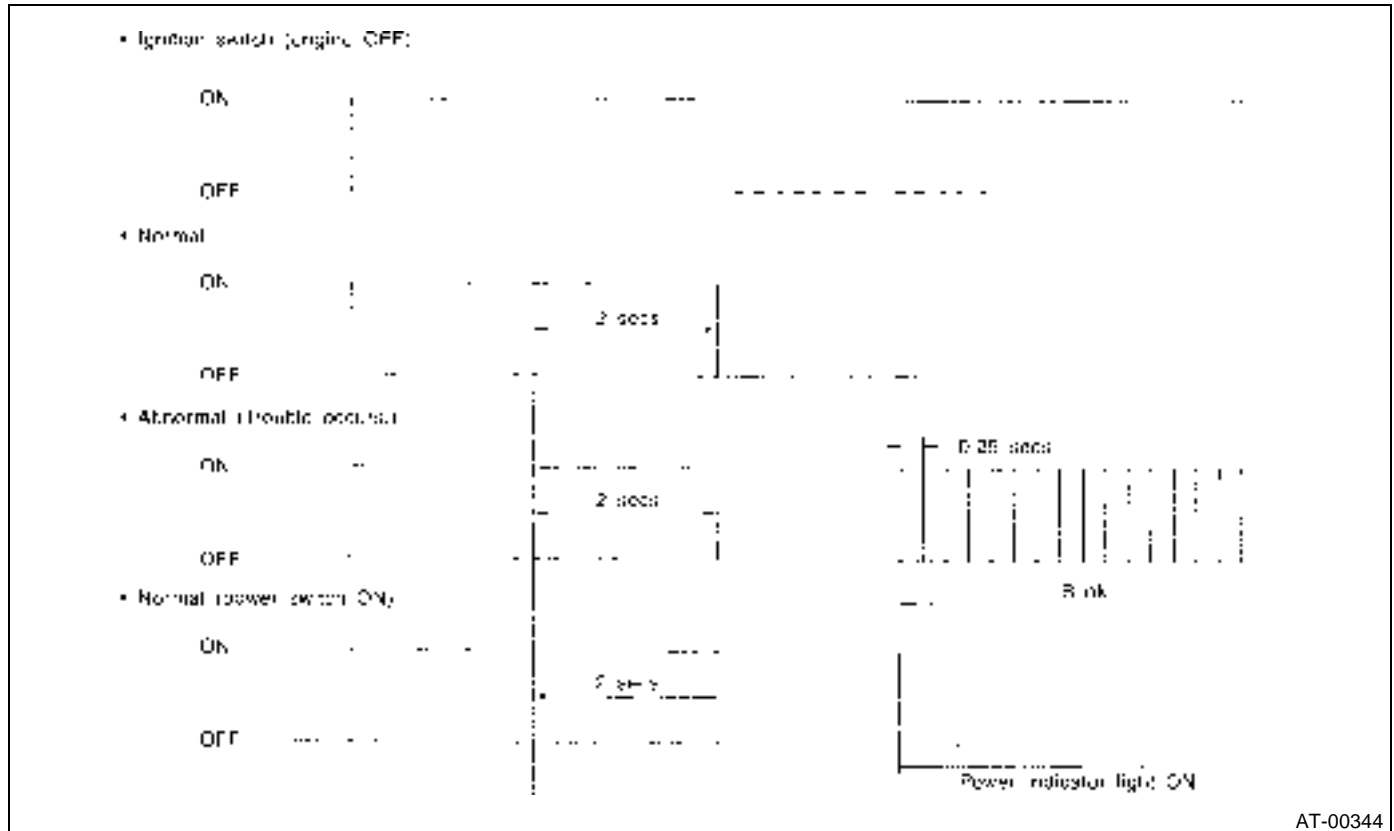
AUTOMATIC TRANSMISSION (DIAGNOSTICS)

10. POWER Indicator Light Display

A: INSPECTION

When any on-board diagnostics item is malfunctioning, the display on POWER indicator light blinks from the time malfunction is detected after starting the engine until ignition switch is turned to OFF. The malfunctioning part or unit can be determined

by a diagnostic trouble code (DTC) during on-board diagnostics operation. Problems which occurred previously can also be identified through the memory function. If the POWER indicator does not show a problem (although a problem is occurring), the problem can be determined by checking the performance characteristics of each sensor using select monitor. The indicator signal is as shown in the figure.



AT-00344

LIST OF DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

11. List of Diagnostic Trouble Code (DTC)

A: LIST

DTC No.	Item	Content of diagnosis	Index
11	Engine speed signal	Detects open or shorted input signal circuit.	<Ref. to AT-38, DTC 11 ENGINE SPEED SIGNAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
23	Mass air flow signal (Turbo model)	Detects open or shorted input signal circuit.	<Ref. to AT-41, DTC 23 MASS AIR FLOW SIGNAL (TURBO MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
27	ATF temperature sensor	Detects open or shorted input signal circuit.	<Ref. to AT-43, DTC 27 ATF TEMPERATURE SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
31	Throttle position sensor	Detects open or shorted input signal circuit.	<Ref. to AT-47, DTC 31 THROTTLE POSITION SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
33	Front vehicle speed sensor	Detects open or shorted input signal circuit.	<Ref. to AT-54, DTC 33 FRONT VEHICLE SPEED SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
36	Torque converter turbine speed sensor	Detects open or shorted input signal circuit.	<Ref. to AT-59, DTC 36 TORQUE CONVERTER TURBINE SPEED SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
38	Torque control signal	Detects open or shorted input signal circuit.	<Ref. to AT-62, DTC 38 TORQUE CONTROL SIGNAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
45	Intake manifold pressure signal (Non-turbo model)	Detects open or shorted input signal circuit.	<Ref. to AT-64, DTC 45 INTAKE MANIFOLD PRESSURE SIGNAL (NON-TURBO MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
71	Shift solenoid 1	Detects open or shorted output signal circuit.	<Ref. to AT-66, DTC 71 SHIFT SOLENOID 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
72	Shift solenoid 2	Detects open or shorted output signal circuit.	<Ref. to AT-69, DTC 72 SHIFT SOLENOID 2, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
73	Low clutch timing solenoid	Detects open or shorted output signal circuit.	<Ref. to AT-72, DTC 73 LOW CLUTCH TIMING SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
74	2-4 brake timing solenoid	Detects open or shorted output signal circuit.	<Ref. to AT-75, DTC 74 2-4 BRAKE TIMING SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
75	Line pressure duty solenoid	Detects open or shorted output signal circuit.	<Ref. to AT-79, DTC 75 LINE PRESSURE DUTY SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
76	2-4 brake duty solenoid	Detects open or shorted output signal circuit.	<Ref. to AT-83, DTC 76 2-4 BRAKE DUTY SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
77	Lock-up duty solenoid	Detects open or shorted output signal circuit.	<Ref. to AT-87, DTC 77 LOCK-UP DUTY SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
79	Transfer duty solenoid	Detects open or shorted output signal circuit.	<Ref. to AT-92, DTC 79 TRANSFER DUTY SOLENOID, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
93	Rear vehicle speed sensor	Detects open or shorted input signal circuit.	<Ref. to AT-96, DTC 93 REAR VEHICLE SPEED SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DIAGNOSTIC PROCEDURE FOR POWER INDICATOR LIGHT

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

12. Diagnostic Procedure for POWER Indicator Light

A: POWER INDICATOR LIGHT DOES NOT COME ON OR GO OFF

DIAGNOSIS:

The POWER Indicator light circuit is open or shorted.

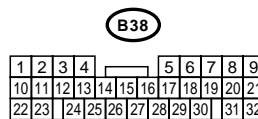
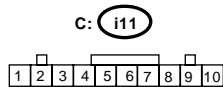
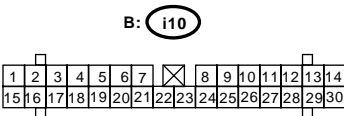
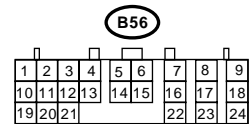
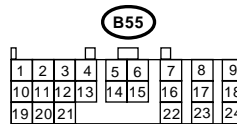
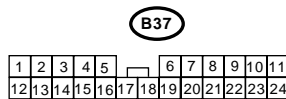
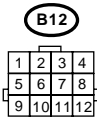
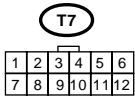
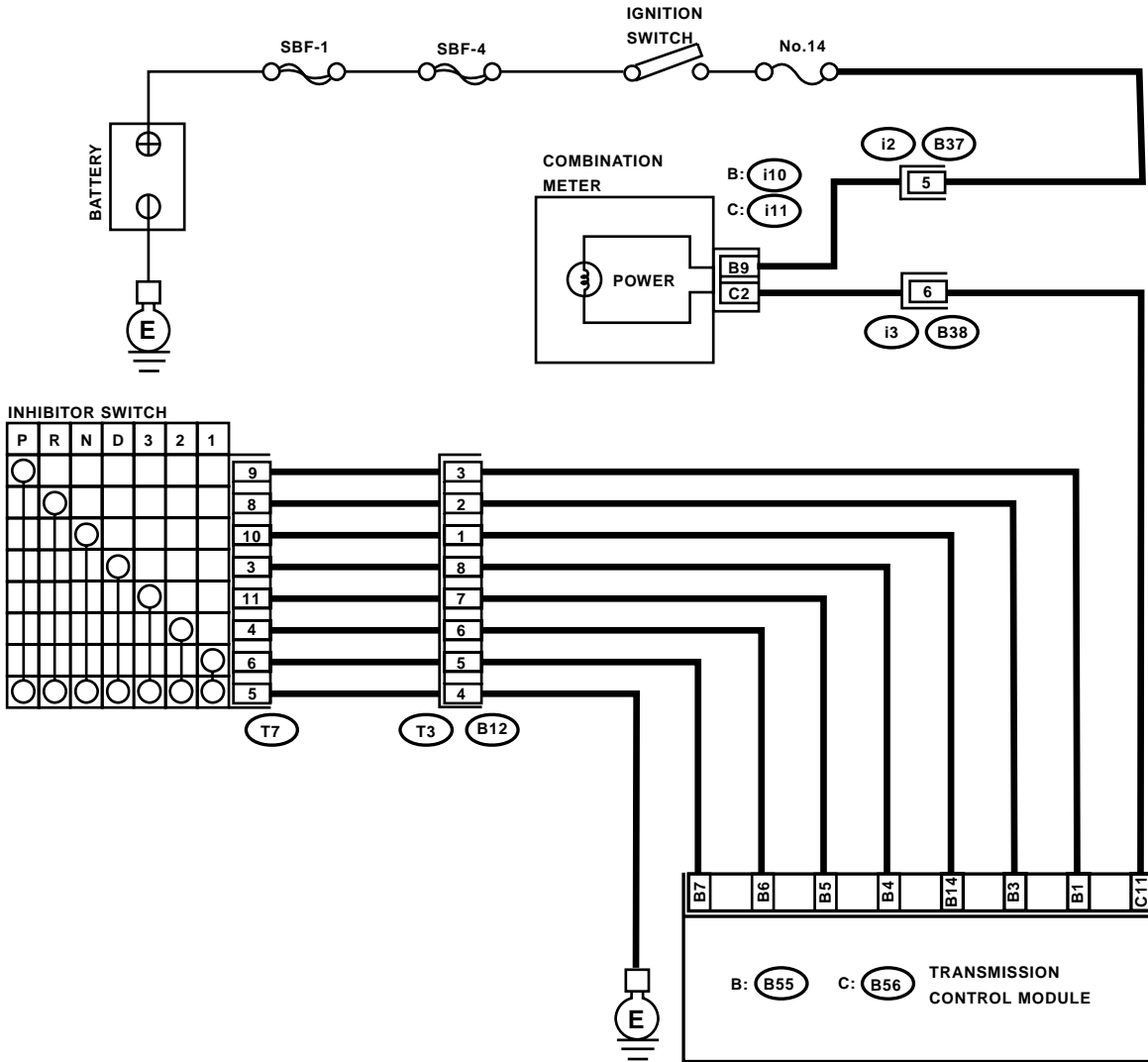
TROUBLE SYMPTOM:

- When the ignition switch is turned to ON (engine OFF), POWER indicator light does not illuminate.
- When the on-board diagnostics is performed, POWER indicator light remains illuminated.

DIAGNOSTIC PROCEDURE FOR POWER INDICATOR LIGHT

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

WIRING DIAGRAM: LHD MODEL

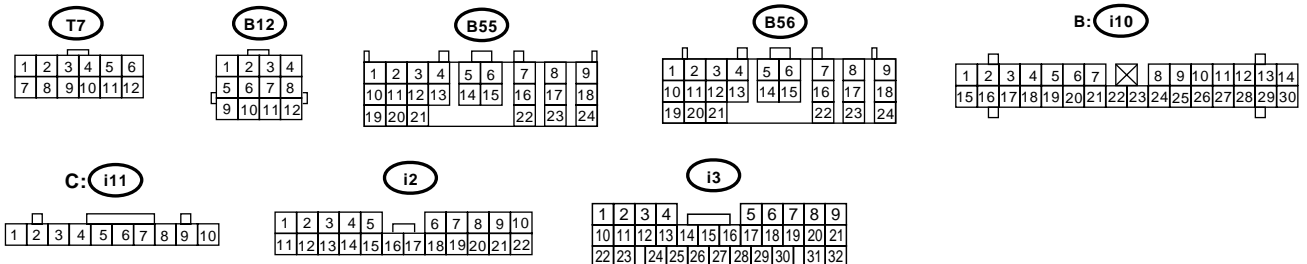
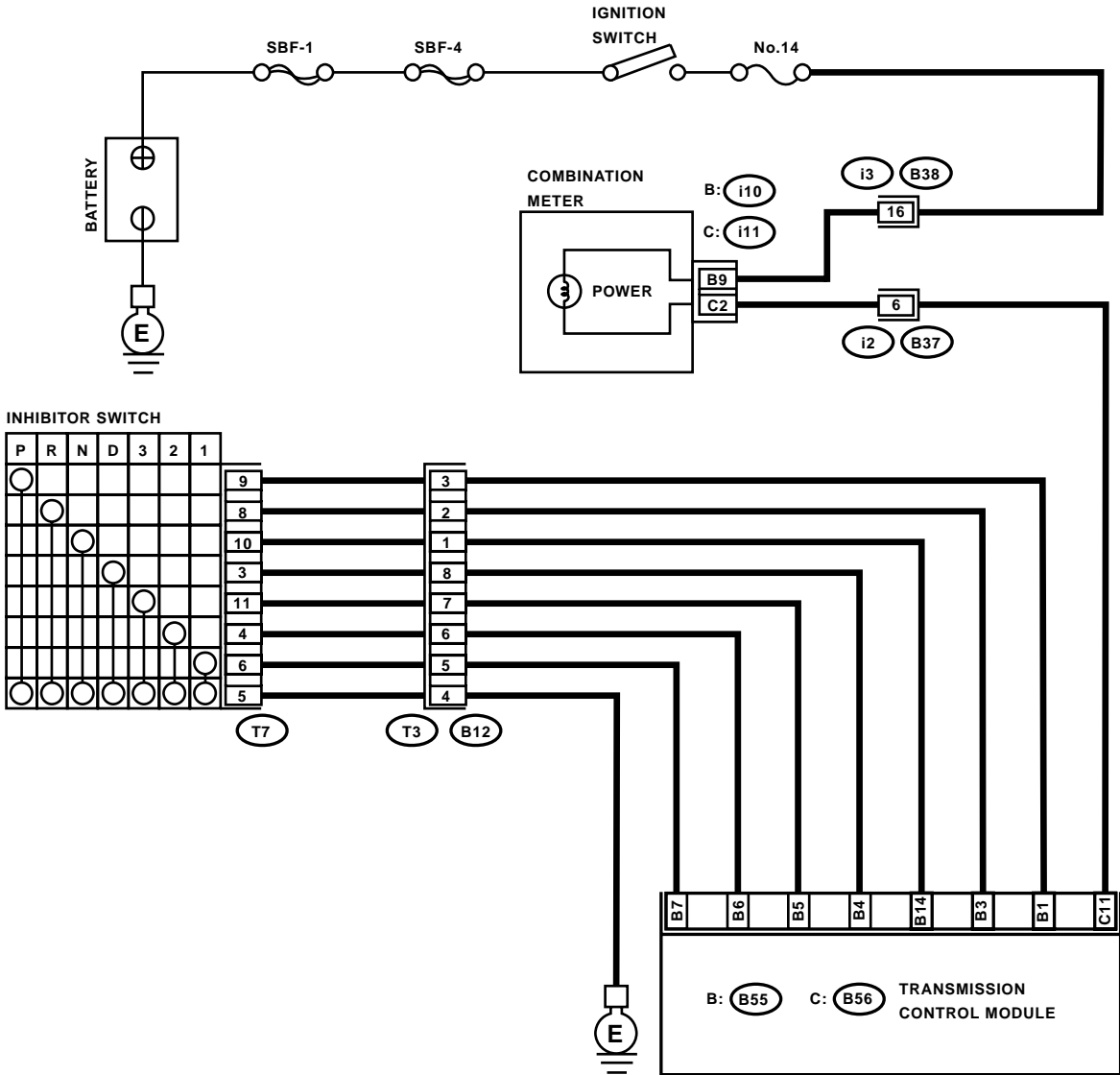


AT-00570

DIAGNOSTIC PROCEDURE FOR POWER INDICATOR LIGHT

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

RHD MODEL



AT-00571

DIAGNOSTIC PROCEDURE FOR POWER INDICATOR LIGHT

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK POWER INDICATOR LIGHT. Turn the ignition switch to ON (engine OFF). Does the POWER indicator light illuminate?	POWER indicator light illuminates.	Go to step 3.	Go to step 2.
2 CHECK POWER INDICATOR LIGHT. 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the POWER indicator light bulb from combination meter. Is the POWER indicator light bulb OK?	POWER indicator light bulb is OK.	Go to step 4.	Replace the POWER indicator light bulb.
3 CHECK POWER INDICATOR LIGHT. Perform "Read Diagnostic Trouble Code (DTC)". <Ref. to AT-20, Read Diagnostic Trouble Code (DTC).> Does the POWER indicator light blink?	POWER indicator light blinks.	A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM, inhibitor switch and combination meter.	Go to step 9.
4 CHECK FUSE (No. 14). Remove the fuse (No. 14). Is the fuse (No. 14) blown out?	Fuse (No. 14) blown out.	Replace the fuse (No. 14). If replaced fuse (No. 14) is blown out easily, repair short circuit in harness between fuse (No. 14) and combination meter.	Go to step 5.
5 CHECK HARNESS CONNECTOR BETWEEN COMBINATION METER AND IGNITION SWITCH. 1) Turn the ignition switch to ON (engine OFF). 2) Measure the voltage between combination meter connector and chassis ground. <i>Connector & terminal</i> <i>(i10) No. 9 (+) — Chassis ground (-):</i> Is the measured value more than specified value?	9 V	Go to step 6.	Repair the open circuit in harness between combination meter and battery.
6 CHECK COMBINATION METER. Measure the voltage between combination meter connector and chassis ground. <i>Connector & terminal</i> <i>(i11) No. 2 (+) — Chassis ground (-):</i> Is the measured value less than specified value?	9 V	Repair the combination meter. <Ref. to IDI-12, Combination Meter Assembly.>	Go to step 7.
7 CHECK OPEN CIRCUIT OF HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from combination meter connector. 3) Measure the resistance of harness between combination meter. <i>Connector & terminal</i> <i>(B56) No. 11 — (i11) No. 2:</i> Is the measured value less than specified value?	1 Ω	Go to step 8.	Repair the open circuit in harness between TCM and combination meter, and poor contact in coupling connector.

DIAGNOSTIC PROCEDURE FOR POWER INDICATOR LIGHT

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>8 CHECK INPUT SIGNAL FOR TCM. 1)Connect the connector to TCM and combination meter. 2)Turn the ignition switch to ON (engine OFF). 3)Measure the voltage between TCM connector and chassis ground. Connector & terminal (i11) No. 2 (+) — Chassis ground (-): Is the measured value less than specified value?</p>	1 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
<p>9 CHECK INHIBITOR SWITCH. 1)Connect the Subaru Select Monitor to data link connector. 2)Turn the ignition switch to ON. 3)Turn the Subaru Select Monitor to ON. 4)Read the data of range switch using Subaru Select Monitor. •Range switch is indicated in ON ⇔ OFF. When each range is selected, does the LED of Subaru Select Monitor light up?</p>	LED lights up.	Go to step 10 .	Check the inhibitor switch circuit. <Ref. to AT-114, CHECK INHIBITOR SWITCH., Diagnostic Procedure for No-diagnostic Trouble Code (DTC).>
<p>10 CHECK SHORT CIRCUIT OF HARNESS. 1)Disconnect the connector from TCM. 2)Remove the combination meter. 3)Disconnect the connector from combination meter. 4)Measure the resistance of harness connector between TCM and chassis ground. Connector & terminal/specified resistance (B56) No. 11 — Chassis ground: Is the measured value less than specified value?</p>	1 MΩ	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>	Repair the short circuit in harness between combination meter connector and TCM connector.

DIAGNOSTIC PROCEDURE FOR POWER INDICATOR LIGHT

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK BATTERY TERMINAL. Turn the ignition switch to OFF. Is there poor contact in battery terminal?	There is poor contact.	Repair or tighten the battery terminal.	Go to step 2.
2 CHECK POWER SUPPLY OF TCM. 1) Disconnect the connector from TCM. 2) Turn the ignition switch to ON. 3) Measure the voltage between TCM connector and chassis ground. Connector & terminal (B56) No. 1 (+) — Chassis ground (-): Is the measured value within specified value?	10 — 13 V	Go to step 4.	Go to step 3.
3 CHECK FUSE (NO. 4). Remove the fuse (No. 4). Is the fuse (No. 4) blown out?	Fuse (No. 4) is blown out.	Replace the fuse (No. 4). If replaced fuse (No. 4) has blown out easily, repair short circuit in harness between fuse (No. 4) and TCM.	Repair the open circuit in harness between fuse (No. 4) and TCM, or fuse (No. 4) and battery, and poor contact in coupling connector.
4 CHECK IGNITION POWER SUPPLY CIRCUIT. 1) Turn the ignition switch to ON (engine OFF). 2) Measure the ignition power supply voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 23 (+) — Chassis ground (-): (B54) No. 24 (+) — Chassis ground (-): Is the measured value within specified value?	10 — 13 V	Go to step 6.	Go to step 5.
5 CHECK FUSE (NO. 11). Remove the fuse (No. 11). Is the fuse (No. 11) blown out?	Fuse (No. 11) is blown out.	Replace the fuse (No. 11). If replaced fuse (No. 11) has blown out easily, repair short circuit in harness between fuse (No. 11) and TCM.	Repair the open circuit in harness between fuse (No. 4) and TCM, or fuse (No. 4) and battery, and poor contact in coupling connector.
6 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and transmission connector. Connector & terminal (B56) No. 19 — (B11) No. 16: (B54) No. 21 — (B11) No. 16: Is the measured value less than specified value?	1 Ω	Go to step 7.	Repair the open circuit in harness between TCM, transmission harness connector, and poor contact in coupling connector.
7 CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND TRANSMISSION GROUND. Measure the resistance of harness between transmission and transmission ground. Connector & terminal (T4) No. 16 — Transmission ground: Is the measured value less than specified value?	1 Ω	Go to step 8.	Repair the open circuit in harness between transmission and transmission ground.

DIAGNOSTIC PROCEDURE FOR POWER INDICATOR LIGHT

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK POOR CONTACT IN CONNECTORS. Is there poor contact in control module power supply, ground line and data link connector?	There is poor contact.	Repair the connector.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>

13. Diagnostic Procedure for Select Monitor Communication

A: COMMUNICATION FOR INITIALIZING IMPOSSIBLE

DIAGNOSIS:

- Faulty harness connector

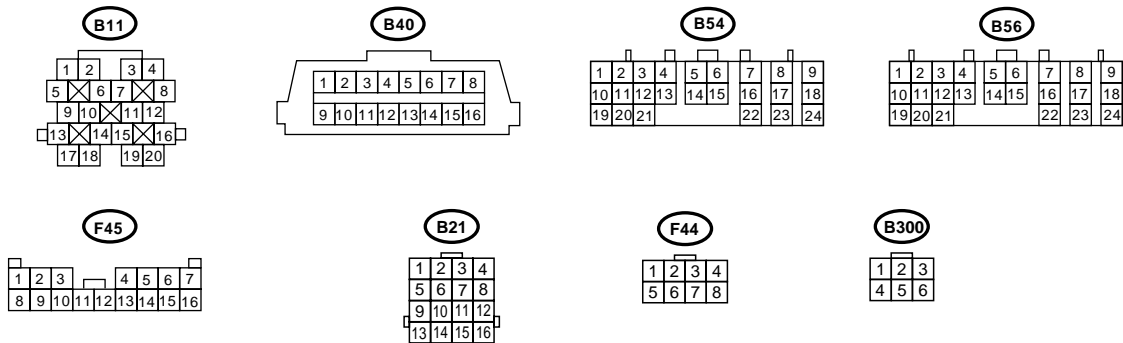
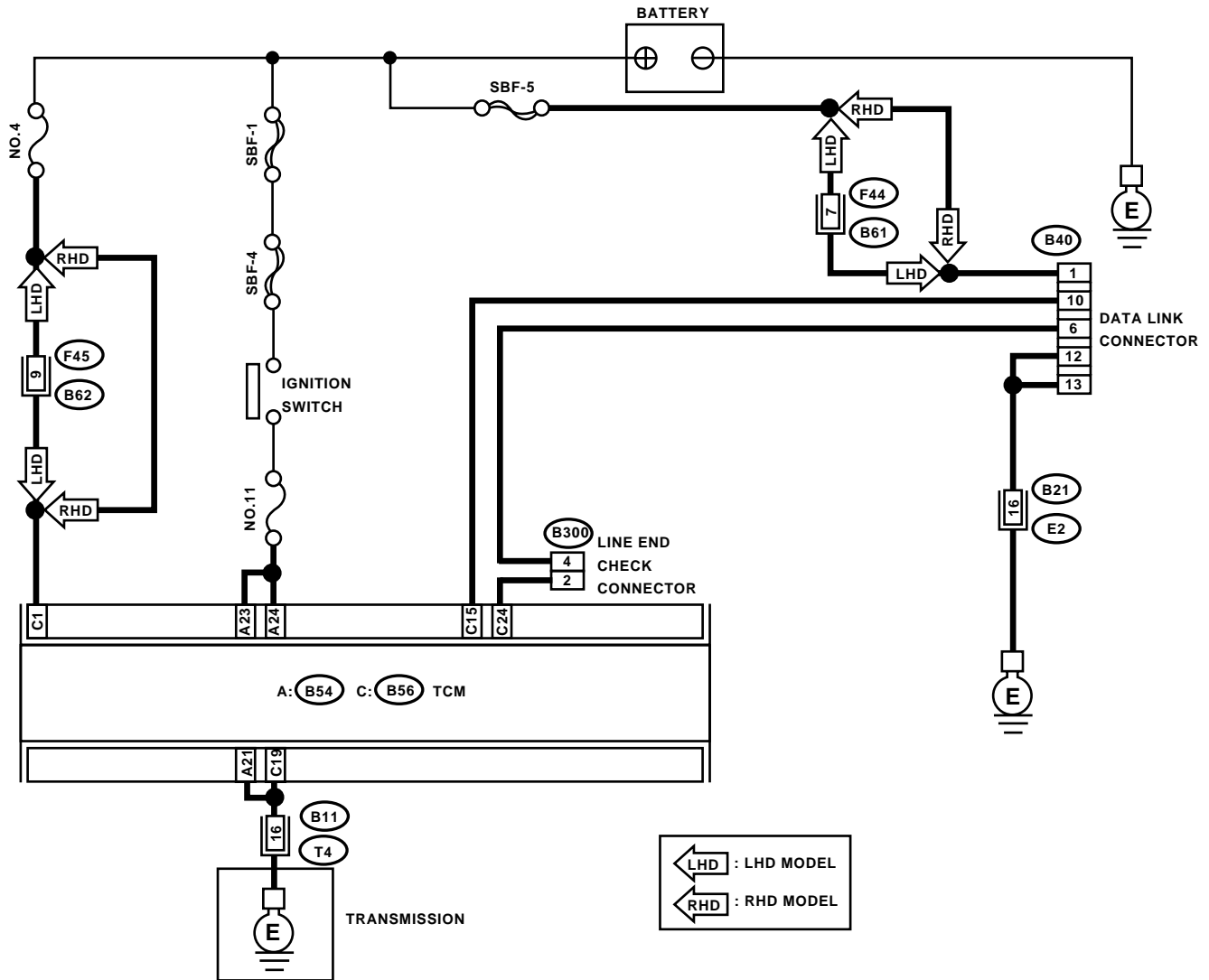
TROUBLE SYMPTOM:

- Select monitor communication failure

DIAGNOSTIC PROCEDURE FOR SELECT MONITOR COMMUNICATION

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

WIRING DIAGRAM:



AT-00572

DIAGNOSTIC PROCEDURE FOR SELECT MONITOR COMMUNICATION

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>1 CHECK SUBARU SELECT MONITOR POWER SUPPLY CIRCUIT. Measure the voltage between data link connector and chassis ground. Connector & terminal (B40) No. 1 (+) — Chassis ground (-): Is the measured value more than specified value?</p>	10V	Go to step 2.	Repair the harness and connector between battery and data link connector, and poor contact in coupling connector.
<p>2 CHECK SUBARU SELECT MONITOR GROUND CIRCUIT. Measure the resistance of harness between data link connector and chassis ground. Connector & terminal (B40) No. 12 — Chassis ground: (B40) No. 13 — Chassis ground: Is the measured value less than specified value?</p>	1Ω	Go to step 3.	Repair the open circuit in harness between data link connector and ground terminal, and poor contact in coupling connector.
<p>3 CHECK COMMUNICATION OF SELECT MONITOR. 1) Turn the ignition switch to ON. 2) Using the Subaru Select Monitor, check whether communication to engine systems can be executed normally. Are the name and year of system displayed on Subaru Select Monitor?</p>	Name and year of system are displayed.	Go to step 8.	Go to step 4.
<p>4 CHECK COMMUNICATION OF SELECT MONITOR. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM connector. 3) Check whether communication to engine systems can be executed normally. Are the name and year of system displayed on Subaru Select Monitor?</p>	Name and year of system are displayed.	Go to step 6.	Go to step 5.
<p>5 CHECK COMMUNICATION OF SELECT MONITOR. 1) Turn the ignition switch to OFF. 2) Connect the TCM connector. 3) Disconnect the ECM connector. 4) Check whether communication to transmission systems can be executed normally. Are the name and year of system displayed on Subaru Select Monitor?</p>	Name and year of system are displayed.	Inspect the ECM.	Go to step 6.
<p>6 CHECK HARNESS CONNECTOR BETWEEN EACH CONTROL MODULE AND DATA LINK CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the TCM, ECM, ABSCM&H/U, cruise control module and immobilizer control module connectors. 3) Measure the resistance between TCM connector and chassis ground. Connector & terminal (B40) No. 10 — Chassis ground: (B40) No. 6 — Chassis ground: Is the measured value more than specified value?</p>	1 M Ω	Go to step 7.	Repair the harness and connector between each control module and data link connector.

DIAGNOSTIC PROCEDURE FOR SELECT MONITOR COMMUNICATION

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK OUTPUT SIGNAL FOR TCM. 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM and chassis ground. Connector & terminal (B40) No. 10 (+) — Chassis ground (-): (B40) No. 6 (+) — Chassis ground (-): Is the measured value more than specified value?	1 V	Repair the harness and connector between each control module and data link connector.	Go to step 8.
8 CHECK HARNESS/CONNECTOR BETWEEN TCM AND DATA LINK CONNECTOR. Measure the resistance between TCM connector and data link connector. Connector & terminal (B56) No. 15 — (B40) No. 10: Is the measured value less than specified value?	0.5 Ω	Go to step 9.	Repair the harness and connector between TCM and data link connector.
9 CHECK HARNESS/CONNECTOR BETWEEN TCM AND DATA LINK CONNECTOR. Measure the resistance between TCM and data link connector. Connector & terminal (B56) No. 24 — (B40) No. 6: Is the measured value more than specified value?	1M Ω	Go to step 10.	Repair the harness and connector between TCM and data link connector.
10 CHECK INSTALLATION OF TCM CONNECTOR. Turn the ignition switch to OFF. Is the TCM connector inserted into TCM?	Connector is inserted into TCM.	Go to step 11.	Insert the TCM connector into TCM.
11 CHECK POOR CONTACT IN CONNECTORS. Is there poor contact in control module and data link connector?	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>

14. Diagnostic Procedure with Diagnostic Trouble Code (DTC)

A: DTC 11 ENGINE SPEED SIGNAL

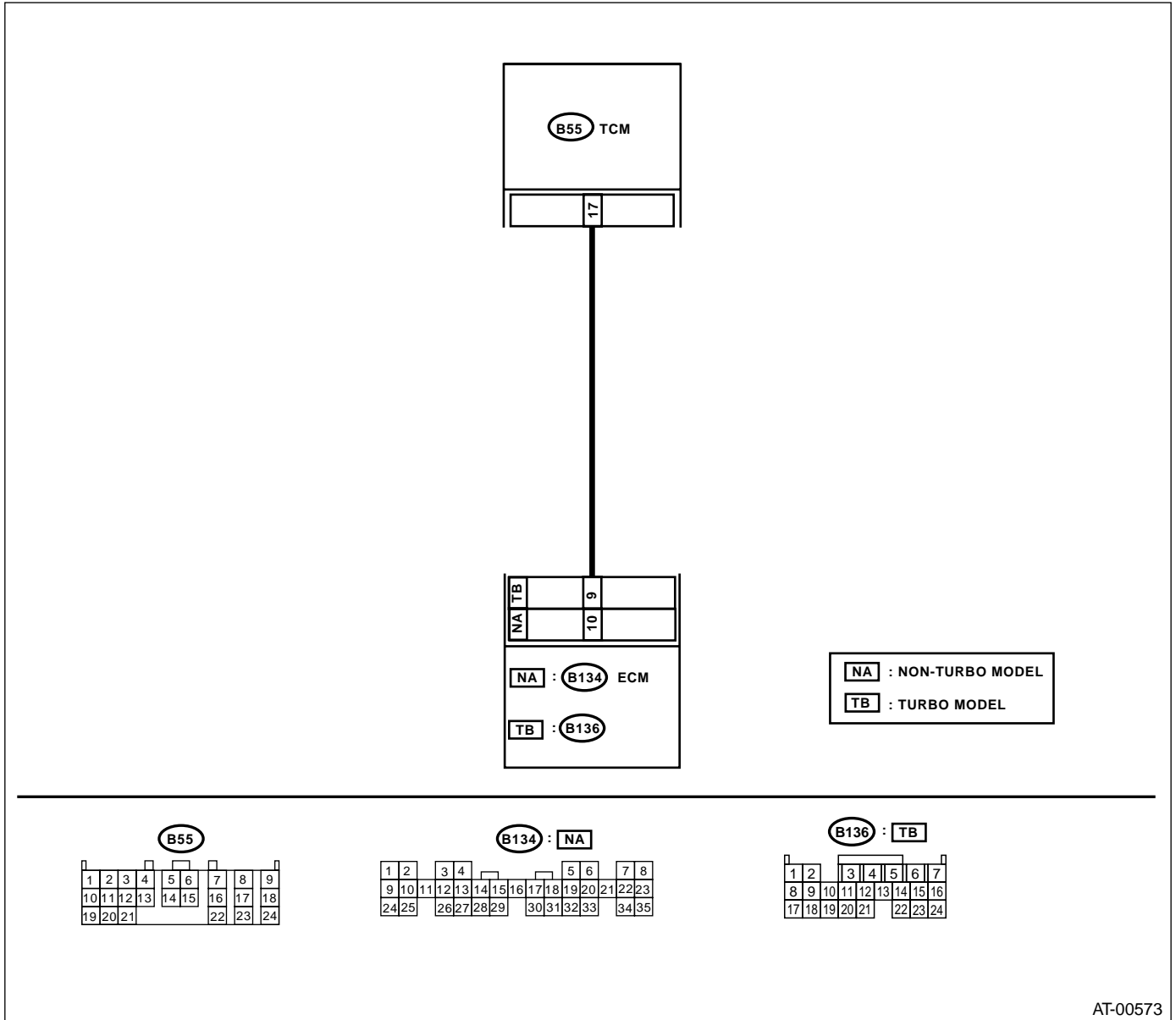
DIAGNOSIS:

The engine speed input signal circuit is open or shorted.

TROUBLE SYMPTOM:

- No lock-up (after engine warm-up).
- The POWER indicator light remains on when vehicle speed is "0".

WIRING DIAGRAM:



AT-00573

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and ECM. 3) Measure the resistance of harness between TCM and ECM connector. Connector & terminal Non-turbo model (B55) No. 17 — (B134) No. 10: Turbo model (B55) No. 17 — (B136) No. 9: Is the measured value less than specified value?	1 Ω	Go to step 2.	Repair the open circuit in harness between TCM and ECM connector.
2 CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM. Measure the resistance of harness between TCM connector and chassis ground. Connector & terminal (B55) No. 17 — Chassis ground: Is the measured value more than specified value?	1 MΩ	Go to step 3.	Repair the short circuit in harness between TCM and ECM connector.
3 PREPARE SUBARU SELECT MONITOR. Do you have a Subaru Select Monitor?	Subaru Select Monitor is available.	Go to step 5.	Go to step 4.
4 CHECK INPUT SIGNAL FOR TCM. 1) Connect the connectors to TCM and ECM. 2) Turn the ignition switch to ON (engine OFF). 3) Measure the voltage between TCM connector and chassis ground. Connector & terminal (B55) No. 17 (+) — Chassis ground (-): Is the measured value more than specified value?	10.5 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and ECM.	Go to step 6.
5 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR. 1) Connect the connectors to TCM and ECM. 2) Connect the Subaru Select Monitor to data link connector. 3) Start the engine and turn Subaru Select Monitor switch to ON. 4) Warm-up the engine until engine coolant temperature is above 80°C (176°F). 5) Idle the engine. 6) Read the data of engine speed using Subaru Select Monitor. • Display shows the engine speed signal value sent from ECM. Is the revolution value same as tachometer reading shown on combination meter?	The same revolution value is shown on tachometer and Subaru Select Monitor.	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and ECM.	Go to step 6.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

	Step	Check	Yes	No
6	CHECK POOR CONTACT. Is there poor contact in engine speed signal circuit?	There is poor contact.	Repair the poor contact.	Go to step 7.
7	CONFIRM DTC 11. Replace the ECM with a new one. Does the DTC appear again, after memory has been cleared?	DTC 11 appears.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>	Replace the ECM.

B: DTC 23 MASS AIR FLOW SIGNAL (TURBO MODEL)

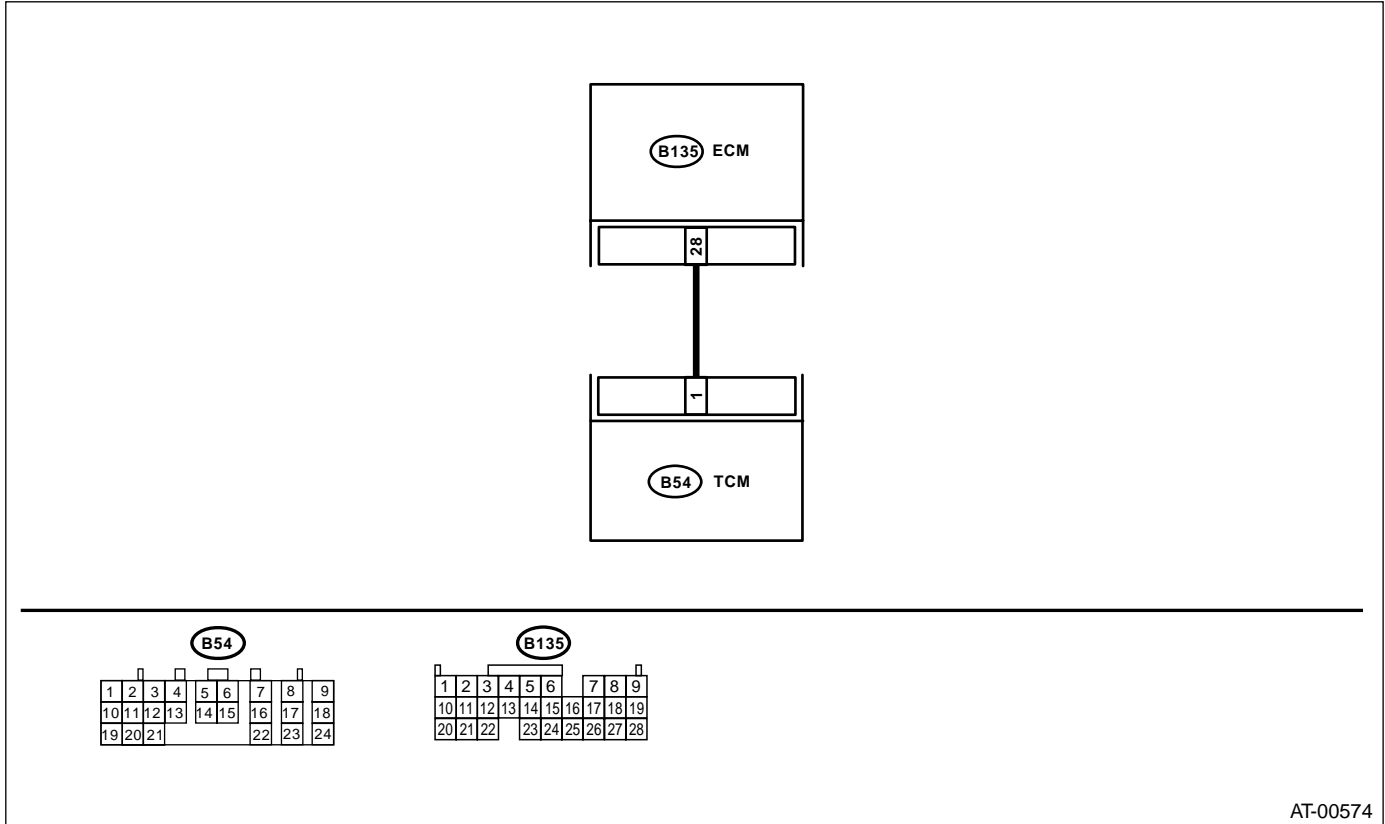
DIAGNOSIS:

The input signal circuit of TCM from ECM is open or shorted.

TROUBLE SYMPTOM:

Excessive shift shock.

WIRING DIAGRAM:



AT-00574

Step	Check	Yes	No
<p>1</p> <p>CHECK ENGINE GROUND TERMINALS AND GROUND CIRCUIT OF ECM. <Ref. to AT-47, DTC 31 THROTTLE POSITION SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).> Is there any trouble?</p>	<p>There are some troubles.</p>	<p>Repair the ground terminal and/or ground circuit of ECM.</p>	<p>Go to step 2.</p>
<p>2</p> <p>CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and ECM. 3) Measure the resistance of harness between TCM and ECM connector. Connector & terminal (B54) No. 1 — (B135) No. 28: Is the measured value less than specified value?</p>	<p>1 Ω</p>	<p>Go to step 3.</p>	<p>Repair the open circuit in harness between TCM and ECM connector.</p>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
3 CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM. Measure the resistance of harness between TCM connector and chassis ground. Connector & terminal (B54) No. 1 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 4.	Repair the short circuit in harness between TCM and ECM connector.
4 PREPARE SUBARU SELECT MONITOR. Do you have a Subaru Select Monitor?	Subaru Select Monitor is available.	Go to step 6.	Go to step 5.
5 CHECK INPUT SIGNAL FOR TCM. 1)Connect the connectors to TCM and ECM. 2)Start the engine and warm-up the transmission until ATF temperature is above 80°C (176°F). NOTE: If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 3)Idle the engine. 4)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 1 (+) — Chassis ground (-): Is the measured value within specified value?	0.9 — 1.4 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair harness or connector in the TCM and ECM.	Go to step 7.
6 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR. 1)Connect the connectors to TCM and ECM. 2)Connect the Subaru Select Monitor to data link connector. 3)Start the engine and turn the Subaru Select Monitor switch to ON. 4)Warm-up the engine until engine coolant temperature is above 80°C (176°F). 5)Idle the engine. 6)Read the data of mass air flow sensor signal using Subaru Select Monitor. •Display shows the mass air flow sensor signal value sent from ECM. Is the measured value within specified value?	0.9 — 1.4 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair harness or connector in the TCM and ECM.	Go to step 7.
7 CHECK POOR CONTACT. Is there poor contact in intake manifold pressure signal circuit?	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

C: DTC 27 ATF TEMPERATURE SENSOR

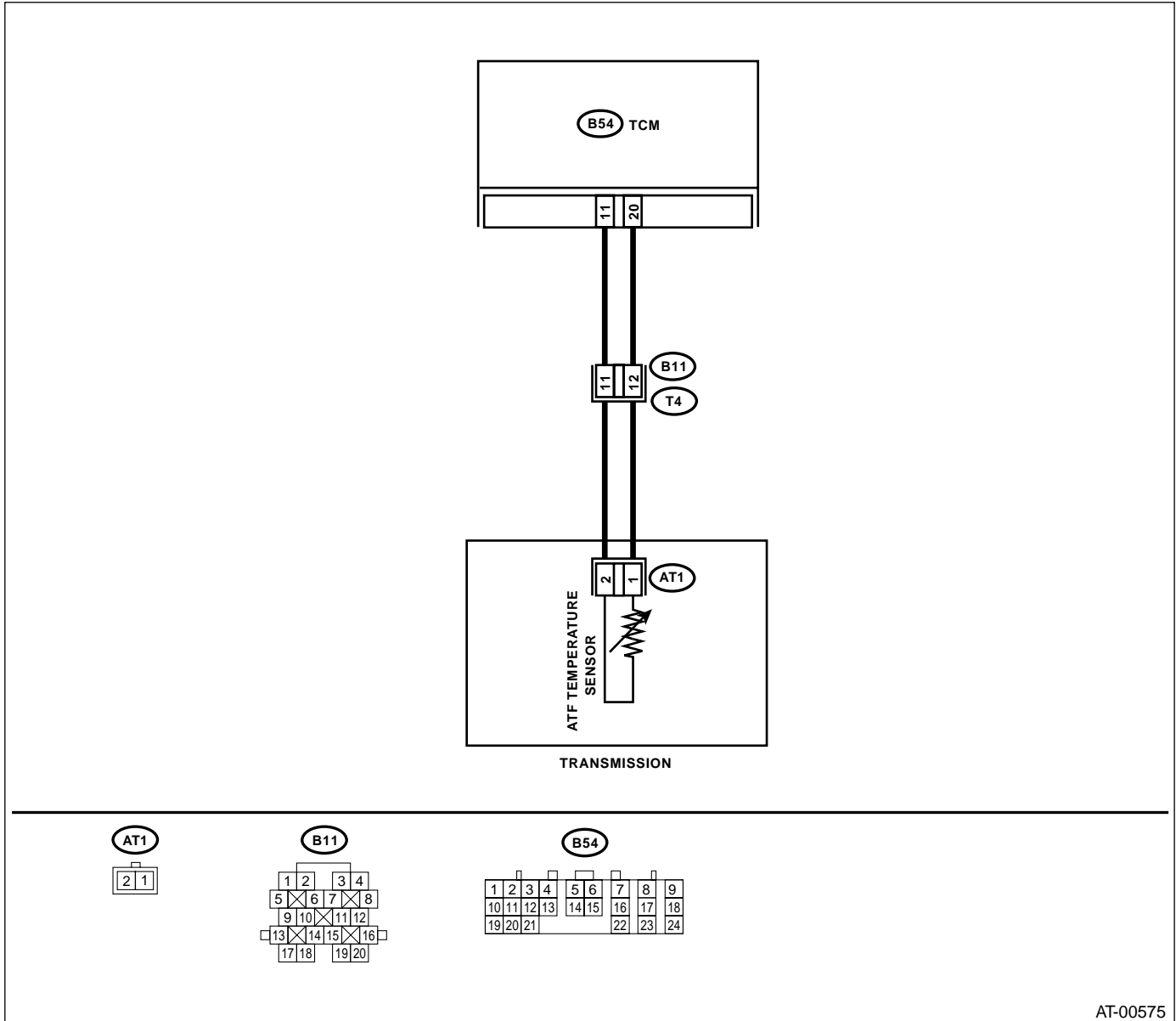
DIAGNOSIS:

The input signal circuit of TCM to ATF temperature sensor is open or shorted.

TROUBLE SYMPTOM:

Excessive shift shock.

WIRING DIAGRAM:



Step	Check	Yes	No
<p>1</p> <p>CHECK HARNESS CONNECTOR BETWEEN TCM AND ATF TEMPERATURE SENSOR.</p> <p>1) Turn the ignition switch to OFF.</p> <p>2) Disconnect the connector from transmission and TCM.</p> <p>3) Measure the resistance of harness between TCM and transmission connector.</p> <p>Connector & terminal (B54) No. 20 — (B11) No. 12:</p> <p>Is the measured value less than specified value?</p>	<p>1 Ω</p>	<p>Go to step 2.</p>	<p>Repair the open circuit in harness between TCM and transmission connector.</p>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK HARNESS CONNECTOR BETWEEN TCM AND ATF TEMPERATURE SENSOR. Measure the resistance of harness between TCM and transmission connector. Connector & terminal (B54) No. 11 — (B11) No. 11: Is the measured value less than specified value?	1 Ω	Go to step 3.	Repair the open circuit in harness between TCM and transmission connector.
3 CHECK HARNESS CONNECTOR BETWEEN TCM AND ATF TEMPERATURE SENSOR. Measure the resistance of harness between TCM connector and chassis ground. Connector & terminal (B54) No. 20 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 4.	Repair the short circuit in harness between TCM and transmission connector.
4 CHECK HARNESS CONNECTOR BETWEEN TCM AND ATF TEMPERATURE SENSOR. Measure the resistance of harness between TCM connector and chassis ground. Connector & terminal (B54) No. 11 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 5.	Repair the short circuit in harness between TCM and transmission connector.
5 CHECK ATF TEMPERATURE SENSOR. 1) Turn the ignition switch to OFF. 2) Connect the connectors to transmission and TCM. 3) Turn the ignition switch to ON and start engine. 4) Warm-up the transmission until ATF temperature reaches to 80°C (176°F). NOTE: If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 5) Disconnect the connector from transmission. 6) Measure the resistance between transmission connector terminals. Connector & terminal (T4) No. 11 — No. 12: Is the measured value within specified value?	275 — 375 Ω	Go to step 6.	Go to step 11.
6 CHECK ATF TEMPERATURE SENSOR. 1) Turn the ignition switch to ON (engine OFF). 2) Measure the resistance between transmission connector terminals. Connector & terminal (T4) No. 11 — No. 12: Does the resistance value increase while ATF temperature decreases?	Resistance value increases.	Go to step 7.	Go to step 11.
7 PREPARE SUBARU SELECT MONITOR. Do you have a Subaru Select Monitor?	Subaru Select Monitor is available.	Go to step 9.	Go to step 8.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK INPUT SIGNAL FOR TCM. 1)Connect the connector to transmission. 2)Warm-up the transmission until ATF temperature is about 80°C (176°F). NOTE: If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 3)Measure the voltage between TCM connector terminal. Connector & terminal (B54) No. 11 (+) — No. 20 (-): Is the measured value within specified value?	0.4 — 0.9 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. Temporary poor contact of the connector or harness may be the cause. Repair the harness or contact in ATF temperature sensor and transmission connector.	Go to step 10.
9 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR. 1)Connect the connector to transmission. 2)Turn the ignition switch to ON (engine OFF). Does the ATF temperature gradually decrease?	ATF temperature gradually decreases.	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. Temporary poor contact of the connector or harness may be the cause. Repair the harness or contact in ATF temperature sensor and transmission connector.	Go to step 10.
10 CHECK POOR CONTACT. Is there poor contact in ATF temperature sensor circuit?	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
11 CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND ATF TEMPERATURE SENSOR. 1)Turn the ignition switch to OFF. 2)Disconnect the connector from transmission. 3)Remove the transmission connector from bracket. 4)Lift-up the vehicle and place safety stand. 5)Drain the ATF. CAUTION: Do not drain the ATF until it cools down. 6)Remove the oil pan, and disconnect the connector from ATF temperature sensor connector. 7)Measure the resistance of harness between ATF temperature sensor and transmission connector. Connector & terminal (T4) No. 11 — (AT1) No. 2: Is the measured value less than specified value?	1 Ω	Go to step 12.	Repair the open circuit in harness between ATF temperature sensor and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
12 CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND ATF TEMPERATURE SENSOR. Measure the resistance of harness between ATF temperature sensor and transmission connector. Connector & terminal (T4) No. 12 — (AT1) No. 1: Is the measured value less than specified value?	1 Ω	Go to step 13.	Repair the open circuit in harness between ATF temperature sensor and transmission connector.
13 CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND ATF TEMPERATURE SENSOR. Measure the resistance of harness between transmission connector and transmission ground. Connector & terminal (T4) No. 11 — Transmission ground: Is the measured value more than specified value?	1 M Ω	Go to step 14.	Repair the short circuit in harness between ATF temperature sensor and transmission connector.
14 CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND ATF TEMPERATURE SENSOR. Measure the resistance of harness between transmission connector and transmission ground. Connector & terminal (T4) No. 12 — Transmission ground: Is the measured value more than specified value?	1 M Ω	Replace the ATF temperature sensor. <Ref. to AT-64, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>	Repair the short circuit in harness between ATF temperature sensor and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

D: DTC 31 THROTTLE POSITION SENSOR

DIAGNOSIS:

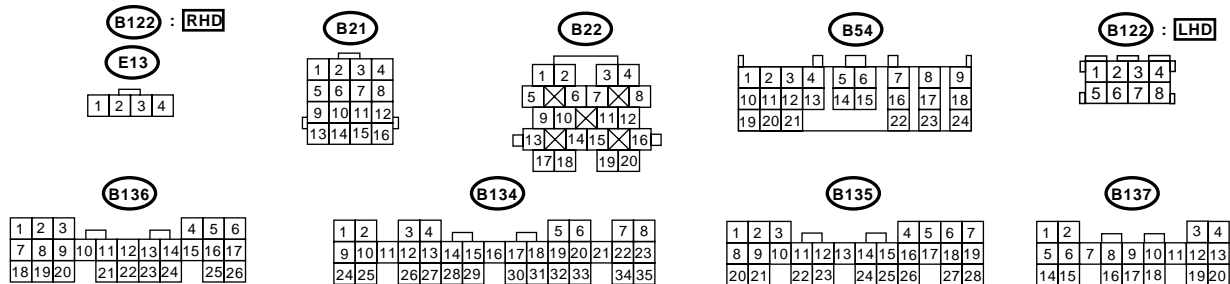
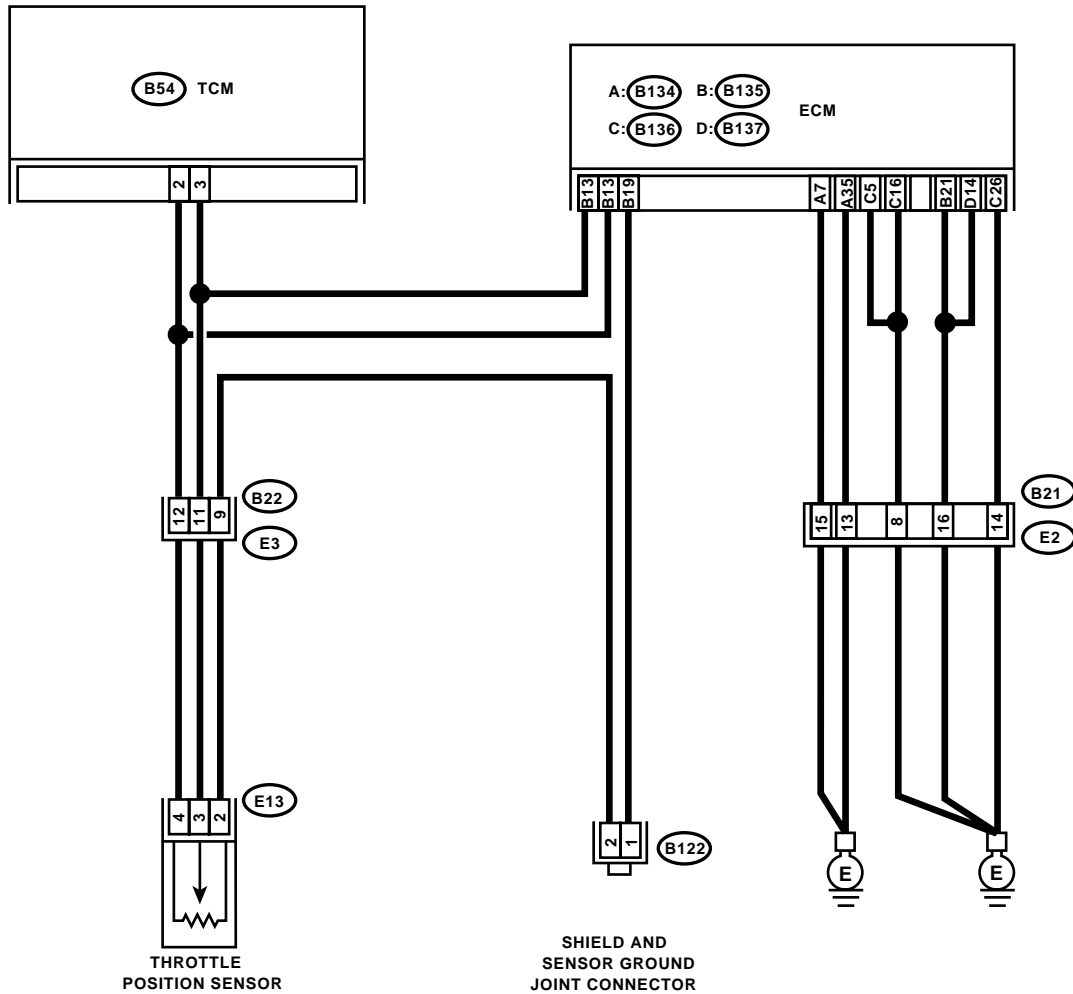
The input signal circuit of throttle position sensor is open or shorted.

TROUBLE SYMPTOM:

Shift point too high or too low; excessive shift shock; excessive tight corner "braking".

WIRING DIAGRAM:

NON-TURBO MODEL

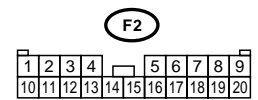
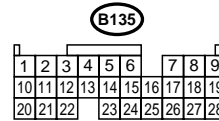
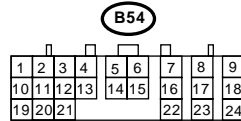
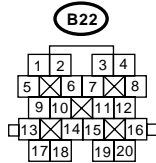
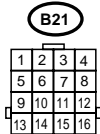
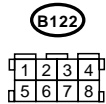
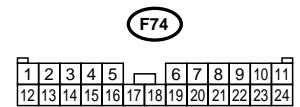
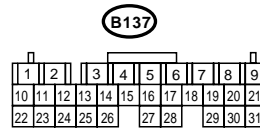
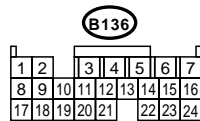
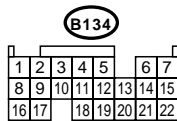
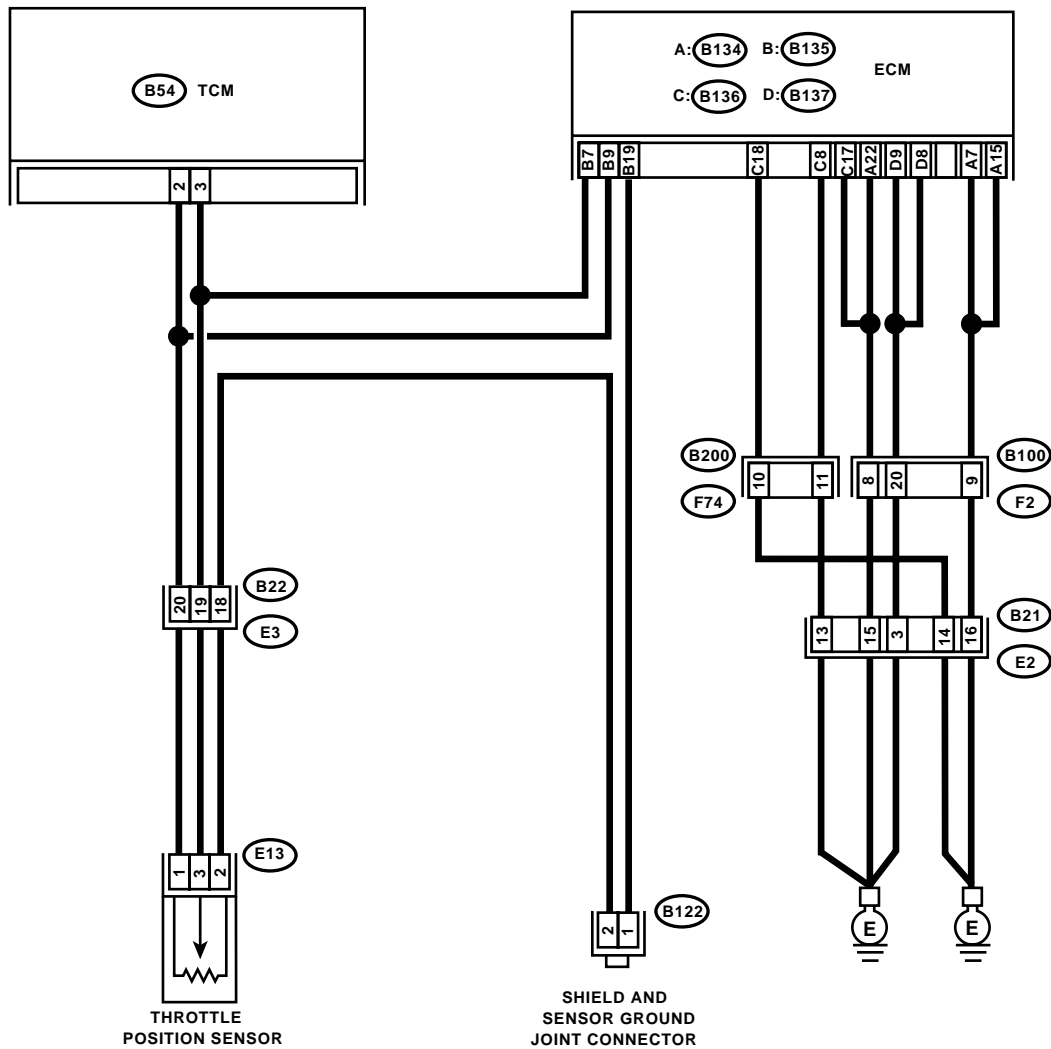


AT-00576

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

LHD TURBO MODEL

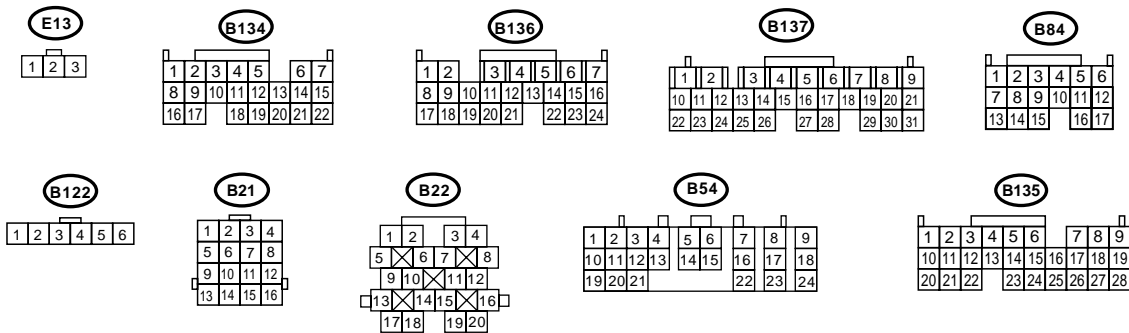
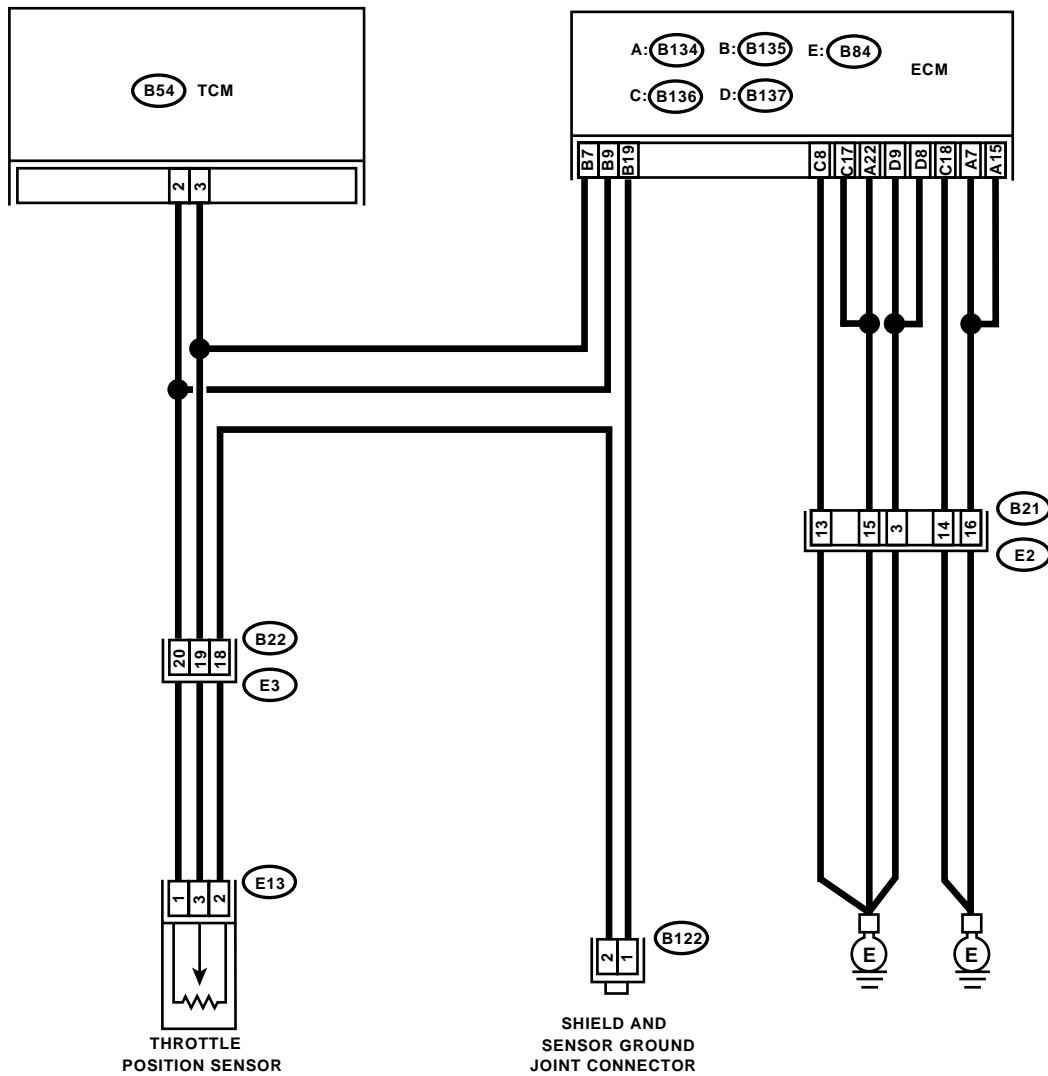


AT-00577

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

RHD TURBO MODEL



AT-00578

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No	
1	CHECK ENGINE GROUND TERMINALS. Have engine ground terminals been tightened?	Engine ground terminals are tightened.	Go to step 2.	Tighten the engine ground terminals.
2	CHECK GROUND CIRCUIT OF ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness between ECM and engine ground. Connector & terminal NON-TURBO MODEL (B134) No. 35 — Engine ground: (B134) No. 7 — Engine ground: (B136) No. 5 — Engine ground: (B136) No. 16 — Engine ground: (B136) No. 26 — Engine ground: (B137) No. 14 — Engine ground: (B135) No. 21 — Engine ground: TURBO MODEL (B134) No. 7 — Engine ground: (B134) No. 15 — Engine ground: (B134) No. 22 — Engine ground: (B136) No. 8 — Engine ground: (B136) No. 17 — Engine ground: (B136) No. 18 — Engine ground: (B137) No. 8 — Engine ground: (B137) No. 9 — Engine ground: Is the measured value less than specified value?	5 Ω	Go to step 3.	Repair the open circuit in harness between ECM connector and engine grounding terminal.
3	CHECK THROTTLE POSITION SENSOR. 1) Disconnect the connector from throttle position sensor. 2) Measure the resistance between throttle position sensor connector receptacle's terminals. Terminals NON-TURBO MODEL No. 4 — No. 2: TURBO MODEL No. 1 — No. 2: Is the measured value within specified value?	3.0 — 4.2 kΩ	Go to step 4.	Replace the throttle position sensor.
4	CHECK THROTTLE POSITION SENSOR. Measure the resistance between throttle position sensor connector receptacle's terminals. Terminals No. 2 — No. 3: Is the measured value within specified value?	0.35 — 0.5 kΩ	Go to step 5.	Replace the throttle position sensor.
5	CHECK HARNESS CONNECTOR BETWEEN TCM AND THROTTLE POSITION SENSOR. 1) Disconnect the connector from TCM. 2) Measure the resistance of harness between TCM and throttle position sensor connector. Connector & terminal (B55) No. 3 — (E13) No. 3: Is the measured value less than specified value?	1 Ω	Go to step 6.	Repair the open circuit in harness between TCM and throttle position sensor connector, and poor contact in coupling connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS CONNECTOR BETWEEN TCM AND THROTTLE POSITION SENSOR. Measure the resistance of harness between TCM and throttle position sensor connector. Connector & terminal NON-TURBO MODEL (B54) No. 2 — (E13) No. 4: TURBO MODEL (B54) No. 2 — (E12) No. 1: Is the measured value less than specified value?	1 Ω	Go to step 7.	Repair the open circuit in harness between TCM and throttle position sensor connector, and poor contact in coupling connector.
7 CHECK HARNESS CONNECTOR BETWEEN TCM AND THROTTLE POSITION SENSOR. Measure the resistance of harness between TCM connector and chassis ground. Connector & terminal (B54) No. 3 — Chassis ground: Is the measured value more than specified value?	1 MΩ	Go to step 8.	Repair the short circuit in harness between TCM and throttle position sensor connector.
8 CHECK HARNESS CONNECTOR BETWEEN TCM AND THROTTLE POSITION SENSOR. Measure the resistance of harness between TCM connector and chassis ground. Connector & terminal (B54) No. 2 — Chassis ground: Is the measured value more than specified value?	1 MΩ	Go to step 9.	Repair the short circuit in harness between TCM and throttle position sensor connector.
9 CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM. Measure the resistance of harness between TCM and ECM connector. Connector & terminal NON-TURBO MODEL (B54) No. 3 — (B136) No. 17: TURBO MODEL (B54) No. 3 — (B135) No. 7: Is the measured value less than specified value?	1 Ω	Go to step 10.	Repair the open circuit in harness between TCM and ECM connector.
10 CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM. Measure the resistance of harness between TCM and ECM connector. Connector & terminal NON-TURBO MODEL (B54) No. 2 — (B136) No. 15: TURBO MODEL (B54) No. 2 — (B135) No. 9: Is the measured value less than specified value?	1 Ω	Go to step 11.	Repair the open circuit in harness between TCM and ECM connector.
11 PREPARE SUBARU SELECT MONITOR. Do you have a Subaru Select Monitor?	Subaru Select Monitor is available.	Go to step 14.	Go to step 12.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
12 CHECK INPUT SIGNAL FOR TCM. 1)Connect the connectors to TCM, throttle position sensor and ECM. 2)Turn the ignition switch to ON (engine OFF). 3)Close the throttle completely. 4)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 3 (+) — Chassis ground (-): Is the measured value within specified value?	0.2 — 1.0 V	Go to step 13.	Go to step 18.
13 CHECK INPUT SIGNAL FOR TCM. 1)Open the throttle completely. 2)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 3 (+) — Chassis ground (-): Is the measured value within specified value?	4.2 — 4.7 V	Go to step 16.	Go to step 18.
14 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR. 1)Connect the connectors to TCM, throttle position sensor and ECM. 2)Connect the Subaru Select Monitor to data link connector. 3)Turn the ignition switch to ON (engine OFF). 4)Turn the Subaru Select Monitor switch to ON. 5)Throttle fully closed. 6)Read the data of throttle position sensor using Subaru Select Monitor. •Throttle position sensor input signal is indicated. Is the measured value within specified value?	0.2 — 1.0 V	Go to step 15.	Go to step 18.
15 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR. Throttle fully open. NOTE: Must be changed correspondingly with the accelerator pedal operation (from “released” to “depressed” position). Is the measured value within specified value?	4.2 — 4.7 V	Go to step 18.	Go to step 17.
16 CHECK INPUT SIGNAL FOR TCM (THROTTLE POSITION SENSOR POWER SUPPLY). Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 2 (+) — Chassis ground (-): Is the measured value within specified value?	4.8 — 5.3 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in throttle position sensor circuit.	Go to step 18.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
17 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR (THROTTLE POSITION SENSOR POWER SUPPLY). Read the data of throttle position sensor power supply using Subaru Select Monitor. •Throttle position sensor power supply voltage is indicated. Is the measured value within specified value?	4.8 — 5.3 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in throttle position sensor circuit.	Go to step 18 .
18 CHECK POOR CONTACT. Is there poor contact in throttle position sensor circuit?	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

E: DTC 33 FRONT VEHICLE SPEED SENSOR

DIAGNOSIS:

- The vehicle speed signal is abnormal.
- The circuit in combination meter is faulty.
- The harness connector between TCM and vehicle speed sensor is in short or open.

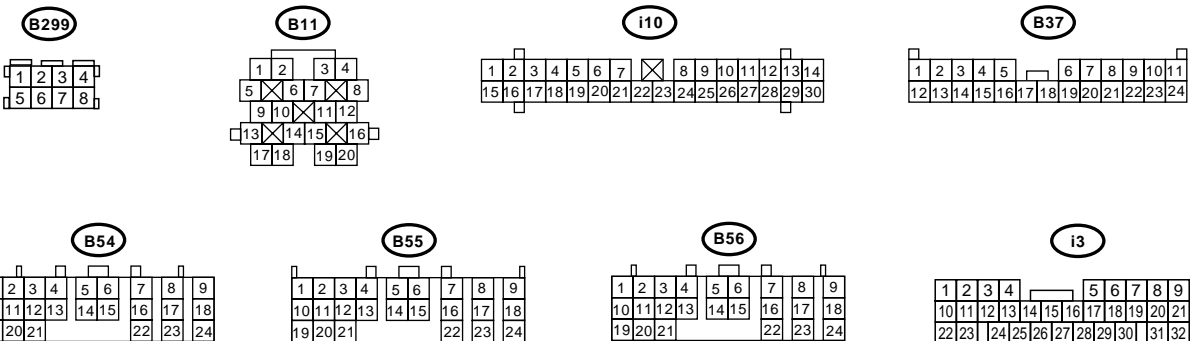
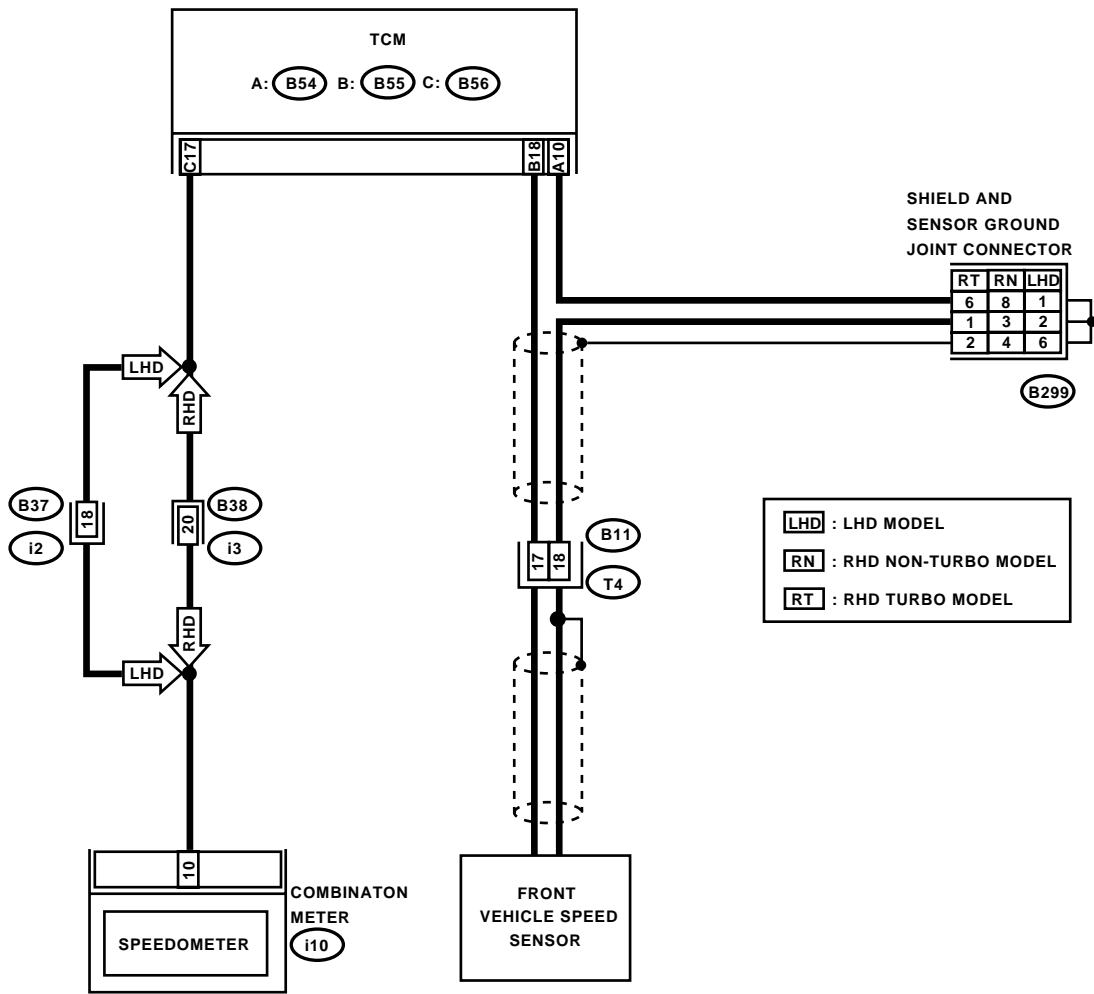
TROUBLE SYMPTOM:

- Erroneous idling.
- Engine stalls.
- Poor driving performance.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

WIRING DIAGRAM:



AT-00579

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and transmission connector. Connector & terminal (B55) No. 18 — (B11) No. 17: Is the measured value less than specified value?	1 Ω	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.
2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness between TCM and transmission connector. Connector & terminal (B54) No. 10 — (B11) No. 18: Is the measured value less than specified value?	1 Ω	Go to step 3.	Repair the open circuit in harness between TCM and transmission connector, and poor contact in coupling connector.
3 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness between TCM and transmission connector. Connector & terminal (B54) No. 10 — Chassis ground: Is the measured value more than specified value?	1 MΩ	Go to step 4.	Repair the short circuit in harness between TCM and transmission connector.
4 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness between TCM and transmission connector. Connector & terminal (B55) No. 18 — Chassis ground: Is the measured value more than specified value?	1 MΩ	Go to step 5.	Repair the short circuit in harness between TCM and transmission connector, and poor contact in coupling connector.
5 CHECK FRONT VEHICLE SPEED SENSOR. Measure the resistance between transmission connector receptacle's terminals. Connector & terminal (T4) No. 17 — No. 18: Is the measured value within specified value?	450 — 650 Ω	Go to step 6.	Replace the front vehicle speed sensor. <Ref. to AT-52, Front Vehicle Speed Sensor.>
6 PREPARE OSCILLOSCOPE. Do you have an oscilloscope?	Oscilloscope is available.	Go to step 9.	Go to step 7.
7 PREPARE SUBARU SELECT MONITOR. Do you have a Subaru Select Monitor?	Subaru Select Monitor is available.	Go to step 10.	Go to step 8.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>8 CHECK INPUT SIGNAL FOR TCM.</p> <p>1)Connect all connectors.</p> <p>2)Lift-up or raise the vehicle and place safety stands.</p> <p>NOTE: Raise all wheels off floor.</p> <p>3)Start the engine and set vehicle in 20 km/h (12 MPH) condition.</p> <p>NOTE: The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS-23, Clear Memory Mode.></p> <p>4)Measure the voltage between TCM connector terminals.</p> <p>Connector & terminal (B55) No. 18 (+) — (B54) No. 10 (-):</p> <p>Is the measured value more than specified value?</p>	AC 1 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact or harness may be the cause. Repair the harness or connector in the front vehicle speed sensor circuit.	Go to step 11.
<p>9 CHECK FRONT VEHICLE SPEED SENSOR USING OSCILLOSCOPE.</p> <p>1)Connect all connectors.</p> <p>2)Lift-up the vehicle and place safety stand.</p> <p>NOTE: Raise all wheels off ground.</p> <p>3)Set the oscilloscope to TCM connector terminals.</p> <p>Connector & terminal Positive probe; (B55) No. 18 Earth lead; (B54) No. 10</p> <p>4)Start the engine, and drive the wheels slowly.</p> <p>NOTE: The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunctions. When AT control diagnosis is finished, perform the ABS memory clearance procedure of self-diagnosis system. <Ref. to ABS-23, Clear Memory Mode.></p> <p>5)Measure the signal voltage indicated on oscilloscope.</p> <p>Is the measured value more than specified value?</p>	AC 4 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact or harness may be the cause. Repair the harness or connector in front vehicle speed sensor circuit.	Go to step 11.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>10 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR.</p> <p>1)Connect all connectors. 2)Connect the Subaru Select Monitor to data link connector. 3)Lift-up or raise the vehicle and place safety stands.</p> <p>NOTE: Raise all wheels off floor.</p> <p>4)Turn the ignition switch to ON and turn Subaru Select Monitor switch to ON. 5)Start the engine. 6)Read the data of vehicle speed using Subaru Select Monitor.</p> <ul style="list-style-type: none"> •Compare the speedometer with Subaru Select Monitor indications. •Vehicle speed is indicated in “km/h” or “MPH”. <p>7)Slowly increase the vehicle speed to 60 km/h or 37 MPH.</p> <p>NOTE: The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS-23, Clear Memory Mode.></p> <p>Does the speedometer indication increase as Subaru Select Monitor data increases?</p>	<p>Speedometer indication also increases.</p>	<p>Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor connector or harness may be the cause. Repair the harness or connector in front vehicle speed sensor circuit.</p>	<p>Go to step 11.</p>
<p>11 CHECK POOR CONTACT.</p> <p>Is there poor contact in front vehicle speed sensor circuit?</p>	<p>There is poor contact.</p>	<p>Repair the poor contact.</p>	<p>Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).></p>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

F: DTC 36 TORQUE CONVERTER TURBINE SPEED SENSOR

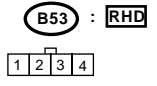
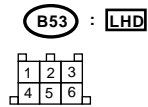
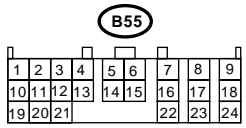
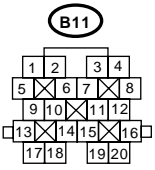
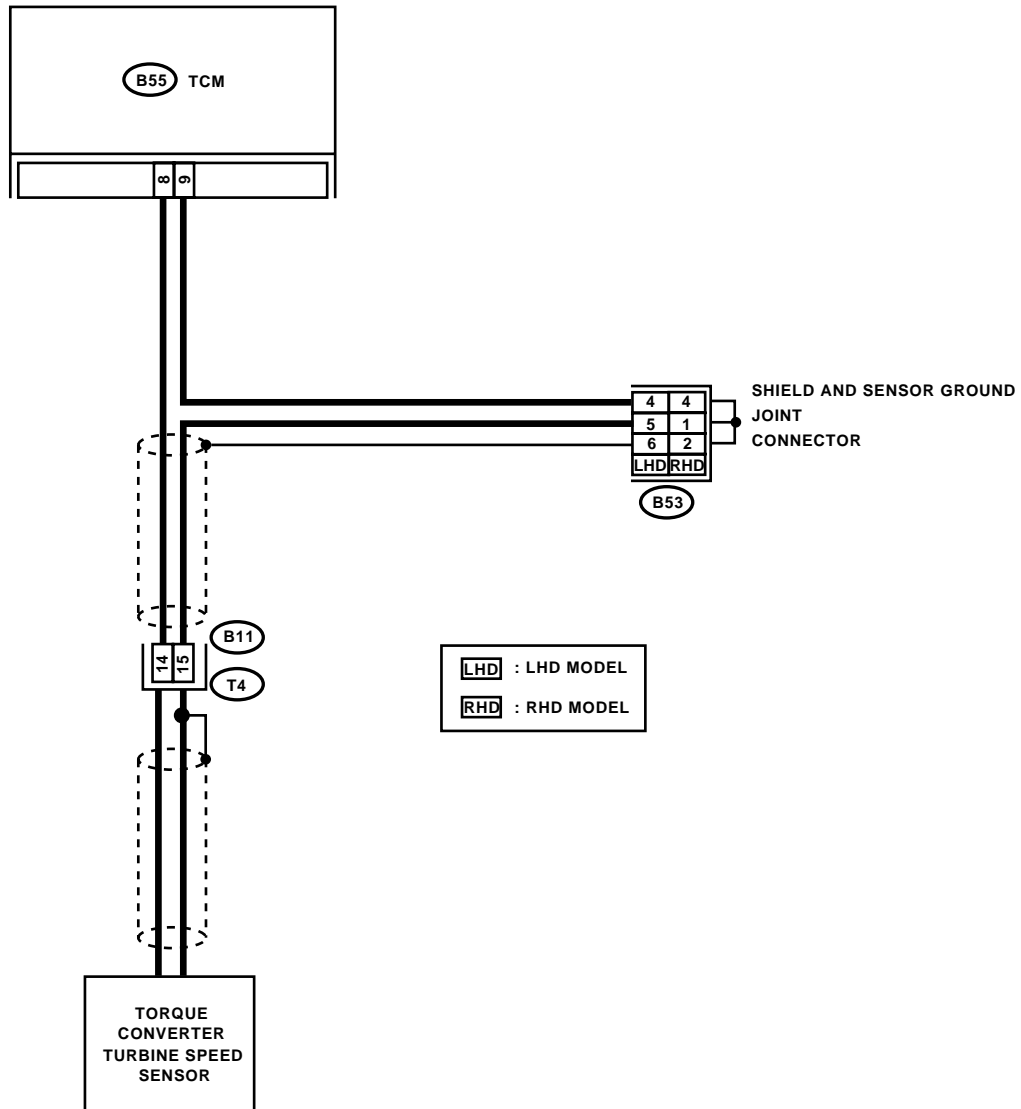
DIAGNOSIS:

The input signal circuit of TCM is open or shorted.

TROUBLE SYMPTOM:

Excessive shift shock.

WIRING DIAGRAM:



AT-00580

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK TORQUE CONVERTER TURBINE SPEED SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from transmission. 3) Measure the resistance between transmission connector receptacle's terminals. Connector & terminal (T4) No. 14 — No. 15: Is the measured value within specified value?	450 — 650 Ω	Go to step 2.	Replace the turbine speed sensor. <Ref. to AT-57, Torque Converter Turbine Speed Sensor.>
2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. 1) Disconnect the connector from TCM. 2) Measure the resistance of harness between TCM and transmission connector. Connector & terminal (B55) No. 8 — (B11) No. 14: Is the measured value less than specified value?	1 Ω	Go to step 3.	Repair the open circuit in harness between TCM and transmission connector.
3 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness between TCM and transmission connector. Connector & terminal (B55) No. 9 — (B11) No. 15: Is the measured value less than specified value?	1 Ω	Go to step 4.	Repair the open circuit in harness between TCM and transmission connector, and poor contact in coupling connector.
4 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness between TCM and chassis ground. Connector & terminal (B55) No. 9 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 5.	Repair the short circuit in harness between TCM and transmission connector.
5 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness between TCM and chassis ground. Connector & terminal (B55) No. 8 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 6.	Repair the short circuit in harness between TCM and transmission connector, and poor contact in coupling connector.
6 PREPARE OSCILLOSCOPE. Do you have an oscilloscope?	Oscilloscope is available.	Go to step 10.	Go to step 7.
7 PREPARE SUBARU SELECT MONITOR. Do you have a Subaru Select Monitor?	Subaru Select Monitor is available.	Go to step 9.	Go to step 8.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK INPUT SIGNAL FOR TCM. 1)Connect the connectors to TCM and transmission. 2)Start the engine and move select lever to "P" or "N" range. 3)Measure the voltage between TCM connector terminals. Connector & terminal (B55) No. 8 (+) — No. 9 (-): Is the measured value more than specified value?	AC 1 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 11.
9 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR. 1)Connect the connectors to TCM and transmission. 2)Connect the Subaru Select Monitor to data link connector. 3)Turn the ignition switch to ON and turn Subaru Select Monitor switch to ON. 4)Start the engine. 5)Move the select lever to "P" or "N" range. 6)Read the data of turbine speed using Subaru Select Monitor. •Compare the tachometer with Subaru Select Monitor indications. Is the revolution value same as the tachometer reading shown on the combination meter?	The same revolution value is shown on tachometer and Subaru Select Monitor.	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 11.
10 CHECK INPUT SIGNAL FOR TCM USING OSCILLOSCOPE. 1)Connect the connectors to TCM and transmission. 2)Set the oscilloscope to TCM connector terminals. Connector & terminal Positive probe; (B55) No. 8 Earth lead; (B55) No. 9 3)Start the engine and move select lever to "P" or "N" range. Is the measured value more than specified value?	AC 1 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 11.
11 CHECK POOR CONTACT. Is there poor contact in torque converter turbine speed sensor circuit?	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

G: DTC 38 TORQUE CONTROL SIGNAL

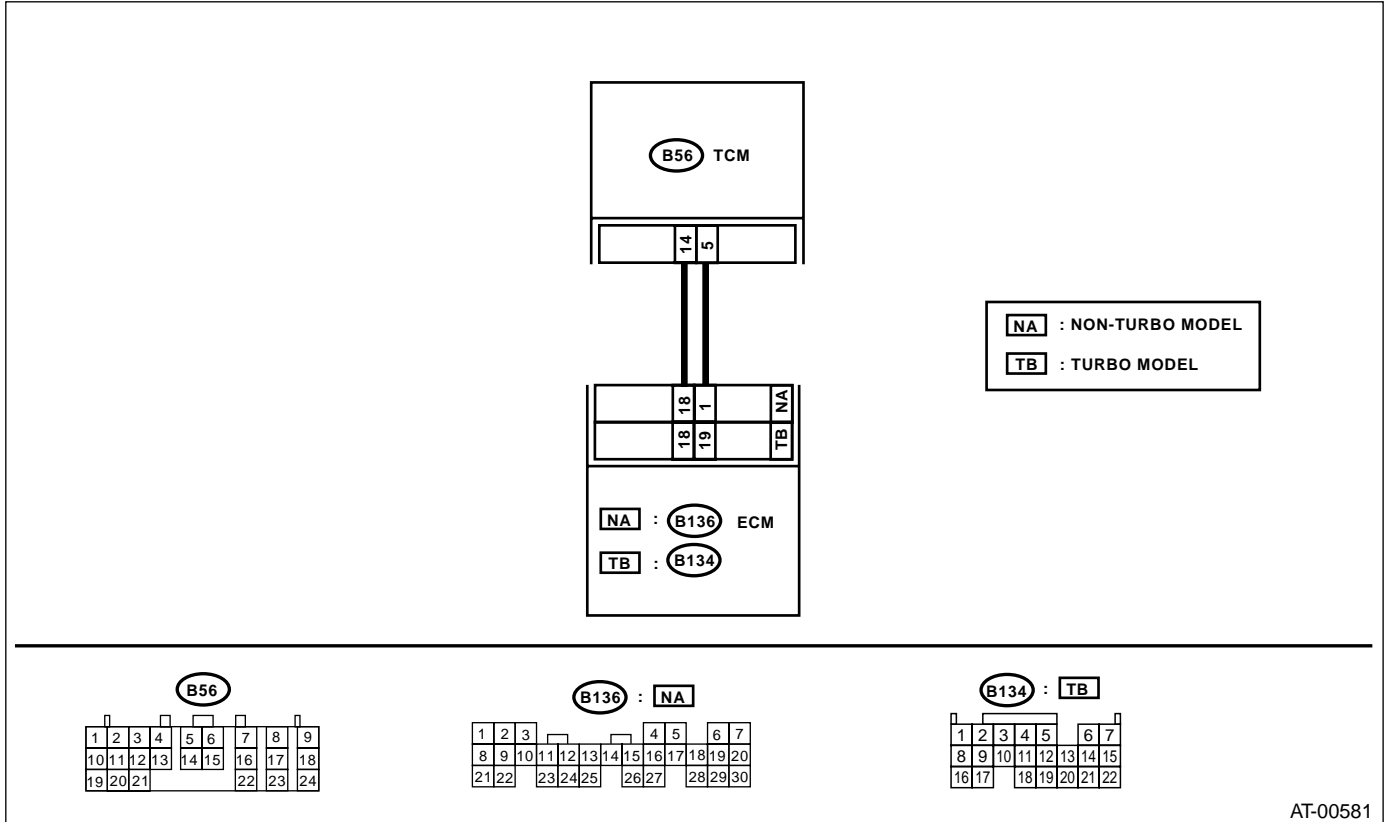
DIAGNOSIS:

- The signal circuit is open or shorted.

TROUBLE SYMPTOM:

Excessive shift shock.

WIRING DIAGRAM:



AT-00581

Step	Check	Yes	No
<p>1</p> <p>CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM.</p> <p>1) Turn the ignition switch to OFF.</p> <p>2) Disconnect the connectors from TCM and ECM.</p> <p>3) Measure the resistance of harness between TCM and ECM connector.</p> <p>Connector & terminal</p> <p>NON-TURBO MODEL</p> <p>(B56) No. 14 — (B136) No. 1:</p> <p>(B56) No. 5 — (B136) No. 18:</p> <p>TURBO MODEL</p> <p>(B56) No. 14 — (B134) No. 18:</p> <p>(B56) No. 5 — (B134) No. 19:</p> <p>Is the measured value less than specified value?</p>	<p>1 Ω</p>	<p>Go to step 2.</p>	<p>Repair the open circuit in harness between TCM and ECM connector.</p>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM. Measure the resistance of harness between TCM connector and chassis ground. Connector & terminal (B56) No. 14 — Chassis ground: (B56) No. 5 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 3.	Repair the short circuit in harness between TCM and ECM connector.
3 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1)Connect the connectors to TCM and ECM. 2)Turn the ignition switch to ON (engine OFF). 3)Measure the voltage between TCM connector terminals. Connector & terminal (B56) No. 14 (+) — Chassis ground (-): (B56) No. 5 (+) — Chassis ground (-): Is the measured value more than specified value?	4.8 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and ECM.	Go to step 4.
4 CHECK POOR CONTACT. Is there poor contact in torque control signal circuit?	There is poor contact.	Repair the poor contact.	Go to step 5.
5 CHECK GROUND LINE BETWEEN TRANSMISSION AND BODY. Check installing condition of the ground line in transmission and body. Is there any dirt or rust at the ground line installing point?	There is dirt and rust.	Remove dirt and rust.	Go to step 6.
6 CHECK GROUND LINE BETWEEN TRANSMISSION AND BODY. Check installing condition of the ground line in transmission and body. Is the tightening torque value the same as specified value?	13 N·m (1.3 kgf·m, 9.4 ft·lb)	Go to step 7.	Tighten to the specified torque.
7 CHECK GROUND LINE INSIDE TRANSMISSION. 1)Drain the ATF and remove oil pan. 2)Check the tightening torque value of ground line installing bolt. Is the tightening torque value the same as specified value?	8 N·m (0.8 kgf·m, 5.8 ft·lb)	Go to step 9.	Tighten to the specified torque.
8 CHECK GROUND CIRCUIT OF ECM. <Ref. to AT-47, DTC 31 THROTTLE POSITION SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).> Is there any trouble?	There are some troubles.	Repair the ground terminal and/or ground circuit of ECM.	Go to step 9.
9 RECHECK OUTPUT SIGNAL EMITTED FROM TCM. Measure the voltage between TCM connector and chassis ground. Connector & terminal (B56) No. 14 (+) — Chassis ground (-): (B56) No. 5 (+) — Chassis ground (-): Is the measured value more than specified value?	4 V	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>	Replace the ECM.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

H: DTC 45 INTAKE MANIFOLD PRESSURE SIGNAL (NON-TURBO MODEL)

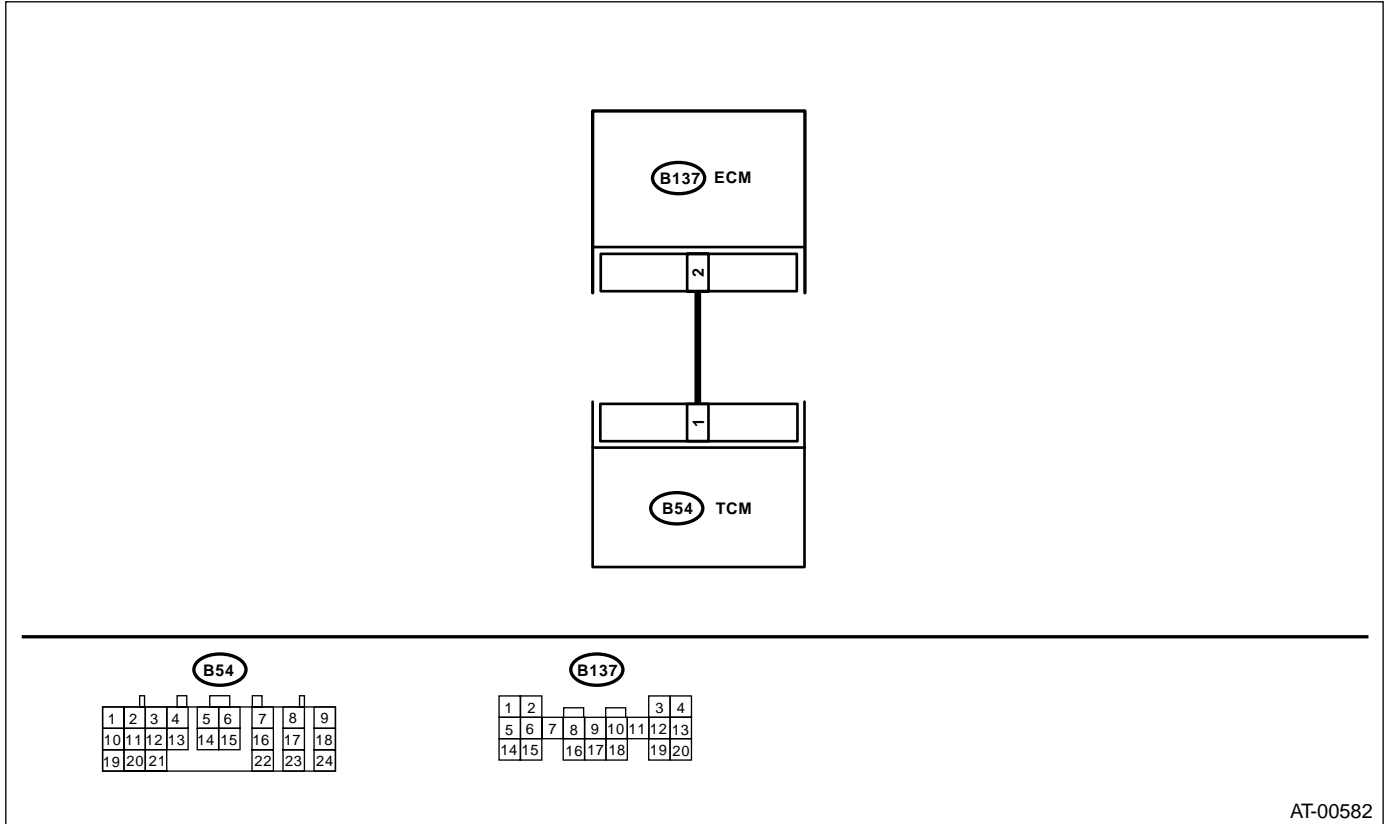
DIAGNOSIS:

The input signal circuit of TCM from ECM is open or shorted.

TROUBLE SYMPTOM:

Excessive shift shock.

WIRING DIAGRAM:



AT-00582

Step	Check	Yes	No	
1	CHECK ENGINE GROUND TERMINALS AND GROUND CIRCUIT OF ECM <Ref. to AT-47, DTC 31 THROTTLE POSITION SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).> Is there any trouble?	There are some troubles.	Repair the ground terminal and/or ground circuit of ECM.	Go to step 2.
2	CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and ECM. 3) Measure the resistance of harness between TCM and ECM connector. Connector & terminal (B54) No. 1 — (B137) No. 2: Is the measured value less than specified value?	1 Ω	Go to step 3.	Repair the open circuit in harness between TCM and ECM connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
3 CHECK HARNESS CONNECTOR BETWEEN TCM AND ECM. Measure the resistance of harness between TCM connector and chassis ground. Connector & terminal (B54) No. 1 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 4.	Repair the short circuit in harness between TCM and ECM connector.
4 PREPARE SUBARU SELECT MONITOR. Do you have a Subaru Select Monitor?	Subaru Select Monitor is available.	Go to step 6.	Go to step 5.
5 CHECK INPUT SIGNAL FOR TCM. 1)Connect the connectors to TCM and ECM. 2)Start the engine, and warm-up the transmission until ATF temperature is above 80°C (176°F). NOTE: If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 3)Idle the engine. 4)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 1 (+) — Chassis ground (-): Is the measured value within specified value?	0.4 — 1.6 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and ECM.	Go to step 7.
6 CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR. 1)Connect the connectors to TCM and ECM. 2)Connect the Subaru Select Monitor to data link connector. 3)Start the engine, and turn Subaru Select Monitor switch to ON. 4)Warm-up the engine until engine coolant temperature is above 80°C (176°F). 5)Idle the engine. 6)Read the data of intake manifold pressure signal using Subaru Select Monitor. •Display shows the intake manifold pressure signal value sent from ECM. Is the measured value within specified value?	0.4 — 1.6 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and ECM.	Go to step 7.
7 CHECK POOR CONTACT. Is there poor contact in intake manifold pressure signal circuit?	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

I: DTC 71 SHIFT SOLENOID 1

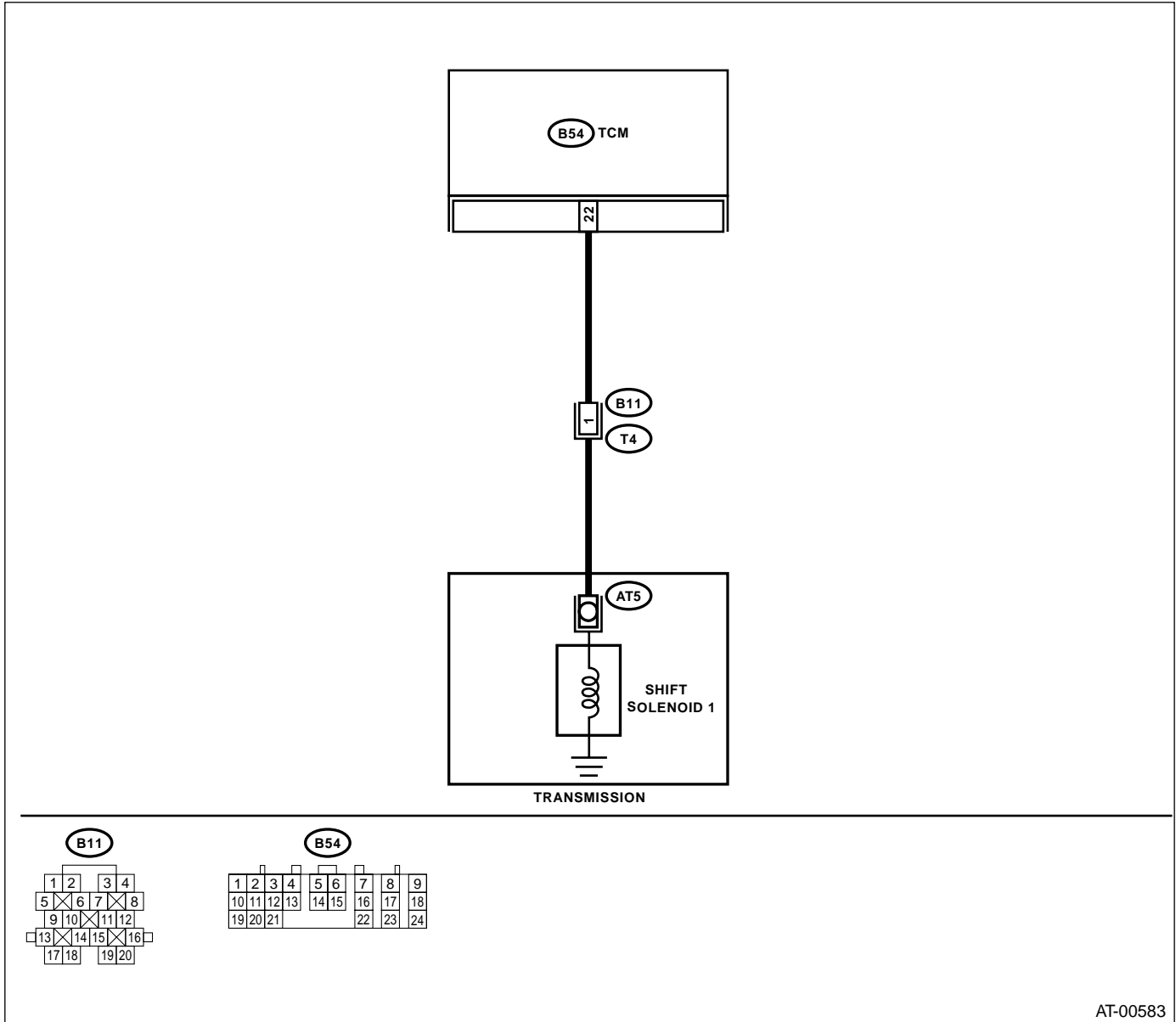
DIAGNOSIS:

The output signal circuit of shift solenoid 1 is open or shorted.

TROUBLE SYMPTOM:

Does not shift.

WIRING DIAGRAM:



Step	Check	Yes	No
<p>1</p> <p>CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</p> <p>1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and shift solenoid 1 connector.</p> <p>Connector & terminal (B54) No. 22 — (B11) No. 1:</p> <p>Is the measured value less than specified value?</p>	<p>1 Ω</p>	<p>Go to step 2.</p>	<p>Repair the open circuit in harness between TCM and transmission connector.</p>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness between TCM connector and chassis ground. Connector & terminal (B54) No. 22 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.
3 CHECK SHIFT SOLENOID 1. Measure the resistance between transmission connector terminals. Connector & terminal (T4) No. 1 — No. 16: Is the measured value within specified value?	10 — 16 Ω	Go to step 4.	Go to step 7.
4 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1)Connect the connectors to TCM and transmission. 2)Turn the ignition switch to ON (engine OFF). 3)Move the select lever to "D" range. 4)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 22 (+) — Chassis ground (-): Is the measured value more than specified value?	9V	Go to step 5.	Go to step 6.
5 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1)Turn the HOLD mode switch to ON. 2)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 22 (+) — Chassis ground (-): Is the measured value less than specified value?	1V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or contact in TCM.	Go to step 6.
6 CHECK POOR CONTACT. Is there poor contact in shift solenoid 1 circuit?	There is poor contact.	Repair poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>7</p> <p>CHECK SHIFT SOLENOID 1 (IN TRANSMISSION). 1)Remove the transmission connector from bracket. 2)Lift-up or raise the vehicle and support with safety stand. NOTE: Raise all wheels off ground. 3)Drain the ATF. CAUTION: Do not drain the ATF until it cools down. 4)Remove the oil pan, and disconnect connector from shift solenoid 1. 5)Measure the resistance between shift solenoid 1 connector and transmission ground. Terminal No. 1 — Transmission ground: Is the measured value within specified value?</p>	<p>10 — 16 Ω</p>	<p>Go to step 8.</p>	<p>Replace the shift solenoid 1. <Ref. to AT-64, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.></p>
<p>8</p> <p>CHECK HARNESS CONNECTOR BETWEEN SHIFT SOLENOID 1 AND TRANSMISSION. Measure the resistance of harness between shift solenoid 1 and transmission connector. Connector & terminal (AT5) No. 1 — (T4) No. 1: Is the measured value less than specified value?</p>	<p>1 Ω</p>	<p>Go to step 9.</p>	<p>Repair the open circuit in harness between shift solenoid 1 and transmission connector.</p>
<p>9</p> <p>CHECK HARNESS CONNECTOR BETWEEN SHIFT SOLENOID 1 AND TRANSMISSION. Measure the resistance of harness between shift solenoid 1 connector and transmission ground. Connector & terminal (T4) No. 1 — Transmission ground: Is the measured value more than specified value?</p>	<p>1 MΩ</p>	<p>Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in shift solenoid 1 and transmission.</p>	<p>Repair the short circuit harness between shift solenoid 1 and transmission connector.</p>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

J: DTC 72 SHIFT SOLENOID 2

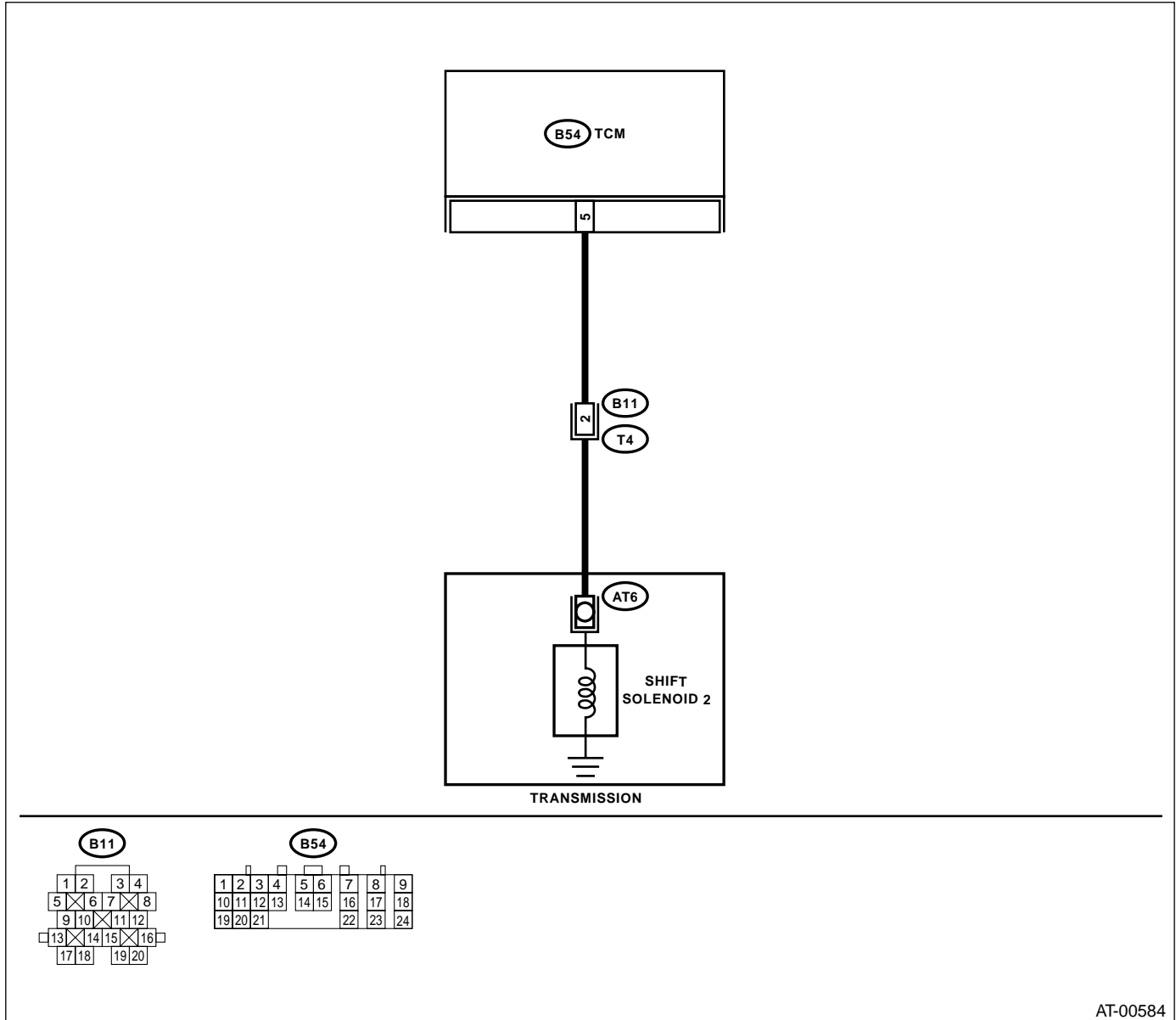
DIAGNOSIS:

The output signal circuit of shift solenoid 2 is open or shorted.

TROUBLE SYMPTOM:

Does not shift.

WIRING DIAGRAM:



Step	Check	Yes	No
1 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and shift solenoid 2 connector. Connector & terminal (B54) No. 5 — (B11) No. 2: Is the measured value less than specified value?	1 Ω	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness between TCM connector and transmission ground. Connector & terminal (B54) No. 5 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.
3 CHECK SHIFT SOLENOID 2. Measure the resistance between transmission connector terminals. Connector & terminal (T4) No. 2 — No. 16: Is the measured value within specified value?	10 — 16 Ω	Go to step 4.	Go to step 6.
4 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1)Connect the connectors to TCM and transmission. 2)Lift-up or raise the vehicle and support with safety stand. NOTE: Raise all wheels off ground. 3)Start the engine and warm-up the transmission until ATF temperature is above 80°C (176°F). NOTE: If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 4)Move the selector lever to "D" range, and slowly increase vehicle speed to 50 km/h (31 MPH). NOTE: The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS-23, Clear Memory Mode.> 5)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 5 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 5.
5 CHECK POOR CONTACT. Is there poor contact in shift solenoid 2 circuit?	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>6</p> <p>CHECK SHIFT SOLENOID 2 (IN TRANSMISSION). 1)Remove the transmission connector from bracket. 2)Drain the ATF.</p> <p>CAUTION: Do not drain the ATF until it cools down.</p> <p>3)Remove the oil pan, and disconnect connector from shift solenoid 2. 4)Measure the resistance between shift solenoid 2 connector and transmission ground.</p> <p>Connector & terminal No. 1 — Transmission ground: Is the measured value within specified value?</p>	10 — 16 Ω	Go to step 7.	Replace the shift solenoid 2 assembly. <Ref. to AT-64, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>
<p>7</p> <p>CHECK HARNESS CONNECTOR BETWEEN SHIFT SOLENOID 2 AND TRANSMISSION. Measure the resistance of harness between shift solenoid 2 and transmission connector.</p> <p>Connector & terminal (AT6) No. 1 — (T4) No. 2: Is the measured value less than specified value?</p>	1 Ω	Go to step 8.	Repair the open circuit in harness between shift solenoid 2 and transmission connector.
<p>8</p> <p>CHECK HARNESS CONNECTOR BETWEEN SHIFT SOLENOID 2 AND TRANSMISSION. Measure the resistance of harness between shift solenoid 2 connector and transmission ground.</p> <p>Connector & terminal (T4) No. 2 — Transmission ground: Is the measured value more than specified value?</p>	1 MΩ	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in shift solenoid 2 and transmission.	Repair the short circuit harness between shift solenoid 2 and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

K: DTC 73 LOW CLUTCH TIMING SOLENOID

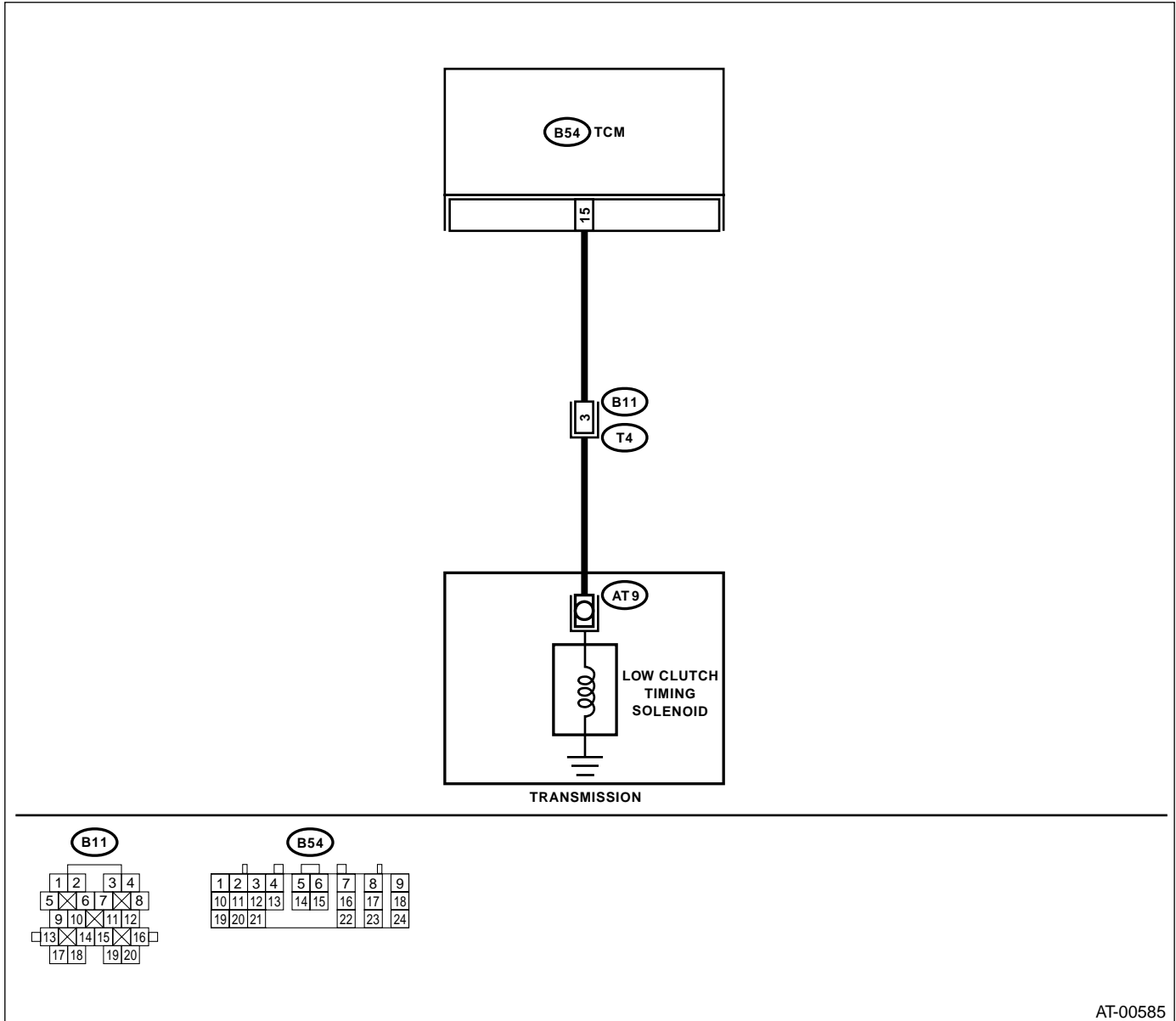
DIAGNOSIS:

The output signal circuit of low clutch timing solenoid is open or shorted.

TROUBLE SYMPTOM:

Excessive shift shock.

WIRING DIAGRAM:



Step	Check	Yes	No
<p>1</p> <p>CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</p> <p>1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and transmission connector.</p> <p>Connector & terminal (B54) No. 15 — (B11) No. 3:</p> <p>Is the measured value less than specified value?</p>	<p>1 Ω</p>	<p>Go to step 2.</p>	<p>Repair the open circuit in harness between TCM and transmission connector.</p>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness between TCM connector and transmission ground. Connector & terminal (B54) No. 15 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.
3 CHECK LOW CLUTCH TIMING SOLENOID. Measure the resistance between transmission connector terminals. Connector & terminal (T4) No. 3 — No. 16: Is the measured value within specified value?	10 — 16 Ω	Go to step 4.	Go to step 7.
4 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1)Connect the connectors to TCM and transmission. 2)Turn the ignition switch to ON (engine OFF). 3)Move the select lever to "D" range. 4)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 15 (+) — Chassis ground (-): Is the measured value more than specified value?	9 V	Go to step 5.	Go to step 6.
5 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1)Turn the HOLD mode switch to ON. 2)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 15 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or contact in TCM and transmission.	Go to step 6.
6 CHECK POOR CONTACT. Is there poor contact in low clutch timing solenoid circuit?	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>7</p> <p>CHECK LOW CLUTCH TIMING SOLENOID (IN TRANSMISSION). 1) Remove the transmission connector from bracket. 2) Lift-up or raise the vehicle and support with safety stand. 3) Drain the ATF.</p> <p>CAUTION: Do not drain the ATF until it cools down.</p> <p>4) Remove the oil pan, and disconnect connector from low clutch timing solenoid. 5) Measure the resistance between low clutch timing solenoid connector and transmission ground.</p> <p>Terminal No. 1 — Transmission ground: Is the measured value within specified value?</p>	10 — 16 Ω	Go to step 8.	Replace the low clutch timing solenoid. <Ref. to AT-64, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>
<p>8</p> <p>CHECK HARNESS CONNECTOR BETWEEN LOW CLUTCH TIMING SOLENOID AND TRANSMISSION. Measure the resistance of harness between low clutch timing solenoid and transmission connector.</p> <p>Connector & terminal (AT9) No. 1 — (T4) No. 3: Is the measured value less than specified value?</p>	1 Ω	Go to step 9.	Repair the open circuit in harness between low clutch timing solenoid and transmission connector.
<p>9</p> <p>CHECK HARNESS CONNECTOR BETWEEN LOW CLUTCH TIMING SOLENOID AND TRANSMISSION. Measure the resistance of harness between low clutch timing solenoid connector and transmission ground.</p> <p>Connector & terminal (T4) No. 3 — Transmission ground: Is the measured value more than specified value?</p>	1 MΩ	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in low clutch timing solenoid and transmission.	Repair the short circuit harness between low clutch timing solenoid and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

L: DTC 74 2-4 BRAKE TIMING SOLENOID

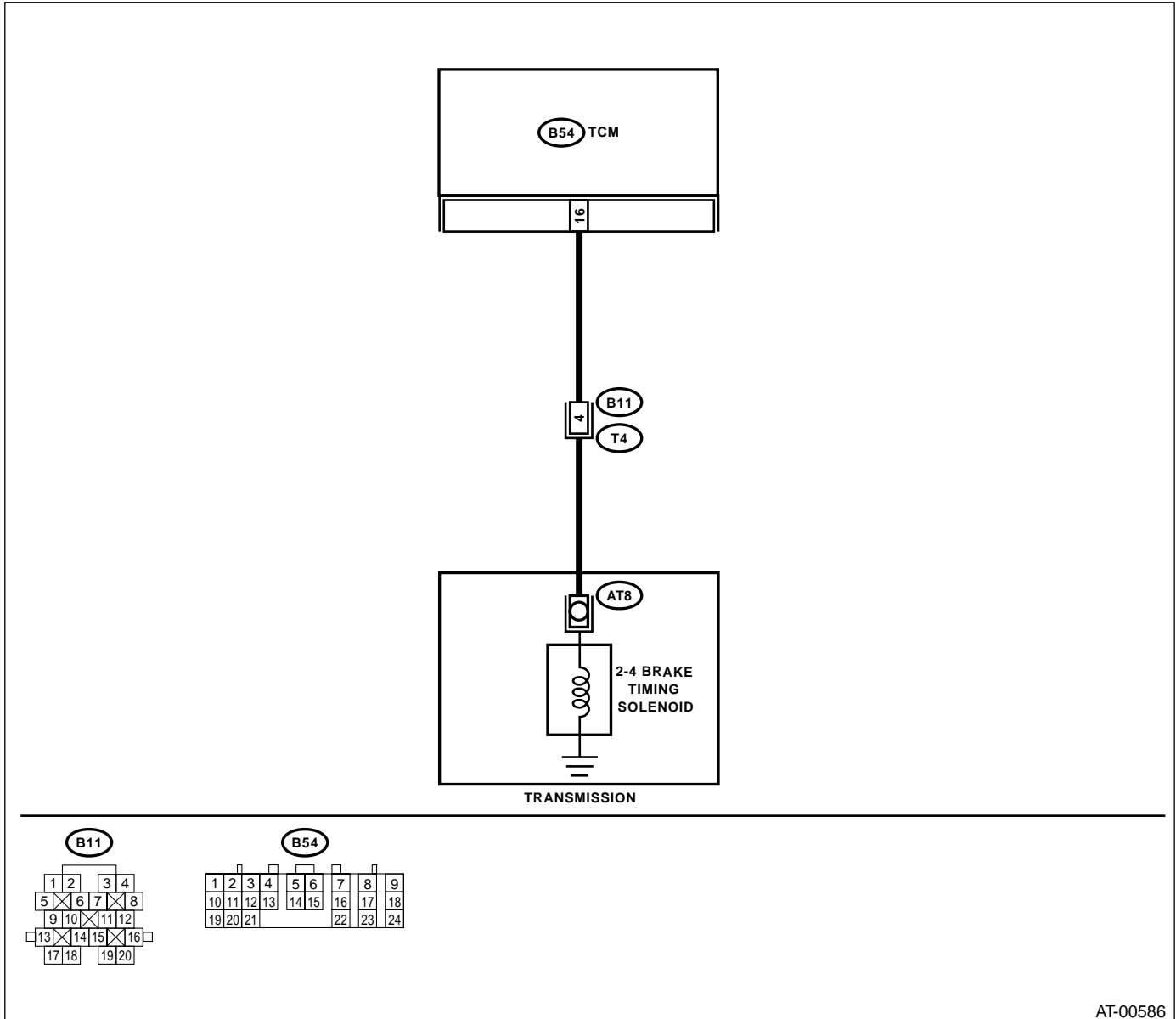
DIAGNOSIS:

The output signal circuit of 2-4 brake timing solenoid is open or shorted.

TROUBLE SYMPTOM:

Excessive shift shock.

WIRING DIAGRAM:



Step	Check	Yes	No
<p>1</p> <p>CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</p> <p>1) Turn the ignition switch to OFF.</p> <p>2) Disconnect the connector from TCM and transmission.</p> <p>3) Measure the resistance of harness between TCM and transmission connector.</p> <p>Connector & terminal (B54) No. 16 — (B11) No. 4:</p> <p>Is the measured value less than specified value?</p>	<p>1 Ω</p>	<p>Go to step 2.</p>	<p>Repair the open circuit in harness between TCM and transmission connector.</p>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness between TCM connector and chassis ground. Connector & terminal (B54) No. 16 — Chassis ground: Is the measured value more than specified value?</p>	1 M Ω	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.
<p>3 CHECK 2-4 BRAKE TIMING SOLENOID. Measure the resistance between transmission connector terminals. Connector & terminal (T4) No. 4 — No. 16: Is the measured value within specified value?</p>	10 — 16 Ω	Go to step 4.	Go to step 7.
<p>4 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1)Connect the connectors to TCM and transmission. 2)Lift-up or raise the vehicle and support with safety stand. NOTE: Raise all wheels off ground. 3)Start the engine and warm-up the transmission until ATF temperature is above 80°C (176°F). NOTE: If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 4)Move the selector lever to “1” range, and slowly increase vehicle speed to 10 km/h (6 MPH). NOTE: The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS-23, Clear Memory Mode.> 5)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 16 (+) — Chassis ground (-): Is the measured value less than specified value?</p>	1 V	Go to step 5.	Go to step 6.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>5 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1) Move the selector lever to "D" range, and slowly increase vehicle speed to 65 km/h (40 MPH). NOTE: The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS-23, Clear Memory Mode.> 2) Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 16 (+) — Chassis ground (-): Is the measured value more than specified value?</p>	9 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or contact in transmission.	Go to step 6.
<p>6 CHECK POOR CONTACT. Is there poor contact in 2-4 brake timing solenoid circuit?</p>	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
<p>7 CHECK 2-4 BRAKE TIMING SOLENOID (IN TRANSMISSION). 1) Remove the transmission connector from bracket. 2) Lift-up or raise the vehicle and support with safety stand. 3) Drain the ATF. CAUTION: Do not drain the ATF until it cools down. 4) Remove the oil pan, and disconnect connector from 2-4 brake timing solenoid. 5) Measure the resistance between 2-4 brake timing solenoid connector and transmission ground. Terminal No. 1 — Transmission ground: Is the measured value within specified value?</p>	10 — 16 Ω	Go to step 8.	Replace the 2-4 brake timing solenoid. <Ref. to AT-64, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>
<p>8 CHECK HARNESS CONNECTOR BETWEEN 2-4 BRAKE TIMING SOLENOID AND TRANSMISSION. Measure the resistance of harness between 2-4 brake timing solenoid and transmission connector. Connector & terminal (AT8) No. 1 — (T4) No. 4: Is the measured value less than specified value?</p>	1 Ω	Go to step 9.	Repair the open circuit in harness between 2-4 brake timing solenoid and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>9 CHECK HARNESS CONNECTOR BETWEEN 2-4 BRAKE TIMING SOLENOID AND TRANSMISSION. Measure the resistance of harness between 2-4 brake timing solenoid connector and transmission ground. Connector & terminal (T4) No. 4 — Transmission ground: Is the measured value more than specified value?</p>	1 MΩ	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in 2-4 brake timing solenoid and transmission.	Repair the short circuit harness between 2-4 brake timing solenoid and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

M: DTC 75 LINE PRESSURE DUTY SOLENOID

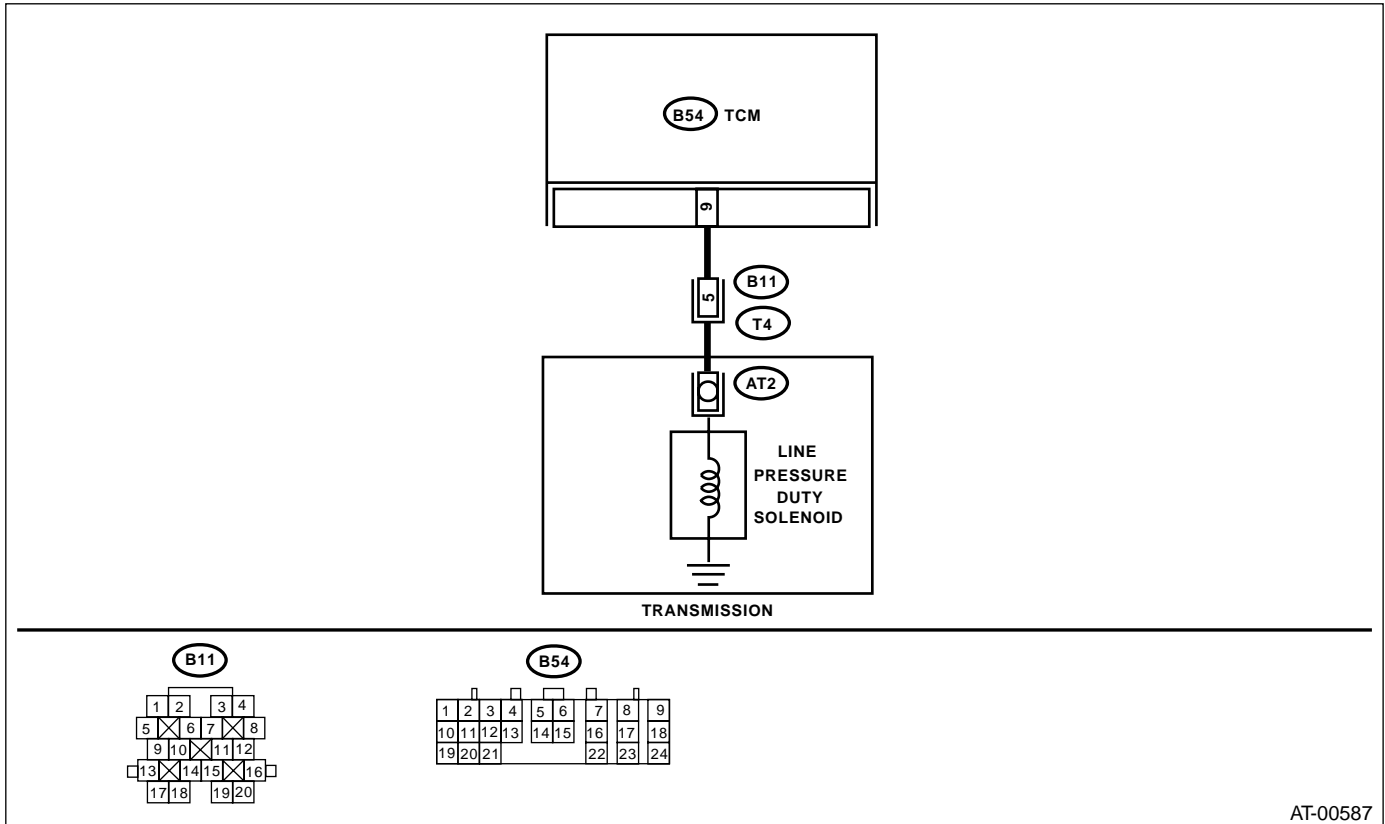
DIAGNOSIS:

The output signal circuit of line pressure duty solenoid is open or shorted.

TROUBLE SYMPTOM:

Excessive shift shock.

WIRING DIAGRAM:



AT-00587

Step	Check	Yes	No
1 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from transmission and TCM. 3) Measure the resistance of harness between TCM and transmission connector. Connector & terminal (B54) No. 9 — (B11) No. 5: Is the measured value less than specified value?	1 Ω	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.
2 CHECK HARNESS CONNECTOR BETWEEN TCM AND CHASSIS GROUND. Measure the resistance of harness between TCM and chassis ground. Connector & terminal (B54) No. 9 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
3 CHECK LINE PRESSURE DUTY SOLENOID. Measure the resistance between transmission connector receptacle's terminals. Terminal (T4) No. 5 — No. 16: Is the measured value within specified value?	2.0 — 4.5 Ω	Go to step 4.	Go to step 10.
4 PREPARE SUBARU SELECT MONITOR. Do you have a Subaru Select Monitor?	Subaru Select Monitor is available.	Go to step 7.	Go to step 5.
5 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1)Connect all connectors. 2)Start the engine and warm-up the transmission until ATF temperature is above 80°C (176°F). NOTE: If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 3)Turn the ignition switch to ON (engine OFF). 4)Move the select lever to "N" range. 5)Fully close the throttle. 6)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 9 (+) — Chassis ground (-): Is the measured value within specified value?	1.5 — 5.0 V	Go to step 6.	Go to step 9.
6 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1)Fully open the throttle. 2)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 9 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in transmission.	Go to step 9.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>7 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR. 1)Connect the connectors to TCM and transmission. 2)Connect the Subaru Select Monitor to data link connector. 3)Start the engine and turn Subaru Select Monitor switch to ON. 4)Warm-up the transmission until ATF temperature is above 80°C (176°F). NOTE: If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 5)Stop the engine and turn ignition switch to ON (engine OFF). 6)Move the select lever to "N" range. 7)Read the data of line pressure duty solenoid using Subaru Select Monitor. •Line pressure duty solenoid is indicated in "%". 8)Throttle is fully closed. Is the data of line pressure duty solenoid the same as specified value?</p>	100 %	Go to step 8.	Go to step 9.
<p>8 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR. 1)Turn the ignition switch to ON (engine OFF). 2)Throttle is fully open. 3)Read the data of line pressure duty solenoid using Subaru Select Monitor. Is the data of line pressure duty solenoid the same as specified value?</p>	25 %	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in transmission.	Go to step 9.
<p>9 CHECK POOR CONTACT. Is there poor contact in line pressure duty solenoid circuit?</p>	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
<p>10 CHECK LINE PRESSURE DUTY SOLENOID (IN TRANSMISSION). 1)Remove the transmission connector from bracket. 2)Drain the ATF. CAUTION: Do not drain the ATF until it cools down. 3)Remove the oil pan, and disconnect connector from line pressure duty solenoid. 4)Measure the resistance between line pressure duty solenoid connector and transmission ground. Terminal No. 1 — Transmission ground: Is the measured value within specified value?</p>	2.0 — 4.5 Ω	Go to step 11.	Replace the line pressure duty solenoid. <Ref. to AT-64, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
11 CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND LINE PRESSURE DUTY SOLENOID. Measure the resistance of harness between line pressure duty solenoid and transmission connector. Connector & terminal (T4) No. 5 — (AT2) No. 1: Is the measured value less than specified value?	1 Ω	Go to step 12.	Repair the open circuit in harness between line pressure duty solenoid and transmission connector.
12 CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND LINE PRESSURE DUTY SOLENOID. Measure the resistance of harness between transmission connector and transmission ground. Connector & terminal (T4) No. 5 — Transmission ground: Is the measured value more than specified value?	1 M Ω	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in line pressure duty solenoid and transmission.	Repair the short circuit in harness between line pressure duty solenoid and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

N: DTC 76 2-4 BRAKE DUTY SOLENOID

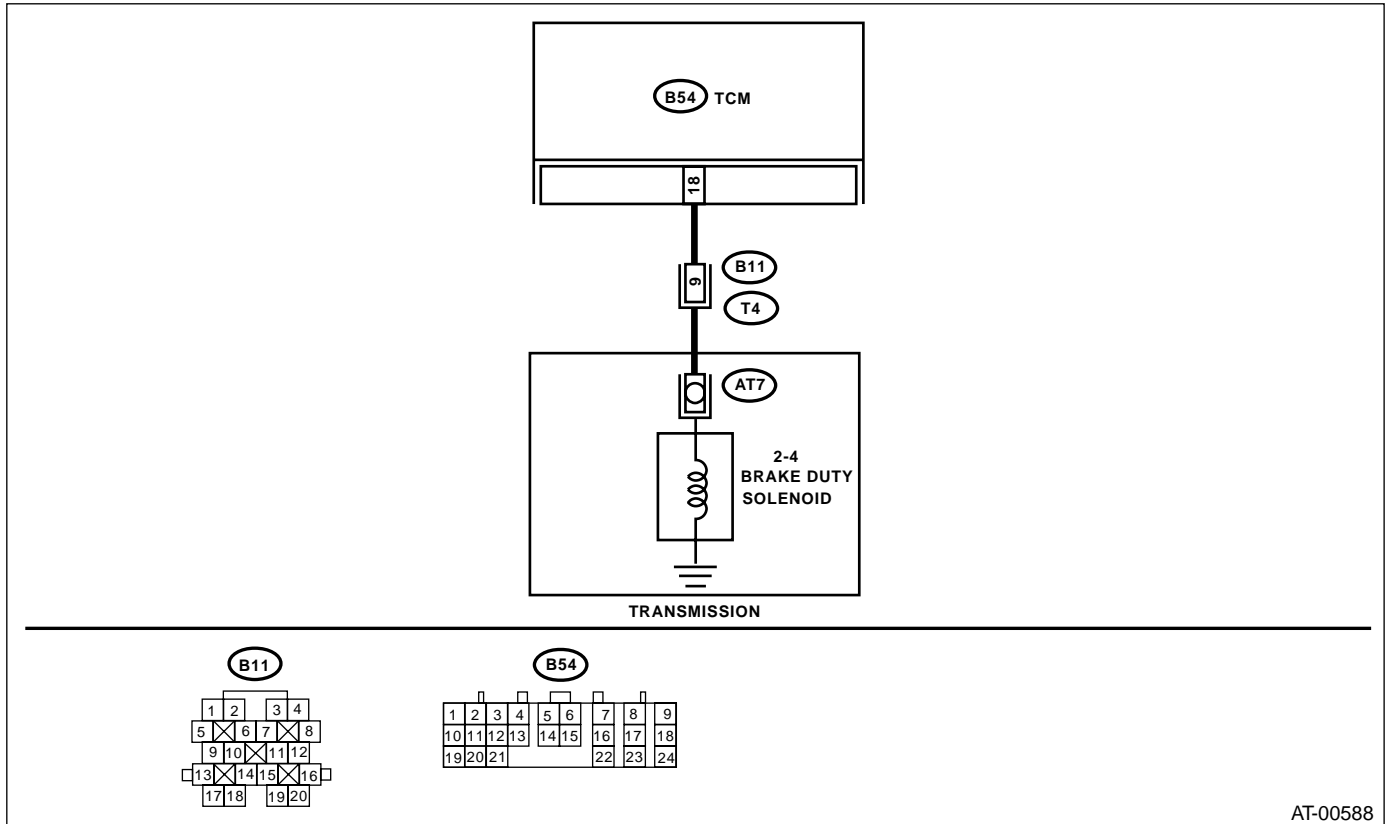
DIAGNOSIS:

The output signal circuit of 2-4 brake duty solenoid is open or shorted.

TROUBLE SYMPTOM:

Excessive shift shock.

WIRING DIAGRAM:



AT-00588

Step	Check	Yes	No	
1	<p>CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION.</p> <p>1) Turn the ignition switch to OFF. 2) Disconnect the connector from transmission and TCM. 3) Measure the resistance of harness between TCM and transmission connector.</p> <p>Connector & terminal (B54) No. 18 — (B11) No. 9:</p> <p>Is the measured value less than specified value?</p>	1 Ω	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.
2	<p>CHECK HARNESS CONNECTOR BETWEEN TCM AND CHASSIS GROUND.</p> <p>Measure the resistance of harness between TCM and chassis ground.</p> <p>Connector & terminal (B54) No. 18 — Chassis ground:</p> <p>Is the measured value more than specified value?</p>	1 MΩ	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
3 CHECK 2-4 BRAKE DUTY SOLENOID. Measure the resistance between transmission connector receptacle's terminals. Terminal (T4) No. 16 — No. 9: Is the measured value within specified value?	2.0 — 4.5 Ω	Go to step 4.	Go to step 10.
4 PREPARE SUBARU SELECT MONITOR. Do you have a Subaru Select Monitor?	Subaru Select Monitor is available.	Go to step 7.	Go to step 5.
5 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1)Connect all connectors. 2)Start the engine and warm-up the transmission until ATF temperature is above 80°C (176°F). NOTE: If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 3)Turn the ignition switch to ON (engine OFF). 4)Move the select lever to "N" range. 5)Fully close the throttle. 6)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 18 (+) — Chassis ground (-): Is the measured value within specified value?	1.5 — 5.0 V	Go to step 6.	Go to step 9.
6 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1)Fully open the throttle. 2)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 18 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 9.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>7 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR. 1)Connect all connectors. 2)Connect the Subaru Select Monitor to data link connector. 3)Start the engine and turn Subaru Select Monitor switch to ON. 4)Warm-up the transmission until ATF temperature is above 80°C (176°F). NOTE: If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 5)Stop the engine and turn ignition switch to ON (engine OFF). 6)Move the select lever to "N" range. 7)Read the data of 2-4 brake duty solenoid using Subaru Select Monitor. •2-4 brake duty solenoid is indicated in "%". 8)Throttle is fully closed. Is the data of 2-4 brake duty solenoid the same as specified value?</p>	100 %	Go to step 8.	Go to step 9.
<p>8 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR. 1)Turn the ignition switch to ON (engine OFF). 2)Throttle is fully open. 3)Read the data of 2-4 brake duty solenoid using Subaru Select Monitor. Is the data of 2-4 brake duty solenoid the same as specified value?</p>	25 %	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 9.
<p>9 CHECK POOR CONTACT. Is there poor contact in 2-4 brake duty solenoid circuit?</p>	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
<p>10 CHECK 2-4 BRAKE DUTY SOLENOID (IN TRANSMISSION). 1)Remove the transmission connector from bracket. 2)Drain the ATF. CAUTION: Do not drain the ATF until it cools down. 3)Remove the oil pan, and disconnect connector from 2-4 brake duty solenoid. 4)Measure the resistance between 2-4 brake duty solenoid connector and transmission ground. Terminal No. 1 — Transmission ground: Is the measured value within specified value?</p>	2.0 — 4.5 Ω	Go to step 11.	Replace the 2-4 brake duty solenoid. <Ref. to AT-64, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
11 CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND 2-4 BRAKE DUTY SOLENOID. Measure the resistance of harness between 2-4 brake duty solenoid and transmission connector. Connector & terminal (T4) No. 9 — (AT7) No. 1: Is the measured value less than specified value?	1 Ω	Go to step 12.	Repair the open circuit in harness between 2-4 brake duty solenoid and transmission connector.
12 CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND 2-4 BRAKE DUTY SOLENOID. Measure the resistance of harness between transmission connector and transmission ground. Connector & terminal (T4) No. 9 — Transmission ground: Is the measured value more than specified value?	1 M Ω	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in line pressure duty solenoid and transmission.	Repair the short circuit in harness between 2-4 brake duty solenoid and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

O: DTC 77 LOCK-UP DUTY SOLENOID

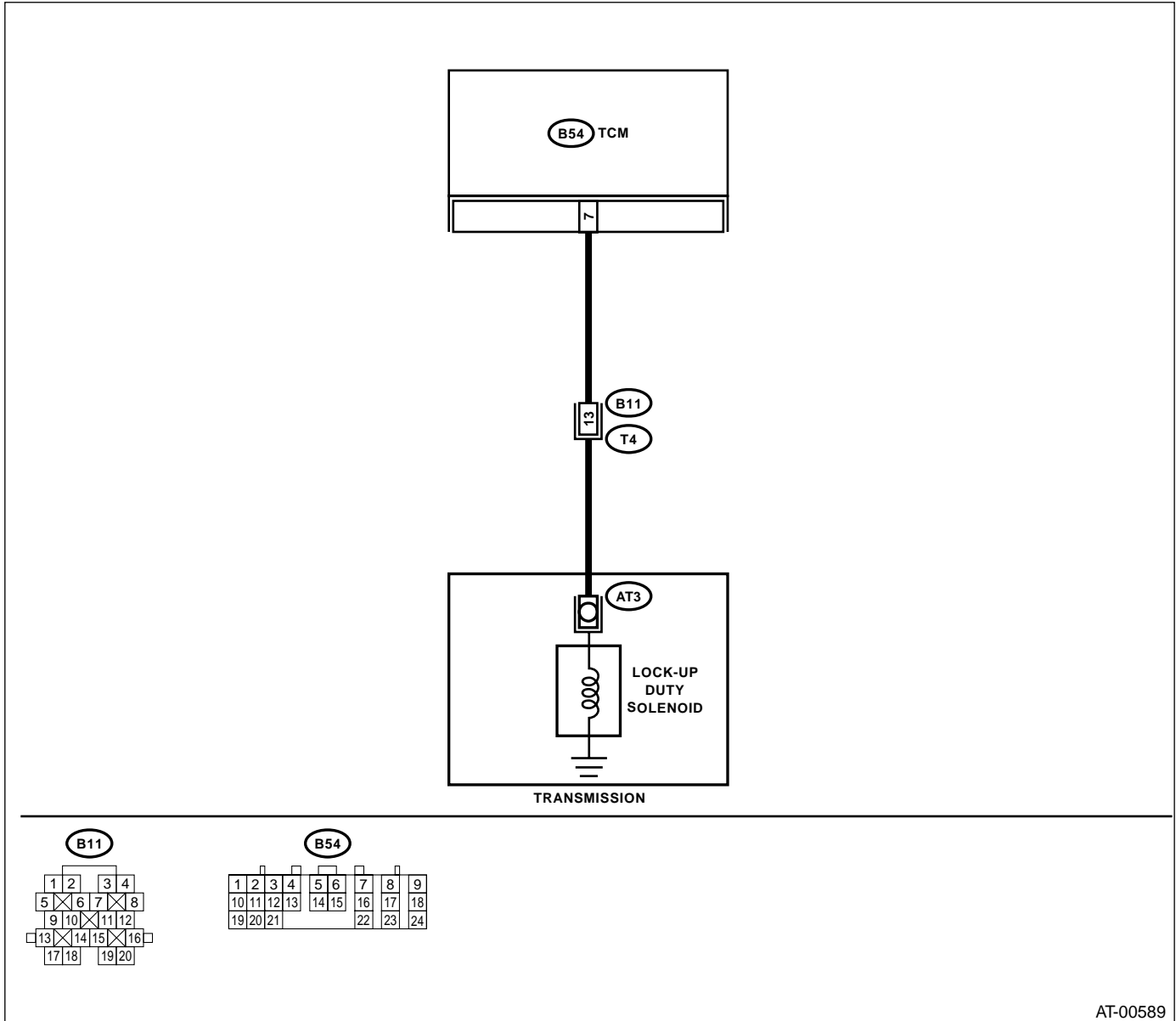
DIAGNOSIS:

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

TROUBLE SYMPTOM:

No "lock-up" (after engine warm-up).

WIRING DIAGRAM:



Step	Check	Yes	No
1	CHECK DIAGNOSTIC TROUBLE CODE (DTC). Do multiple DTCs appear in the on-board diagnostics test mode?	DTCs appear.	Go to another DTC.
		Go to another DTC.	Go to step 2.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and transmission connector. Connector & terminal (B54) No. 7 — (B11) No. 13: Is the measured value less than specified value?</p>	1 Ω	Go to step 3.	Repair the open circuit in harness between TCM and transmission connector.
<p>3 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness connector between TCM and chassis ground. Connector & terminal (B54) No. 7 — Chassis ground: Is the measured value more than specified value?</p>	1 MΩ	Go to step 4.	Repair the short circuit in harness between TCM and transmission connector.
<p>4 CHECK LOCK-UP DUTY SOLENOID. Measure the resistance between transmission connector receptacle's terminals. Connector & terminal (T4) No. 13 — No. 16: Is the measured value within specified value?</p>	10 — 17 Ω	Go to step 5.	Go to step 11.
<p>5 PREPARE SUBARU SELECT MONITOR. Do you have a Subaru Select Monitor?</p>	Subaru Select Monitor is available.	Go to step 8.	Go to step 6.
<p>6 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1) Connect the connectors to TCM and transmission. 2) Lift-up the vehicle and place safety stand. NOTE: Raise all wheels off ground. 3) Start the engine and warm-up the transmission until ATF temperature is above 80°C (176°F). NOTE: If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature. 4) Move the selector lever to "D" range and slowly increase vehicle speed to 75 km/h (47 MPH). Wheels will lock-up. NOTE: The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS-23, Clear Memory Mode.> 5) Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 7 (+) — Chassis ground (-): Is the measured value more than specified value?</p>	8.5 V	Go to step 7.	Go to step 10.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>7</p> <p>CHECK OUTPUT SIGNAL EMITTED FROM TCM.</p> <p>1)Return the engine to idling speed and move select lever to "N" range.</p> <p>2)Measure the voltage between TCM connector and chassis ground.</p> <p>Connector & terminal (B54) No. 7 (+) — Chassis ground (-):</p> <p>Is the measured value less than specified value?</p>	<p>0.5 V</p>	<p>Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.</p>	<p>Go to step 10.</p>
<p>8</p> <p>CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR.</p> <p>1)Connect the connectors to TCM and transmission.</p> <p>2)Lift-up the vehicle and place safety stand.</p> <p>NOTE: Raise all wheels off ground.</p> <p>3)Connect the Subaru Select Monitor to data link connector.</p> <p>4)Start the engine and turn Subaru Select Monitor switch to ON.</p> <p>5)Start the engine and warm-up the transmission until ATF temperature is above 80°C (176°F).</p> <p>NOTE: If ambient temperature is below 0°C (32°F), drive the vehicle until ATF reaches its operating temperature.</p> <p>6)Read the data of lock-up duty solenoid using Subaru Select Monitor.</p> <ul style="list-style-type: none"> •Lock-up duty solenoid is indicated in "%". <p>7)Move the selector lever to "D" range and slowly increase vehicle speed to 75 km/h (47 MPH). Wheels will lock-up.</p> <p>NOTE: The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS-23, Clear Memory Mode.></p> <p>Is the data of lock-up duty solenoid the same as specified value?</p>	<p>95 %</p>	<p>Go to step 9.</p>	<p>Go to step 10.</p>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
9 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR. 1)Return the engine to idling speed and move selector lever to "N" range. NOTE: The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS-23, Clear Memory Mode.> 2)Read the data of lock-up duty solenoid using Subaru Select Monitor. Is the data of lock-up duty solenoid the same as specified value?	5 %	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 10.
10 CHECK POOR CONTACT. Is there poor contact in lock-up duty solenoid circuit?	There is poor contact.	Repair poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
11 CHECK LOCK-UP DUTY SOLENOID (IN TRANSMISSION). 1)Remove the transmission connector from bracket. 2)Drain the ATF. CAUTION: Do not drain the ATF until it cools down. 3)Remove the oil pan and disconnect connector from lock-up duty solenoid. 4)Measure the resistance between lock-up duty solenoid connector and transmission ground. <i>Terminal</i> No. 1 — Transmission ground: Is the measured value within specified value?	10 — 17 Ω	Go to step 12.	Replace the lock-up duty solenoid. <Ref. to AT-64, Shift Solenoids, Duty Solenoids and ATF Temperature Sensor.>
12 CHECK HARNESS CONNECTOR BETWEEN LOCK-UP DUTY SOLENOID AND TRANSMISSION. Measure the resistance of harness between lock-up duty solenoid and transmission connector. Connector & terminal (T4) No. 13 — (AT3) No. 1: Is the measured value less than specified value?	1 Ω	Go to step 13.	Repair the open circuit in harness between TCM and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>13 CHECK HARNESS CONNECTOR BETWEEN LOCK-UP DUTY SOLENOID AND TRANSMISSION. Measure the resistance of harness between transmission connector and transmission ground. Connector & terminal (T4) No. 13 — Transmission ground: Is the measured value more than specified value?</p>	1 MΩ	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in lock-up duty solenoid and transmission.	Repair the short circuit in harness between lock-up duty solenoid and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

P: DTC 79 TRANSFER DUTY SOLENOID

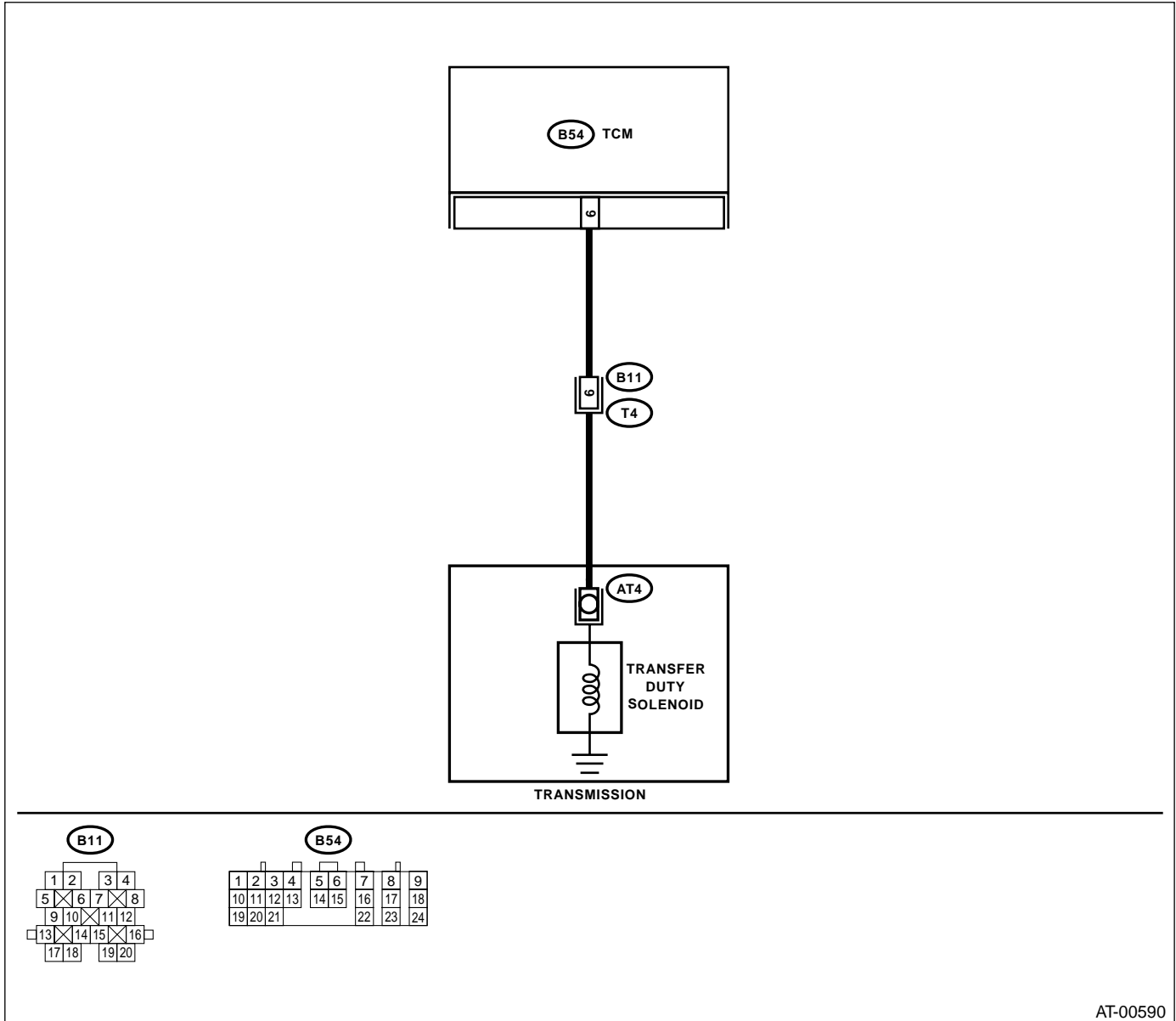
DIAGNOSIS:

The output signal circuit of transfer duty solenoid is open or shorted.

TROUBLE SYMPTOM:

Excessive "braking" in tight corners.

WIRING DIAGRAM:



Step	Check	Yes	No
1 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and transmission connector. Connector & terminal (B54) No. 6 — (B11) No. 6: Is the measured value less than specified value?	1 Ω	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance harness connector between TCM and chassis ground. Connector & terminal (B54) No. 6 — Chassis ground: Is the measured value more than specified value?</p>	1 M Ω	Go to step 3.	Repair the short circuit in harness between TCM and transmission connector.
<p>3 CHECK TRANSFER DUTY SOLENOID. Measure the resistance between transmission connector and transmission terminals. Connector & terminal (T4) No. 6 — No. 16: Is the measured value within specified value?</p>	10 — 17 Ω	Go to step 4.	Go to step 10.
<p>4 PREPARE SUBARU SELECT MONITOR. Do you have a Subaru Select Monitor?</p>	Subaru Select Monitor is available.	Go to step 7.	Go to step 5.
<p>5 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1)Connect the connectors to TCM and transmission. 2)Turn the ignition switch to ON (engine OFF). 3)Throttle is fully closed. 4)Move the select lever to "P" position. 5)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 6 (+) — Chassis ground (-): Is the measured value less than specified value?</p>	1 V	Go to step 6.	Go to step 9.
<p>6 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1)Move the select lever to "D" position. 2)Measure the voltage between TCM connector and chassis ground. Connector & terminal (B54) No. 6 (+) — Chassis ground (-): Is the measured value more than specified value?</p>	8.5 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 9.
<p>7 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR. 1)Connect the connectors to TCM and transmission. 2)Connect the Subaru Select Monitor to data link connector. 3)Turn the ignition switch to ON (engine OFF) and turn Subaru Select Monitor switch to ON. 4)Move the select lever to "D" range with throttle fully open (vehicle speed 0 km/h or 0 MPH). 5)Read data of transfer duty solenoid using Subaru Select Monitor. •Transfer duty solenoid is indicated in "%". Is the data of transfer duty solenoid within specified value?</p>	5 — 10 %	Go to step 8.	Go to step 9.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK OUTPUT SIGNAL EMITTED FROM TCM USING SUBARU SELECT MONITOR. 1) Move the select lever to "N" range with throttle fully closed (vehicle speed 0 km/h or 0 MPH). 2) Read the data of transfer duty solenoid using Subaru Select Monitor. • Transfer duty solenoid is indicated in "%". Is the data of transfer duty solenoid within specified value?	60 — 70 %	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 9.
9 CHECK POOR CONTACT. Is there poor contact in transfer duty solenoid circuit?	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
10 CHECK TRANSFER DUTY SOLENOID (IN TRANSMISSION). 1) Lift-up the vehicle and place safety stand. NOTE: Raise all wheels off ground. 2) Drain the automatic transmission fluid. CAUTION: Do not drain the automatic transmission fluid until it cools down. 3) Remove the extension case and disconnect connector from transfer duty solenoid. 4) Measure the resistance between transfer duty solenoid connector and transmission ground. Connector & terminal (AT4) No. 1 — Transmission ground: Is the measured value within specified value?	10 — 17 Ω	Go to step 11.	Replace the transfer duty solenoid.
11 CHECK HARNESS CONNECTOR BETWEEN TRANSFER DUTY SOLENOID AND TRANSMISSION. Measure the resistance of harness between transfer duty solenoid and transmission connector. Connector & terminal (T4) No. 6 — (AT4) No. 1: Is the measured value less than specified value?	1 Ω	Go to step 12.	Repair the open circuit in harness between transfer duty solenoid and transmission connector.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>12 CHECK HARNESS CONNECTOR BETWEEN TRANSFER DUTY SOLENOID AND TRANSMISSION. Measure the resistance of harness between transmission connector and transmission ground. Connector & terminal (T4) No. 6 — Transmission ground: Is the measured value more than specified value?</p>	<p>1 MΩ</p>	<p>Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or contact in transfer duty solenoid and transmission.</p>	<p>Repair the short circuit in harness between transfer duty solenoid and transmission connector.</p>

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Q: DTC 93 REAR VEHICLE SPEED SENSOR

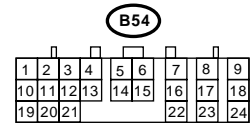
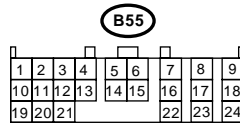
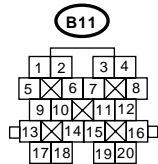
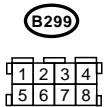
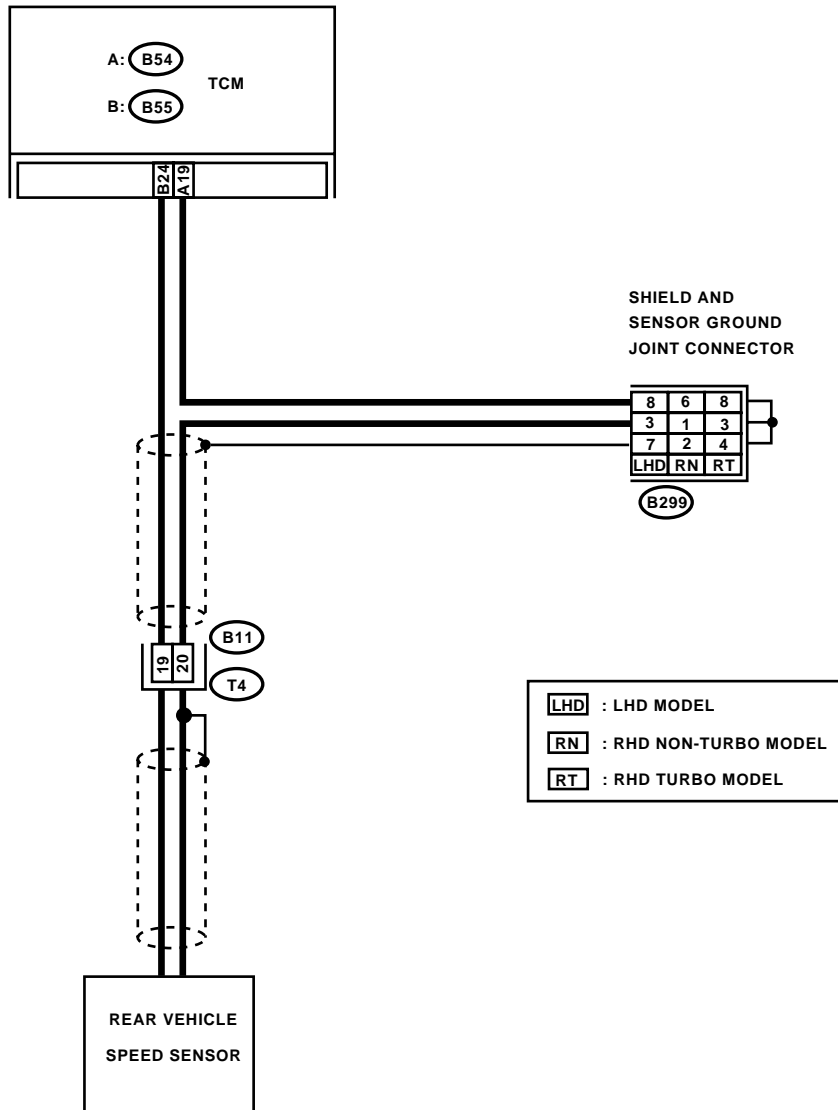
DIAGNOSIS:

The input signal circuit of TCM is open or shorted.

TROUBLE SYMPTOM:

No lock-up or excessive tight corner "braking".

WIRING DIAGRAM:



AT-00591

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and transmission. 3) Measure the resistance of harness between TCM and transmission connector. Connector & terminal (B55) No. 24 — (B11) No. 19: Is the measured value less than specified value?	1 Ω	Go to step 2.	Repair the open circuit in harness between TCM and transmission connector.
2 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness between TCM and transmission connector. Connector & terminal (B54) No. 19 — (B11) No. 20: Is the measured value less than specified value?	1 Ω	Go to step 3.	Repair the open circuit in harness between TCM and transmission, and poor contact in coupling connector.
3 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness between TCM and chassis ground. Connector & terminal (B55) No. 24 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 4.	Repair the short circuit in harness between TCM and transmission connector.
4 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. Measure the resistance of harness between TCM and chassis ground. Connector & terminal (B54) No. 19 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 5.	Repair the short circuit in harness between TCM and transmission connector.
5 CHECK REAR VEHICLE SPEED SENSOR. Measure the resistance between transmission connector receptacle's terminals. Connector & terminal (T4) No. 19 — No. 20: Is the measured value within specified value?	450 — 650 Ω	Go to step 6.	Replace the rear vehicle speed sensor. <Ref. to AT-56, Rear Vehicle Speed Sensor.>
6 PREPARE OSCILLOSCOPE. Do you have an oscilloscope?	Oscilloscope is available.	Go to step 10.	Go to step 7.
7 PREPARE SUBARU SELECT MONITOR. Do you have a Subaru Select Monitor?	Subaru Select Monitor is available.	Go to step 9.	Go to step 8.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

	Step	Check	Yes	No
8	<p>CHECK INPUT SIGNAL FOR TCM.</p> <p>1)Connect the connectors to TCM and transmission.</p> <p>2)Lift-up or raise the vehicle and place safety stands.</p> <p>NOTE: Raise all wheels off floor.</p> <p>3)Start the engine and set vehicle in 20 km/h (12 MPH) condition.</p> <p>NOTE: The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS-23, Clear Memory Mode.></p> <p>4)Measure the voltage between TCM connector terminals.</p> <p>Connector & terminal (B55) No. 24 (+) — (B54) No. 19 (-):</p> <p>Is the measured value more than specified value?</p>	AC 1 V	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 11.
9	<p>CHECK INPUT SIGNAL FOR TCM USING SUBARU SELECT MONITOR.</p> <p>1)Connect the connectors to TCM and transmission.</p> <p>2)Connect the Subaru Select Monitor to data link connector.</p> <p>3)Lift-up or raise the vehicle and place safety stands.</p> <p>NOTE: Raise all wheels off floor.</p> <p>4)Turn the ignition switch to ON and turn Subaru Select Monitor switch to ON.</p> <p>5)Start the engine.</p> <p>6)Read the data of vehicle speed using Subaru Select Monitor.</p> <ul style="list-style-type: none"> •Compare the speedometer with Subaru Select Monitor indications. •Vehicle speed is indicated in “km/h” or “MPH”. <p>7)Slowly increase the vehicle speed to 60 km/h or 37 MPH.</p> <p>NOTE: The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS-23, Clear Memory Mode.></p> <p>Does the speedometer indication increase as the Subaru Select Monitor data increases?</p>	Speedometer indication also increases.	Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.	Go to step 11.

DIAGNOSTIC PROCEDURE WITH DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
<p>10 CHECK INPUT SIGNAL FOR TCM USING OSCILLOSCOPE. 1)Connect the connectors to TCM and transmission. 2)Lift-up or raise the vehicle and place safety stands. NOTE: Raise all wheels off floor. 3)Set the oscilloscope to TCM connector terminals. <i>Connector & terminal</i> <i>Positive probe: (B55) No. 24</i> <i>Ground lead: (B54) No. 19</i> 4)Start the engine and set vehicle in 20 km/h (12 MPH) condition. NOTE: The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS-23, Clear Memory Mode.> 5)Measure the signal voltage indicated on oscilloscope. Is the measured value more than specified value?</p>	<p>AC 1 V</p>	<p>Even if the POWER indicator lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM and transmission.</p>	<p>Go to step 11.</p>
<p>11 CHECK POOR CONTACT. Is there poor contact in rear vehicle speed sensor circuit?</p>	<p>There is poor contact.</p>	<p>Repair the poor contact.</p>	<p>Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).></p>

15. Diagnostic Procedure for No-diagnostic Trouble Code (DTC)

A: CHECK GEAR POSITION.

	Step	Check	Yes	No
1	<p>CHECK GEAR POSITION.</p> <p>1)Lift-up the vehicle and place safety stand.</p> <p>NOTE: Raise all wheels off ground.</p> <p>2)Start the engine.</p> <p>3)Move the select lever to "D" range and drive vehicle.</p> <p>4)Read the data of gear position using Subaru Select Monitor.</p> <p>•Gear position is indicated.</p> <p>NOTE: The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunction. When AT control diagnosis is finished, perform the ABS memory clearance procedure of on-board diagnostics system. <Ref. to ABS-23, Clear Memory Mode.></p> <p>Does the transmission gear correspond to the gear which is shown on display?</p>	Transmission gear correspond to the gear which is shown on display.	Go to step CHECK FWD SWITCH.<Ref. to AT-101, CHECK FWD SWITCH., Diagnostic Procedure for No-diagnostic Trouble Code (DTC).>	Check the shift solenoid 1 and shift solenoid 2 signal circuit. <Ref. to AT-66, DTC 71 SHIFT SOLENOID 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).> and <Ref. to AT-69, DTC 72 SHIFT SOLENOID 2, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

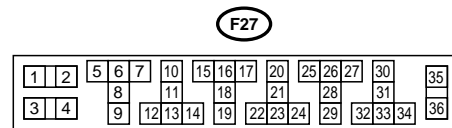
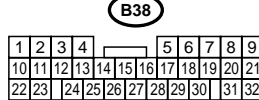
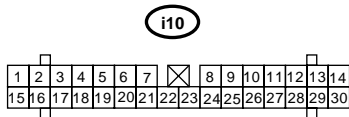
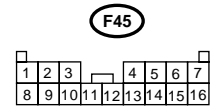
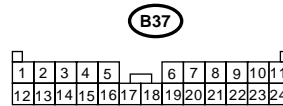
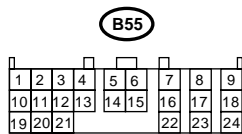
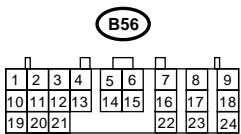
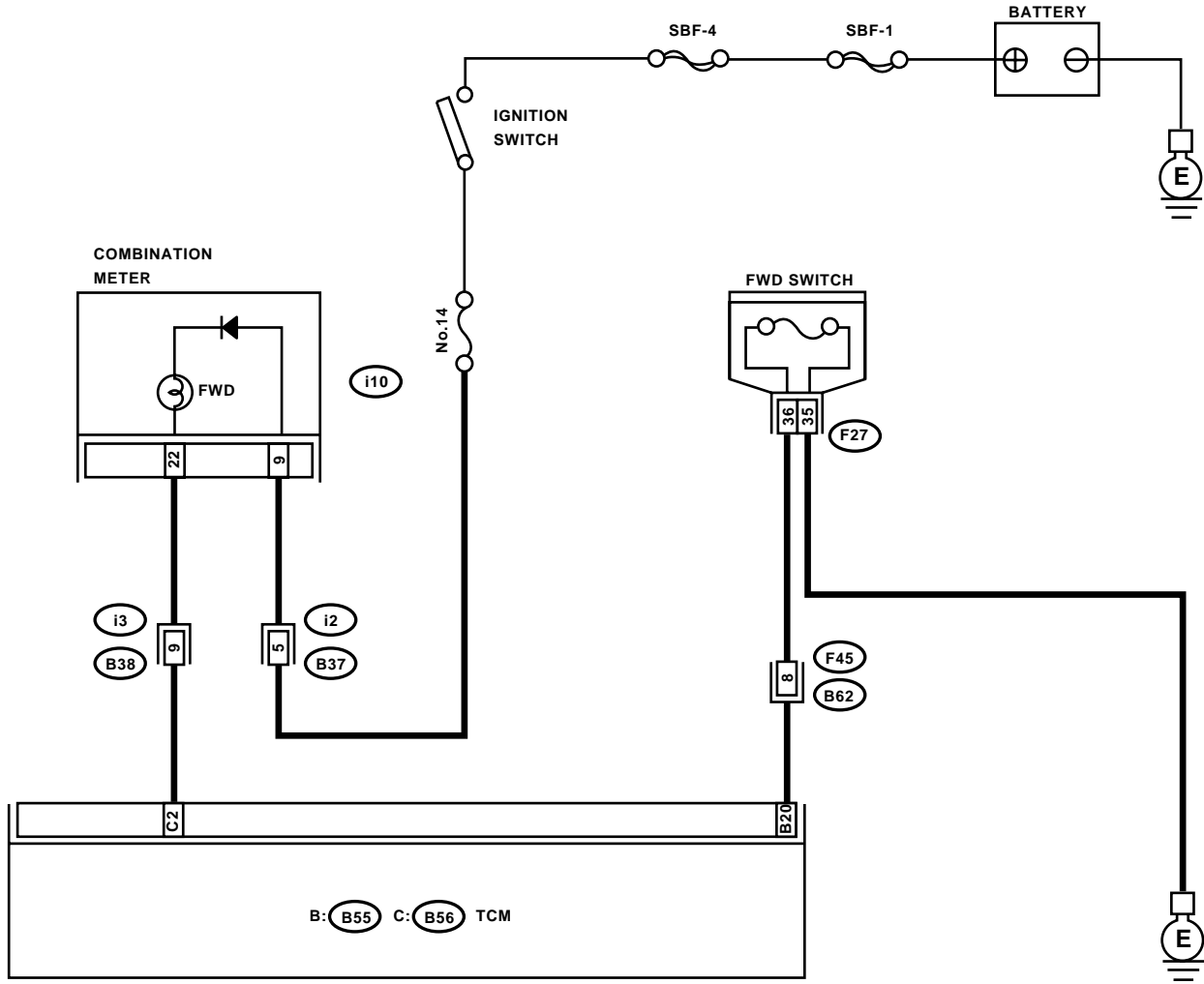
B: CHECK FWD SWITCH.

DIAGNOSIS:

- The LED does not come on even if FWD switch is ON.
- The FWD switch circuit is open or short.

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC) AUTOMATIC TRANSMISSION (DIAGNOSTICS)

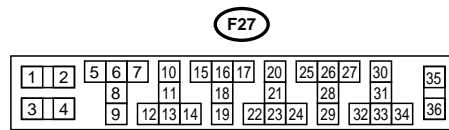
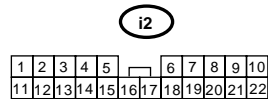
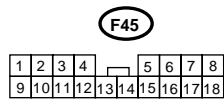
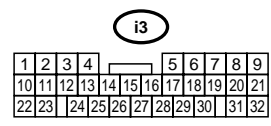
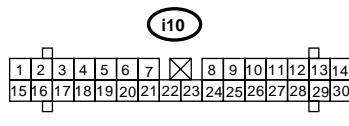
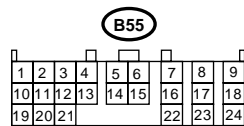
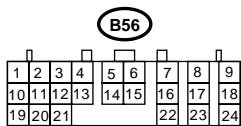
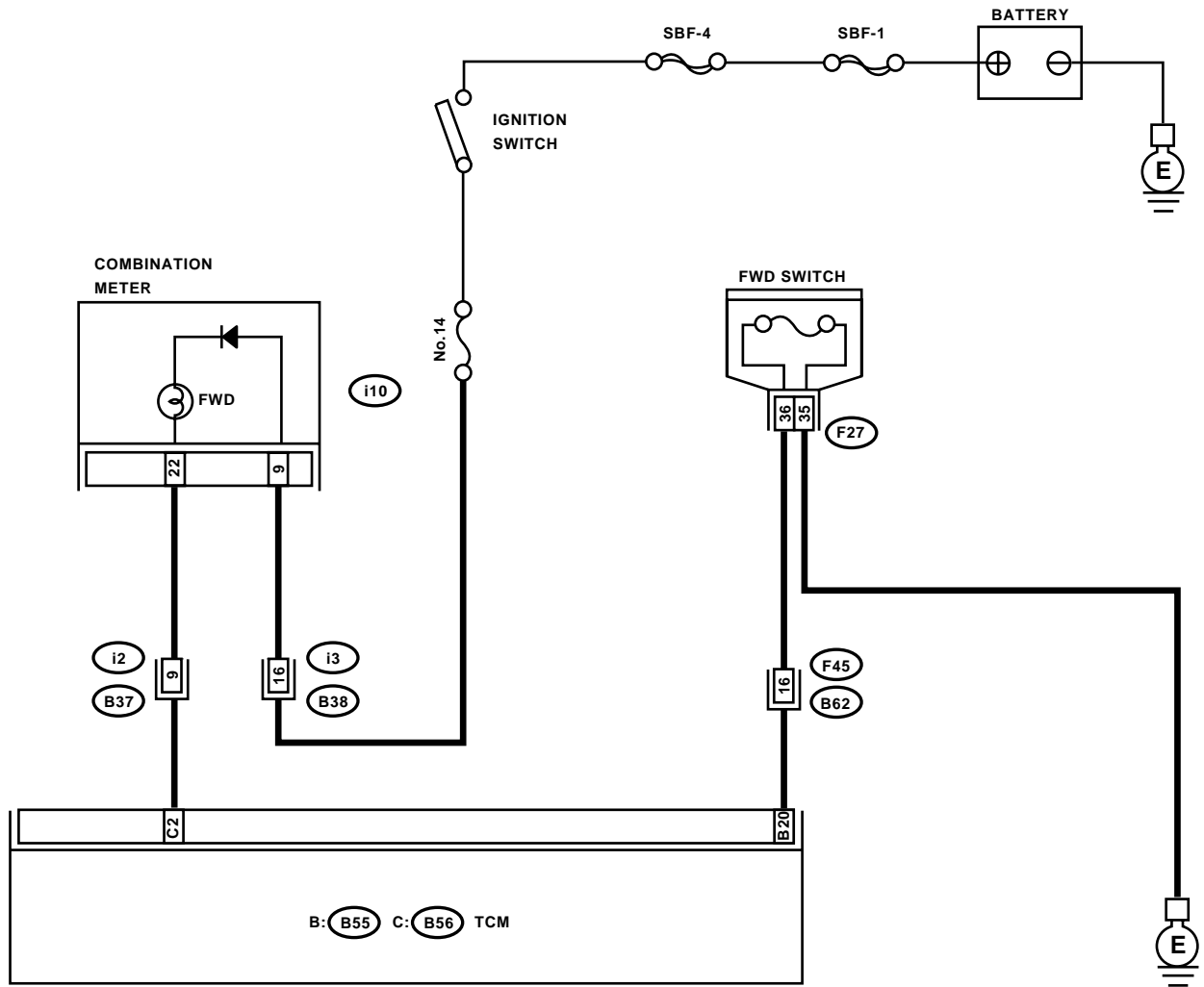
WIRING DIAGRAM: LHD MODEL



AT-00592

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC) AUTOMATIC TRANSMISSION (DIAGNOSTICS)

RHD MODEL



AT-00593

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FWD SWITCH. When the fuse is inserted to FWD switch, does LED light up?	LED lights up.	Go to step CHECK BRAKE SWITCH.<Ref. to AT-106, CHECK BRAKE SWITCH., Diagnostic Procedure for No-diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK FWD INDICATOR LIGHT. 1)Turn the ignition switch to OFF. 2)Remove the combination meter. 3)Remove the FWD indicator light bulb from combination meter. Is the FWD indicator light bulb OK?	FWD indicator light bulb is OK.	Go to step 3.	Replace the FWD indicator light bulb.<Ref. to IDI-12, Combination Meter Assembly.>
3 CHECK HARNESS CONNECTOR BETWEEN TCM AND FWD SWITCH. 1)Turn the ignition switch to OFF. 2)Disconnect the connector from TCM and FWD switch. 3)Measure the resistance of harness between TCM and FWD switch connector. Connector & terminal (B55) No. 20 — (F27) No. 36: Is the measured value less than specified value?	1 Ω	Go to step 5.	Repair the open circuit in harness between TCM and FWD switch connector.
4 CHECK HARNESS CONNECTOR BETWEEN TCM AND FWD SWITCH. Measure the resistance of harness connector between TCM and body to make sure that circuit does not short. Connector & terminal (B55) No. 20 — Chassis ground: Is the measured value more than specified value?	1 MΩ	Go to step 6.	Repair the short circuit in harness between TCM and FWD switch connector.
5 CHECK HARNESS CONNECTOR BETWEEN FWD SWITCH AND CHASSIS GROUND. Measure the resistance of harness between FWD switch and chassis ground. Connector & terminal (F27) No. 35— Chassis ground: Is the measured value less than specified value?	1 Ω	Go to step 4.	Repair the open circuit in harness between FWD switch connector and chassis ground.
6 CHECK INPUT SIGNAL FOR TCM. 1)Turn the ignition switch to OFF. 2)Connect the connector to TCM and FWD switch. 3)Turn the ignition switch to ON. 4)Measure the signal voltage for TCM while installing the fuse to FWD switch connector. Connector & terminal (B55) No. 20 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Go to step 7.	Go to step 11.

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK INPUT SIGNAL FOR TCM. Measure the signal voltage for TCM while removing the fuse from FWD switch connector. Connector & terminal (B55) No. 20 (+) — Chassis ground (-): Is the measured value within specified value?	6 — 9.1 V	Go to step 8.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
8 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and combination meter. 3) Measure the resistance of harness between TCM and diagnosis connector. Connector & terminal (B56) No. 2 — (i11) No. 4: Is the measured value less than specified value?	1 Ω	Go to step 9.	Repair the open circuit in harness between TCM and combination meter and poor contact in coupling connector.
9 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER. Measure the resistance of harness connector between TCM and chassis ground to make sure that circuit does not short. Connector & terminal (B56) No. 2 — Chassis ground: Is the measured value more than specified value?	1 MΩ	Go to step 10.	Repair the short circuit in harness between TCM and combination meter connector.
10 CHECK OUTPUT SIGNAL EMITTED FROM TCM. 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and combination meter. 3) Turn the ignition switch to ON. 4) Measure the signal voltage for TCM while installing and removing the fuse to FWD switch connector. Connector & terminal (B56) No. 2 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Go to step 11.	Go to step 12.
11 CHECK OUTPUT SIGNAL EMITTED FROM TCM. Measure the signal voltage for TCM while removing the fuse from FWD switch connector. Connector & terminal (B56) No. 2 (+) — Chassis ground (-): Is the measured value within specified value?	6 — 9.1 V	Go to step 12.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
12 CHECK POOR CONTACT. Is there poor contact in FWD switch circuit?	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)
AUTOMATIC TRANSMISSION (DIAGNOSTICS)

C: CHECK BRAKE SWITCH.

Step	Check	Yes	No
1 CHECK BRAKE SWITCH. When the brake pedal is depressed, does LED light up?	LED lights up.	Go to step CHECK ABS SWITCH. <Ref. to AT-106, CHECK ABS SWITCH., Diagnostic Procedure for No-diagnostic Trouble Code (DTC).>	Check the brake switch circuit. <Ref. to EN(SOHC)-212, DTC P0703 — TORQUE CONVERTER/BRAKE SWITCH "B" CIRCUIT —, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

D: CHECK ABS SWITCH.

Step	Check	Yes	No
1 CHECK ABS SWITCH. Does the LED of ABS switch light up?	LED lights up.	Check the ABS switch circuit. <Ref. to ABS-140, DTC 44 — ABS-AT CONTROL (NON CONTROLLED) —, Diagnostics Chart with Subaru Select Monitor.> and <Ref. to ABS-142, DTC 44 — ABS-AT CONTROL (CONTROLLED) —, Diagnostics Chart with Subaru Select Monitor.>	Go to step CHECK CRUISE CONTROL SWITCH. <Ref. to AT-106, CHECK CRUISE CONTROL SWITCH., Diagnostic Procedure for No-diagnostic Trouble Code (DTC).>

E: CHECK CRUISE CONTROL SWITCH.

Step	Check	Yes	No
1 CHECK CRUISE CONTROL SWITCH. When the cruise control is set, does LED light up?	LED lights up.	Go to step CHECK KICK-DOWN SWITCH. <Ref. to AT-107, CHECK KICK-DOWN SWITCH., Diagnostic Procedure for No-diagnostic Trouble Code (DTC).>	Check the cruise control. <Ref. to CC-27, Diagnostics Chart with Trouble Code.>

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC) AUTOMATIC TRANSMISSION (DIAGNOSTICS)

F: CHECK KICK-DOWN SWITCH.

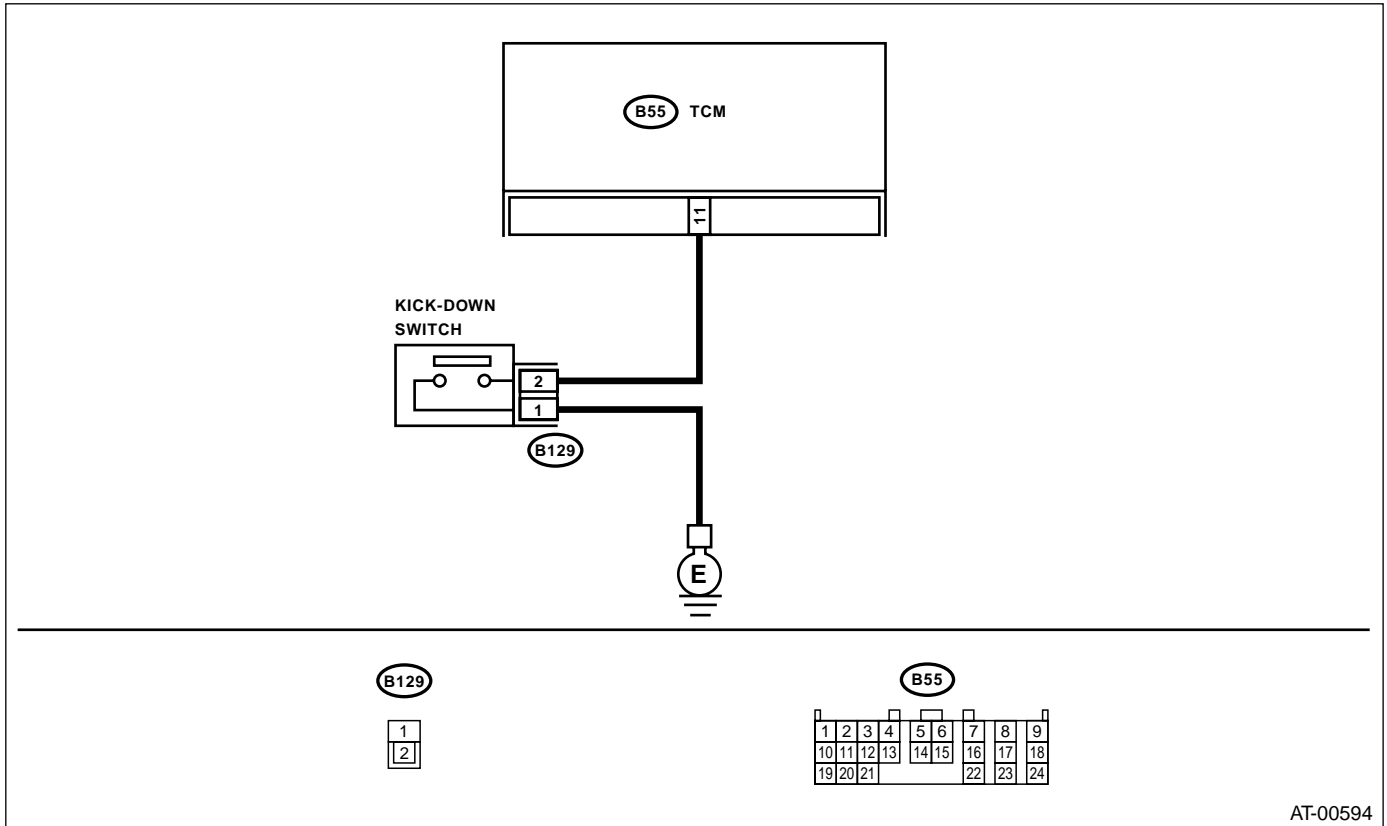
DIAGNOSIS:

- The kick-down switch is ON when the throttle is fully opened, but is OFF when the throttle is partially open or fully closed.

TROUBLE SYMPTOM:

No kick-down occurs (when the throttle is fully opened).

WIRING DIAGRAM:



AT-00594

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No	
1	<p>CHECK KICK-DOWN SWITCH OPERATION. When the accelerator pedal is depressed, is "ON" displayed on Subaru Select Monitor?</p>	"ON" is displayed.	Go to step CHECK POWER MODE SWITCH. <Ref. to AT-110, CHECK POWER MODE SWITCH., Diagnostic Procedure for No-diagnostic Trouble Code (DTC).>	Go to step 2.
2	<p>CHECK KICK-DOWN SWITCH GROUND LINE. 1) Disconnect the connector from kick-down switch. 2) Measure the resistance of harness connector between kick-down switch and chassis ground. Connector & terminal (B129) No. 1 — Chassis ground: Is the measured value less than specified value?</p>	1 Ω	Go to step 3.	Repair the open circuit in harness between kick-down switch and TCM.
3	<p>CHECK KICK-DOWN SWITCH. Measure the resistance for kick-down switch when depressing the accelerator pedal. Terminals No. 1 — No. 2: Is the measured value less than specified value?</p>	1 Ω	Go to step 4.	Replace the kick-down switch. <Ref. to SP(SOHC)-4, Accelerator Pedal.>
4	<p>CHECK KICK-DOWN SWITCH. Measure the resistance for kick-down switch when pressing the accelerator pedal. Terminals No. 1 — No. 2: Is the measured value more than specified value?</p>	1 M Ω	Go to step 5.	Replace the kick-down switch.
5	<p>CHECK HARNESS CONNECTOR BETWEEN TCM AND KICK-DOWN SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from kick-down switch. 3) Measure the resistance of harness connector between TCM and kick-down switch. Connector & terminal (B55) No. 11 — (B129) No. 2: Is the measured value less than specified value?</p>	1 Ω	Go to step 6.	Repair the open circuit in harness between TCM and kick-down switch.
6	<p>CHECK HARNESS CONNECTOR BETWEEN TCM AND KICK-DOWN SWITCH. Measure the resistance of harness connector between TCM and chassis ground. Connector & terminal (B55) No. 11 — Chassis ground: Is the measured value more than specified value?</p>	1 M Ω	Go to step 7.	Repair the short circuit in harness between TCM and chassis ground.

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK INPUT SIGNAL FOR TCM. 1) Turn the ignition switch to OFF. 2) Connect the connector to kick-down switch. 3) Turn the ignition switch to ON (engine OFF). 4) Measure the signal voltage for TCM when depressing the accelerator pedal. Connector & terminal (B55) No. 11 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Go to step 8 .	Go to step 9 .
8 CHECK INPUT SIGNAL FOR TCM. Measure the signal voltage for TCM when pressing the accelerator pedal. Connector & terminal (B55) No. 11 (+) — Chassis ground (-): Is the measured value more than specified value?	6.5 V	A temporary poor contact of the connector and harness may be the cause. Repair the harness and connector in TCM.	Go to step 9 .
9 CHECK POOR CONTACT. Is there poor contact in kick-down switch circuit?	There is poor contact.	Repair the poor contact.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC) AUTOMATIC TRANSMISSION (DIAGNOSTICS)

G: CHECK POWER MODE SWITCH.

DIAGNOSIS:

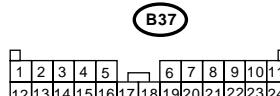
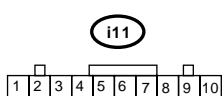
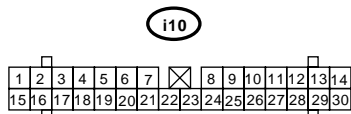
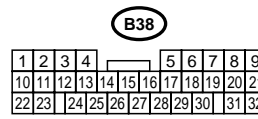
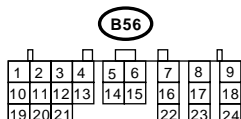
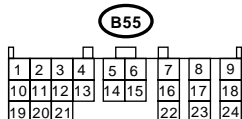
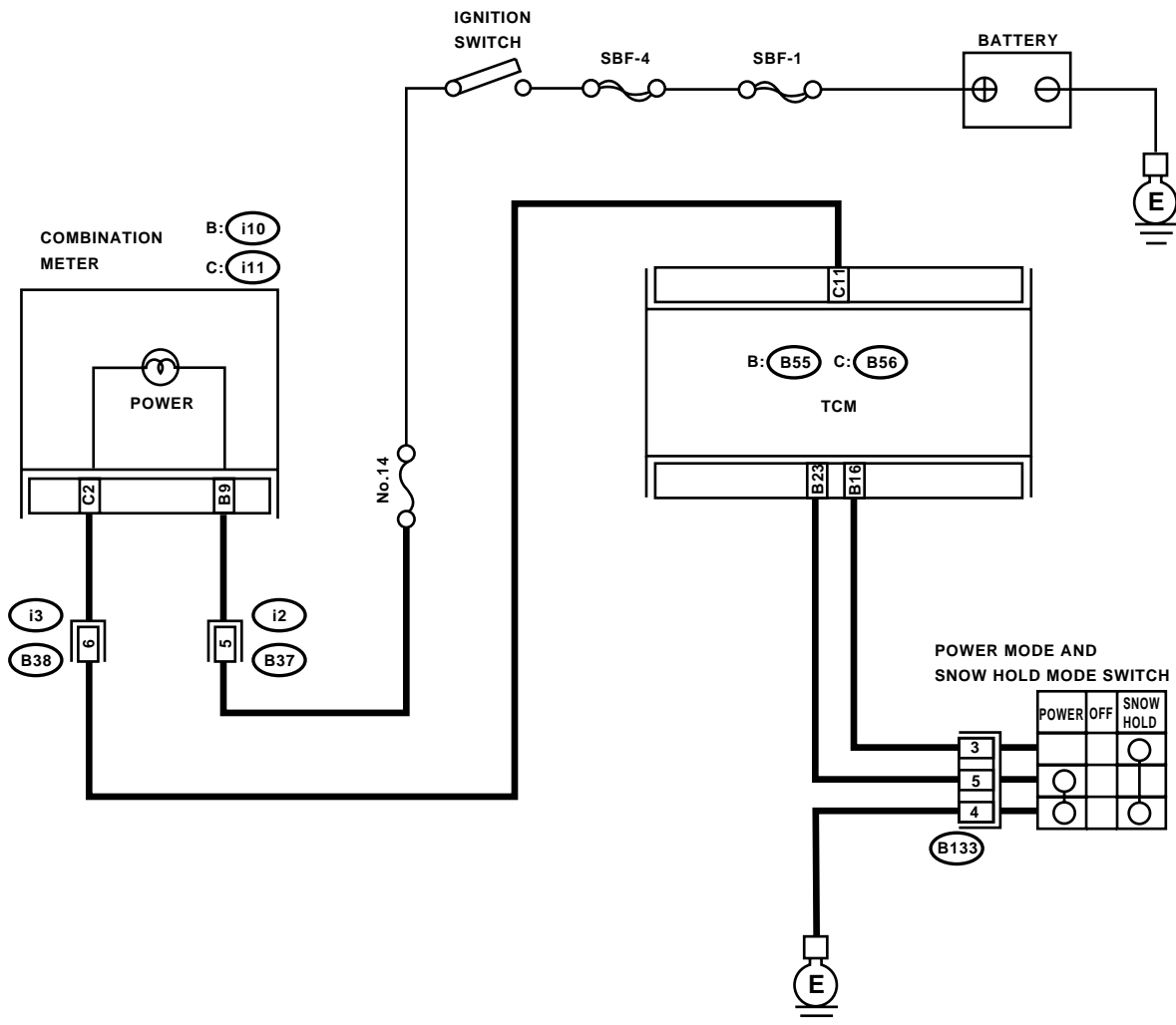
- The LED does not come on when power switch is ON.
- The power switch circuit is open or shorted.

TROUBLE SYMPTOM:

No power mode occurs.

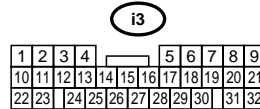
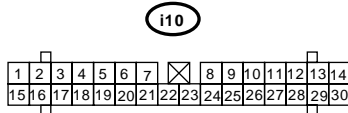
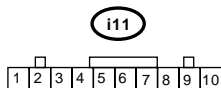
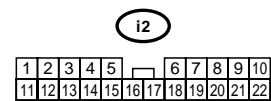
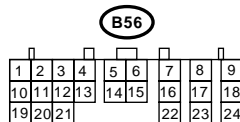
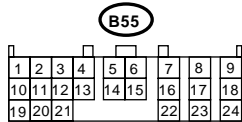
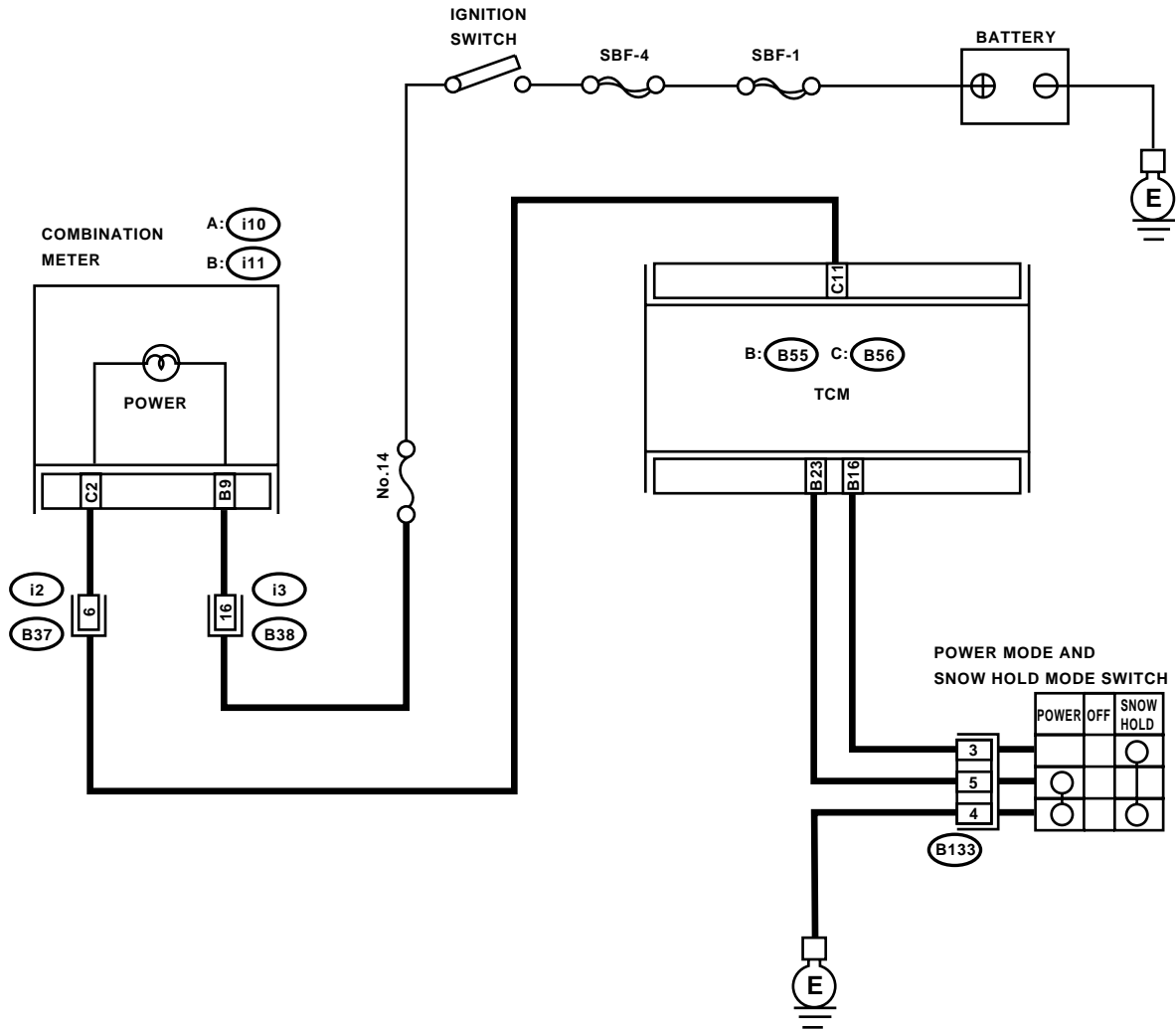
WIRING DIAGRAM:

LHD MODEL



DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC) AUTOMATIC TRANSMISSION (DIAGNOSTICS)

RHD MODEL



AT-00596

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No	
1	CHECK POWER SWITCH OPERATION. When the power switch is turned to OFF, does LED light up?	LED lights up.	Go to step 5.	Go to step 2.
2	CHECK POWER SWITCH OPERATION. When the power switch is turned to ON, does LED light up?	LED lights up.	Go to step CHECK INHIBITOR SWITCH. <Ref. to AT-114, CHECK INHIBITOR SWITCH., Diagnostic Procedure for No-diagnostic Trouble Code (DTC).>	Go to step 3.
3	CHECK POWER INDICATOR LIGHT. 1)Turn the ignition switch to OFF. 2)Remove the combination meter. 3)Remove the POWER indicator light bulb from combination meter. Is the POWER indicator light bulb OK?	POWER indicator light bulb is OK.	Go to step 4.	Replace the POWER indicator light bulb. <Ref. to IDI-12, Combination Meter Assembly.>
4	CHECK POWER SWITCH GROUND LINE. 1)Turn the ignition switch to OFF. 2)Disconnect the connector from power switch. 3)Measure the resistance of harness connector between power switch and chassis ground. Connector & terminal (B133) No. 4 — Chassis ground: Is the measured value less than specified value?	1 Ω	Go to step 5.	Repair the open circuit in harness between power switch and chassis ground.
5	CHECK POWER SWITCH. 1)Turn the power switch to ON. 2)Measure the resistance between terminals of power switch. Terminals No. 5 — No. 4: Is the measured value less than specified value?	1 Ω	Go to step 6.	Repair the power switch.
6	CHECK POWER SWITCH. 1)Turn the power switch to OFF. 2)Measure the resistance between terminals of power switch. Terminals No. 5 — No. 4: Is the measured value more than specified value?	1 MΩ	Go to step 7.	Repair the power switch.
7	CHECK HARNESS CONNECTOR BETWEEN TCM AND POWER SWITCH. Measure the resistance of harness connector between TCM and power switch. Connector & terminal (B55) No. 23 — (B133) No. 5: Is the measured value less than specified value?	1 Ω	Go to step 8.	Repair the open circuit in harness between TCM and power switch connector.

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK HARNESS CONNECTOR BETWEEN TCM AND POWER SWITCH. Measure the resistance of harness connector between TCM and chassis ground. Connector & terminal (B55) No. 23 — Chassis ground: Is the measured value more than specified value?	1 MΩ	Go to step 9.	Repair the short circuit in harness between TCM and power switch connector.
9 CHECK INPUT SIGNAL FOR TCM. 1)Connect the connectors to TCM and power switch. 2)Turn the ignition switch to ON (engine OFF). 3)Measure the signal voltage for TCM while turning power switch to OFF. Connector & terminal (B55) No. 23 — Chassis ground (-): Is the measured value more than specified value?	10 V	Go to step 10.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
10 CHECK INPUT SIGNAL FOR TCM. Measure the signal voltage for TCM while turning power switch to ON. Connector & terminal (B55) No. 23 — Chassis ground (-): Is the measured value less than specified value?	1 V	Go to step 11.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
11 CHECK POOR CONTACT. Is there poor contact?	There is poor contact.	Repair the poor contact.	A temporary poor contact of the connector or harness or connector in power switch circuit.

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

H: CHECK INHIBITOR SWITCH.

DIAGNOSIS:

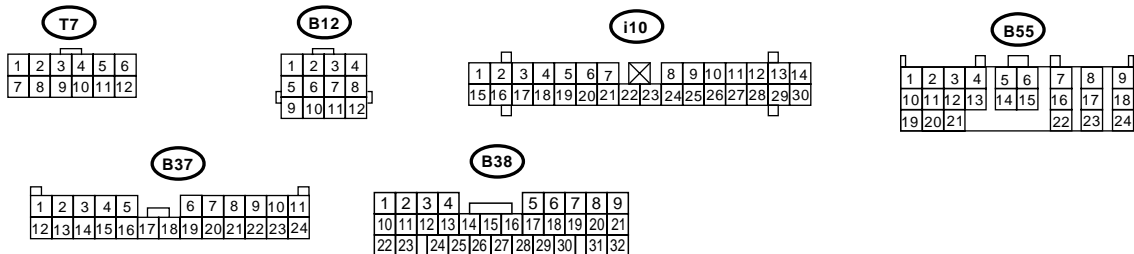
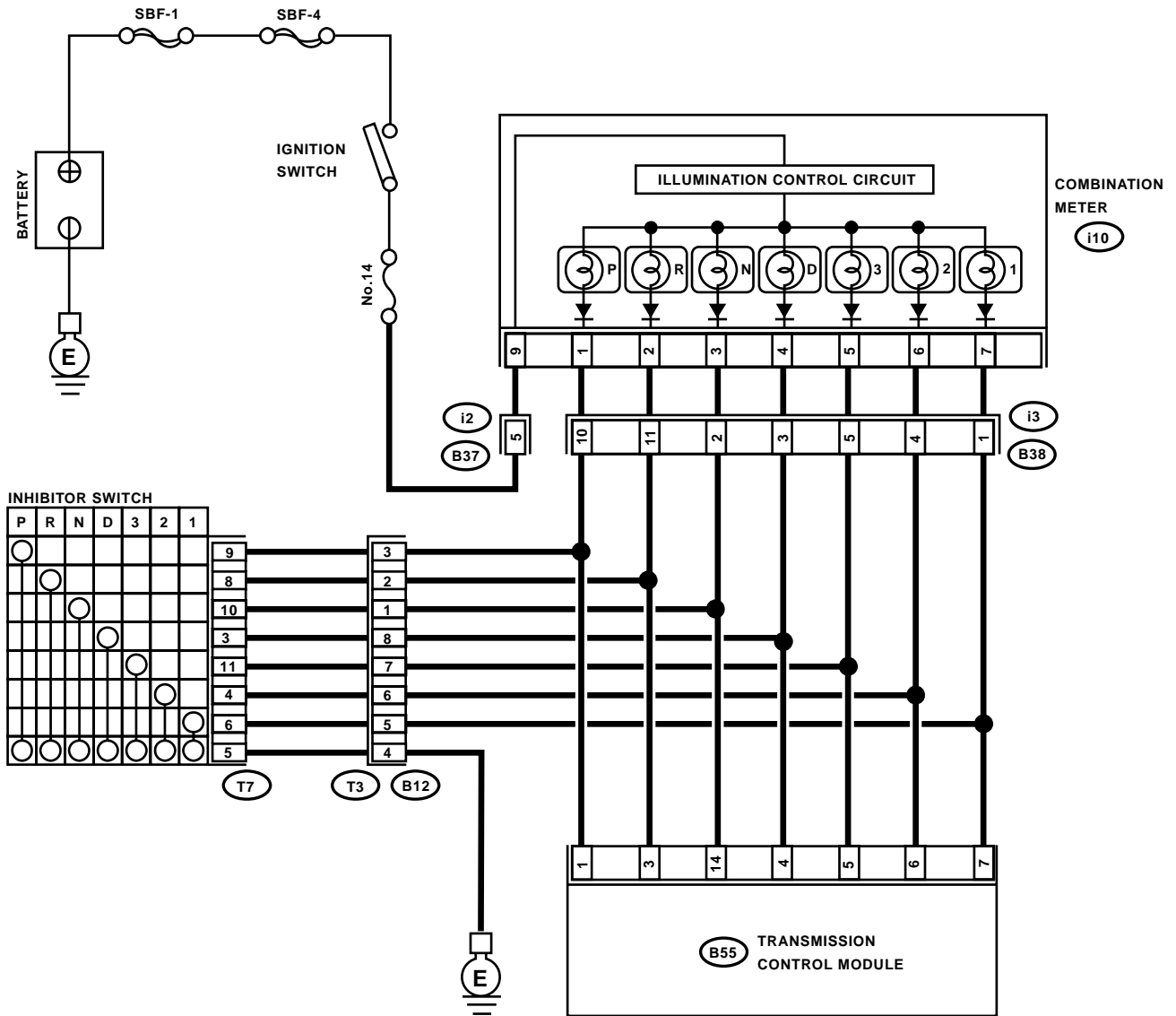
The input signal circuit of inhibitor switch is open or shorted.

TROUBLE SYMPTOM:

- Shift characteristics are erroneous.
- Engine brake is not effected when selector lever is in "3" range.
- Engine brake is not effected when selector lever is in "2" range.
- Engine brake is not effected when selector lever is in "1" range.

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC) AUTOMATIC TRANSMISSION (DIAGNOSTICS)

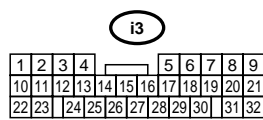
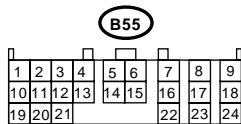
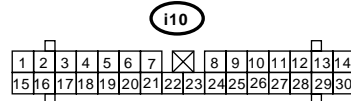
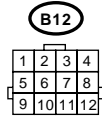
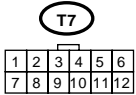
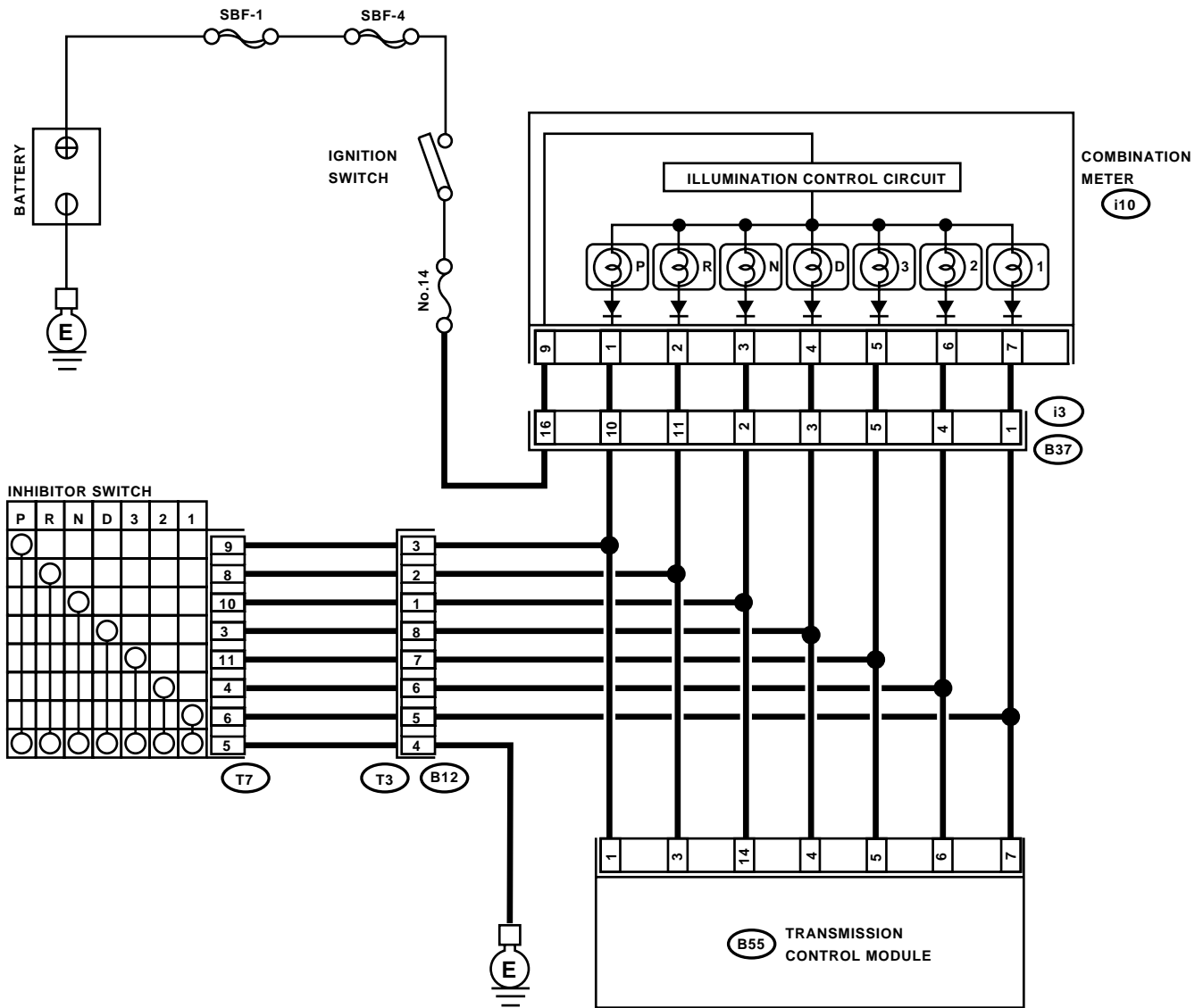
WIRING DIAGRAM: LHD MODEL



AT-00597

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC) AUTOMATIC TRANSMISSION (DIAGNOSTICS)

RHD MODEL



AT-00598

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No	
1	CHECK "P" RANGE SWITCH. When the "P" range is selected, does LED light up?	LED lights up.	Go to step 2.	Go to step 22.
2	CHECK INDICATOR LIGHT. Does the combination meter "P" range indicator illuminate?	"P" range indicator lights up.	Go to step 3.	Go to step 26.
3	CHECK "R" RANGE SWITCH. When the "R" range is selected, does "P" range LED light up?	LED lights up.	Go to step 28.	Go to step 4.
4	CHECK "R" RANGE SWITCH. When the "R" range is selected, does LED light up?	LED lights up.	Go to step 5.	Go to step 29.
5	CHECK INDICATOR LIGHT. Does the combination meter "R" range indicator illuminate?	"R" range indicator lights up.	Go to step 6.	Go to step 32.
6	CHECK "R" RANGE SWITCH. When the "N" range is selected, does "R" range LED light up?	LED lights up.	Go to step 34.	Go to step 7.
7	CHECK "N" RANGE SWITCH. When the "N" range is selected, does LED light up?	LED lights up.	Go to step 8.	Go to step 35.
8	CHECK INDICATOR LIGHT. Does the combination meter "N" range indicator illuminate?	"N" range indicator lights up.	Go to step 9.	Go to step 38.
9	CHECK "N" RANGE SWITCH. When the "D" range is selected, does "N" range LED light up?	LED lights up.	Go to step 40.	Go to step 10.
10	CHECK "D" RANGE SWITCH. When the "D" range is selected, does LED light up?	LED lights up.	Go to step 11.	Go to step 41.
11	CHECK INDICATOR LIGHT. Does the combination meter "D" range indicator illuminate?	"D" range indicator lights up.	Go to step 12.	Go to step 44.
12	CHECK "D" RANGE SWITCH. When the "3" range is selected, does "D" range LED light up?	LED lights up.	Go to step 46.	Go to step 13.
13	CHECK "3" RANGE SWITCH. When the "3" range is selected, does LED light up?	LED lights up.	Go to step 14.	Go to step 47.
14	CHECK INDICATOR LIGHT. Does the combination meter "3" range indicator illuminate?	"3" range indicator lights up.	Go to step 15.	Go to step 50.
15	CHECK "3" RANGE SWITCH. When the "2" range is selected, does "3" range LED light up?	LED lights up.	Go to step 52.	Go to step 16.
16	CHECK "2" RANGE SWITCH. When the "2" range is selected, does LED light up?	LED lights up.	Go to step 17.	Go to step 53.
17	CHECK INDICATOR LIGHT. Does the combination meter "2" range indicator illuminate?	"2" range indicator lights up.	Go to step 18.	Go to step 56.
18	CHECK "2" RANGE SWITCH. When the "1" range is selected, does "2" range LED light up?	LED lights up.	Go to step 58.	Go to step 19.
19	CHECK "1" RANGE SWITCH. When the "1" range is selected, does LED light up?	LED lights up.	Go to step 20.	Go to step 59.

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
20 CHECK INDICATOR LIGHT. Does the combination meter "1" range indicator illuminate?	"1" range indicator lights up.	Go to step 21 .	Go to step 62 .
21 CHECK "1" RANGE SWITCH. When the "2" range is selected, does "1" range LED light UP?	LED lights up.	Go to step 64 .	Go to step CHECK HOLD SWITCH. <Ref. to AT-127, CHECK HOLD SWITCH., Diagnostic Procedure for No-diagnostic Trouble Code (DTC).>
22 CHECK HARNESS CONNECTOR BETWEEN INHIBITOR SWITCH AND CHASSIS GROUND. 1)Turn the ignition switch to OFF. 2)Disconnect the connector from inhibitor switch. 3)Measure the resistance of harness between inhibitor switch and chassis ground. Connector & terminal (T7) No. 5 — Chassis ground: Is the measured value less than specified value?	1 Ω	Go to step 23 .	Repair the open circuit in harness between inhibitor switch connector and chassis ground, and poor contact in coupling connector.
23 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1)Turn the ignition switch to OFF. 2)Disconnect the connectors from TCM and inhibitor switch. 3)Measure the resistance of harness between TCM and inhibitor switch connector. Connector & terminal (B55) No. 1 — (T7) No. 9 Is the measured value less than specified value?	1 Ω	Go to step 24 .	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.
24 CHECK INPUT SIGNAL FOR TCM. 1)Turn the ignition switch to OFF. 2)Connect the connector to TCM and inhibitor switch. 3)Turn the ignition switch to ON. 4)Move the select lever to "P" range. 5)Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 1 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Go to step 25 .	Go to step 65 .
25 CHECK INPUT SIGNAL FOR TCM. 1)Move the select lever to any lenge except "P" range. 2)Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 1 (+) — Chassis ground (-): Is the measured value more than specified value?	8 V	Go to step 65 .	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
26 CHECK "P" RANGE INDICATOR LIGHT BULB. 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "P" range indicator light bulb from combination meter. Is the "P" range indicator light bulb OK?	"P" range indicator light bulb is OK.	Go to step 27.	Replace the "P" range indicator light bulb. <Ref. to IDI-12, Combination Meter Assembly.>
27 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER. 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. Connector & terminal (B55) No. 1 — (i10) No. 1: Is the measured value more than specified value?	1 Ω	Go to step 65.	Repair the open circuit in harness between TCM connector and combination meter, and poor contact in coupling connector.
28 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. Connector & terminal (B55) No. 1 — Chassis ground: Is the measured value less than specified value?	1 MΩ	Go to step 29.	Repair the ground short circuit in "P" range circuit.
29 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and inhibitor switch. 3) Measure the resistance of harness between TCM and inhibitor switch connector. Connector & terminal (B55) No. 3 — (T7) No. 8: Is the measured value less than specified value?	1 Ω	Go to step 30.	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.
30 CHECK INPUT SIGNAL FOR TCM. 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and inhibitor switch. 3) Turn the ignition switch to ON. 4) Move the select lever to "R" range. 5) Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 3 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Go to step 31.	Go to step 65.

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
31 CHECK INPUT SIGNAL FOR TCM. 1) Move the select lever to any lence except "R" range. 2) Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 3 (+) — Chassis ground (-): Is the measured value more than specified value?	8 V	Go to step 65 .	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
32 CHECK "R" RANGE INDICATOR LIGHT BULB. 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "R" range indicator light bulb from combination meter. Is "R" range indicator light bulb OK?	"R" range indicator light bulb is OK.	Go to step 33 .	Replace the "R" range indicator light bulb. <Ref. to IDI-12, Combination Meter Assembly.>
33 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER. 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. Connector & terminal (B55) No. 3 — (i10) No. 2: Is the measured value less than specified value?	1 Ω	Go to step 65 .	Repair the open circuit in harness between TCM connector and combination meter, and poor contact in TCM connector.
34 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. Connector & terminal (B55) No. 3 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 35 .	Repair the ground short circuit in "R" range circuit.
35 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and inhibitor switch. 3) Measure the resistance of harness between TCM and inhibitor switch connector. Connector & terminal (B55) No. 14 — (T7) No. 10: Is the measured value less than specified value?	1 Ω	Go to step 36 .	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
36 CHECK INPUT SIGNAL FOR TCM. 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and inhibitor switch. 3) Turn the ignition switch to ON. 4) Move the select lever to "N" range. 5) Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 14 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Go to step 37 .	Go to step 65 .
37 CHECK INPUT SIGNAL FOR TCM. 1) Move the select lever to any lence except "N" range. 2) Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 14 (+) — Chassis ground (-): Is the measured value more than specified value?	8 V	Go to step 65 .	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
38 CHECK "N" RANGE INDICATOR LIGHT BULB. 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "N" range indicator light bulb from combination meter. Is the "N" range indicator light bulb OK?	"N" range indicator light bulb is OK.	Go to step 39 .	Replace the "N" range indicator light bulb. <Ref. to IDI-12, Combination Meter Assembly.>
39 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER. 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. Connector & terminal (B55) No. 14 — (i10) No. 3: Is the measured value less than specified value?	1 Ω	Go to step 65 .	Repair the open circuit in harness between TCM connector and combination meter, and poor contact in TCM connector.
40 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. Connector & terminal (B55) No. 14 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 41 .	Repair the ground short circuit in "N" range circuit.

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
41 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and inhibitor switch. 3) Measure the resistance of harness between TCM and inhibitor switch connector. Connector & terminal (B55) No. 4 — (T7) No. 3: Is the measured value less than specified value?	1 Ω	Go to step 42.	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.
42 CHECK INPUT SIGNAL FOR TCM. 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and inhibitor switch. 3) Turn the ignition switch to ON. 4) Move the select lever to "D" range. 5) Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 4 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Go to step 43.	Go to step 65.
43 CHECK INPUT SIGNAL FOR TCM. 1) Move the select lever to any lence except "D" range. 2) Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 4 (+) — Chassis ground (-): Is the measured value more than specified value?	8 V	Go to step 65.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
44 CHECK "D" RANGE INDICATOR LIGHT BULB. 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "D" range indicator light bulb from combination meter. Is the "D" range indicator light bulb OK?	"D" range indicator light bulb is OK.	Go to step 45.	Replace the "D" range indicator light bulb. <Ref. to IDI-12, Combination Meter Assembly.>
45 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER. 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. Connector & terminal (B55) No. 4 — (i10) No. 11: Is the measured value less than specified value?	1 Ω	Go to step 65.	Repair the open circuit in harness between TCM connector and combination meter, and TCM connector.

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
46 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. Connector & terminal (B55) No. 4 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 47.	Repair the ground short circuit in "D" range circuit.
47 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and inhibitor switch. 3) Measure the resistance of harness between TCM and inhibitor switch connector. Connector & terminal (B55) No. 5 — (T7) No. 11: Is the measured value less than specified value?	1 Ω	Go to step 48.	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.
48 CHECK INPUT SIGNAL FOR TCM. 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and inhibitor switch. 3) Turn the ignition switch to ON. 4) Move the select lever to "3" range. 5) Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 5 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Go to step 49.	Go to step 65.
49 CHECK INPUT SIGNAL FOR TCM. 1) Move the select lever to any range except "3" range. 2) Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 5 (+) — Chassis ground (-): Is the measured value more than specified value?	8 V	Go to step 65.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
50 CHECK "3" RANGE INDICATOR LIGHT BULB. 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "3" range indicator light bulb from combination meter. Is the "3" range indicator light bulb OK?	"3" range indicator light bulb is OK.	Go to step 51.	Replace the "3" range indicator light bulb. <Ref. to IDI-12, Combination Meter Assembly.>

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
51 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER. 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. Connector & terminal (B55) No. 5 — (i10) No. 5: Is the measured value more than specified value?	1 Ω	Go to step 65 .	Repair the open circuit in harness between TCM connector and combination meter, and poor contact in TCM connector.
52 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. Connector & terminal (B55) No. 5 — Chassis ground: Is the measured value more than specified value?	1 MΩ	Go to step 53 .	Repair the ground short circuit in “3” range circuit.
53 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM and inhibitor switch. 3) Measure the resistance of harness between TCM and inhibitor switch connector. Connector & terminal (B55) No. 6 — (T7) No. 4: Is the measured value less than specified value?	1 Ω	Go to step 54 .	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.
54 CHECK INPUT SIGNAL FOR TCM. 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and inhibitor switch. 3) Turn the ignition switch to ON. 4) Move the select lever to “2” range. 5) Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 6 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Go to step 55 .	Go to step 65 .
55 CHECK INPUT SIGNAL FOR TCM. 1) Move the select lever to any lenge except “2” range. 2) Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 6 (+) — Chassis ground (-): Is the measured value more than specified value?	8 V	Go to step 65 .	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
56 CHECK "2" RANGE INDICATOR LIGHT BULB. 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "2" range indicator light bulb from combination meter. Is the "2" range indicator light bulb OK?	"2" range indicator light bulb is OK.	Go to step 57 .	Replace the "2" range indicator light bulb. <Ref. to IDI-12, Combination Meter Assembly.>
57 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER. 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. Connector & terminal (B55) No. 6 — (i10) No. 6: Is the measured value less than specified value?	1 Ω	Go to step 65 .	Repair the open circuit in harness between TCM and combination meter, and poor contact in TCM connector.
58 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. Connector & terminal (B55) No. 6 — Chassis ground: Is the measured value more than specified value?	1 MΩ	Go to step 59 .	Repair the ground short circuit in "2" range circuit.
59 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM and inhibitor switch. 3) Measure the resistance of harness between TCM and inhibitor switch connector. Connector & terminal (B55) No. 7 — (T7) No. 6: Is the measured value less than specified value?	1 Ω	Go to step 60 .	Repair the open circuit in harness between TCM and inhibitor switch connector, and poor contact in coupling connector.
60 CHECK INPUT SIGNAL FOR TCM. 1) Turn the ignition switch to OFF. 2) Connect the connector to TCM and inhibitor switch. 3) Turn the ignition switch to ON. 4) Move the select lever to "1" range. 5) Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 7 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Go to step 61 .	Go to step 65 .

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
61 CHECK INPUT SIGNAL FOR TCM. 1) Move the select lever to any lence except "1" range. 2) Measure the voltage between TCM and chassis ground. Connector & terminal (B55) No. 7 (+) — Chassis ground (-): Is the measured value more than specified value?	8 V	Go to step 65 .	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
62 CHECK "1" RANGE INDICATOR LIGHT BULB. 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Remove the "1" range indicator light bulb from combination meter. Is the "1" range indicator light bulb OK?	"1" range indicator light bulb is OK.	Go to step 63 .	Replace the "1" range indicator light bulb. <Ref. to IDI-12, Combination Meter Assembly.>
63 CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER. 1) Disconnect the connectors from TCM and combination meter. 2) Measure the resistance of harness between TCM and combination meter. Connector & terminal (B55) No. 7 — (i10) No. 7: Is the measured value less than specified value?	1 Ω	Go to step 65 .	Repair the open circuit in harness between TCM and combination meter, poor contact in TCM connector.
64 CHECK HARNESS CONNECTOR BETWEEN TCM AND INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from TCM, inhibitor switch and combination meter. 3) Measure the resistance of harness between TCM and chassis ground. Connector & terminal (B55) No. 7 — Chassis ground: Is the measured value more than specified value?	1 MΩ	Go to step 65 .	Repair the ground short circuit in "1" range circuit.
65 CHECK POOR CONTACT. Is there poor contact in inhibitor switch circuit?	There is poor contact.	Repair the poor contact.	Adjust the inhibitor switch and select cable. <Ref. to AT-48, ADJUSTMENT, Inhibitor Switch.> and <Ref. to CS-9, Select Cable.>

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

I: CHECK HOLD SWITCH.

DIAGNOSIS:

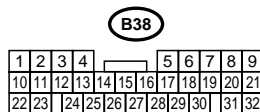
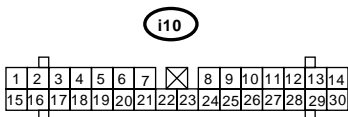
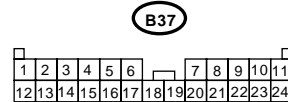
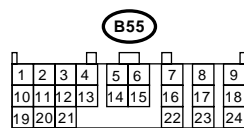
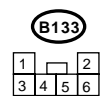
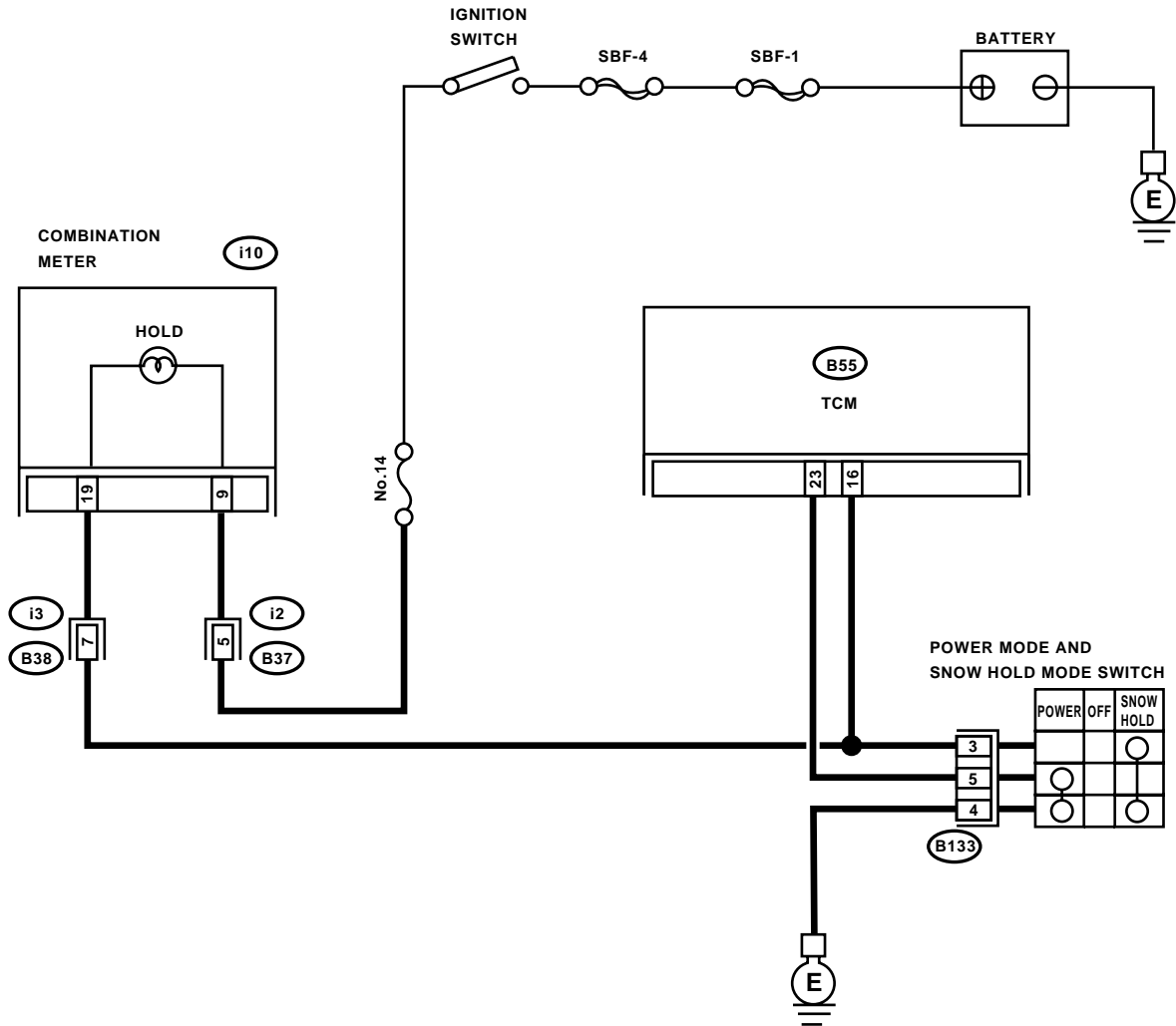
- The LED does not come on when hold switch is ON.
- The hold switch circuit is open or shorted.

TROUBLE SYMPTOM:

- The 2nd gear is not held.
- Failure of vehicle to start in 2nd gear except 1st range.

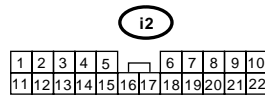
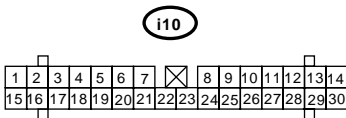
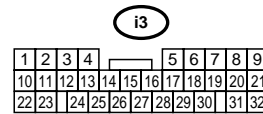
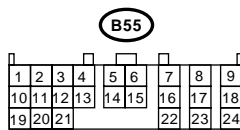
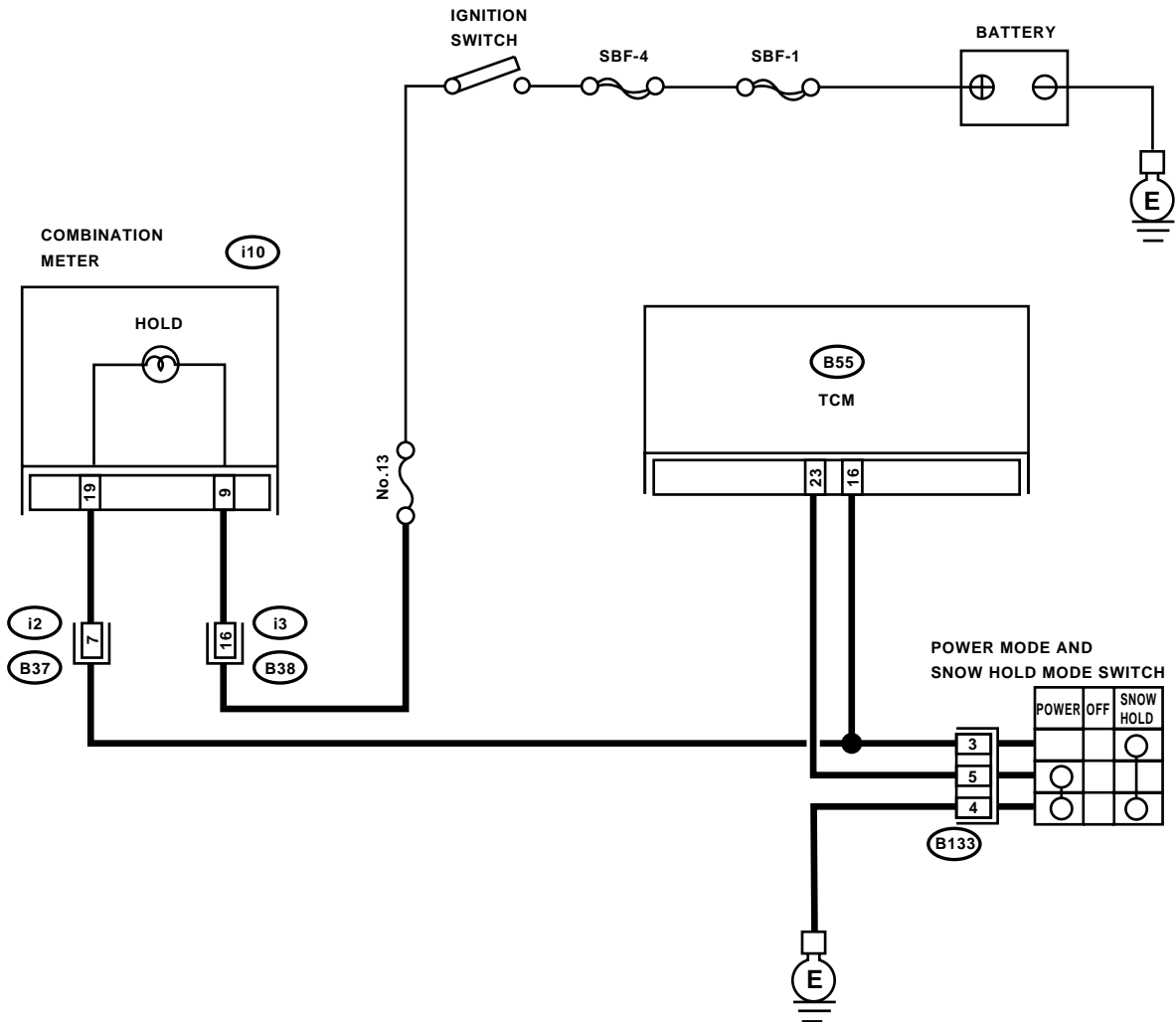
WIRING DIAGRAM:

LHD MODEL



DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC) AUTOMATIC TRANSMISSION (DIAGNOSTICS)

RHD MODEL



AT-00600

Step	Check	Yes	No
1	CHECK HOLD SWITCH OPERATION. When the hold switch is turned to OFF, does LED light up?	LED lights up. Go to step 5.	Go to step 2.

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
2	CHECK HOLD SWITCH OPERATION. When the hold switch is turned to ON, does LED light up?	LED lights up.	Go to step Symptom Related Diagnostic. <Ref. to AT-131, Symptom Related Diagnostic.>
3	CHECK HOLD INDICATOR LIGHT. 1)Turn the ignition switch to OFF. 2)Remove the combination meter. 3)Remove the HOLD indicator light bulb from combination meter. Is the HOLD indicator light bulb OK?	HOLD indicator light bulb is OK.	Go to step 4. Replace the HOLD indicator light bulb. <Ref. to IDI-12, Combination Meter Assembly.>
4	CHECK HOLD SWITCH GROUND LINE. 1)Turn the ignition switch to OFF. 2)Disconnect the connector from hold switch. 3)Measure the resistance of harness connector between hold switch and chassis ground. Connector & terminal (B133) No. 4 — Chassis ground: Is the measured value less than specified value?	1 Ω	Go to step 5. Repair the open circuit in harness between hold switch and chassis ground.
5	CHECK HOLD SWITCH. 1)Turn the hold switch to ON. 2)Measure the resistance between terminals of hold switch. Terminals No. 4 — No. 3: Is the measured value less than specified value?	1 Ω	Go to step 6. Repair the hold switch.
6	CHECK HOLD SWITCH. 1)Turn the hold switch to OFF. 2)Measure the resistance between terminals of hold switch. Terminals No. 4 — No. 3: Is the measured value more than specified value?	1 M Ω	Go to step 7. Repair the hold switch.
7	CHECK HARNESS CONNECTOR BETWEEN TCM AND HOLD SWITCH. 1)Disconnect the connector TCM and combination meter. 2)Measure the resistance of harness connector between TCM and hold switch. Connector & terminal (B55) No. 16 — (B133) No. 3: Is the measured value less than specified value?	1 Ω	Go to step 8. Repair the open circuit in harness between TCM and hold switch connector and poor contact in coupling connector.
8	CHECK HARNESS CONNECTOR BETWEEN TCM AND COMBINATION METER. Measure the resistance of harness connector TCM and combination meter. Connector & terminal (B55) No. 16 — (i10) No. 19: Is the measured value less than specified value?	1 Ω	Go to step 9. Repair the open circuit in harness between TCM and combination meter, and poor contact in coupling connector.

DIAGNOSTIC PROCEDURE FOR NO-DIAGNOSTIC TROUBLE CODE (DTC)

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
9 CHECK HARNESS CONNECTOR BETWEEN TCM AND HOLD SWITCH. Measure the resistance of harness connector between TCM and chassis ground to make sure that circuit does not short. Connector & terminal (B55) No. 16 — Chassis ground: Is the measured value more than specified value?	1 M Ω	Go to step 10.	Repair the short circuit in harness between TCM and hold switch connector.
10 CHECK INPUT SIGNAL FOR TCM. 1)Connect the connectors to TCM and hold switch. 2)Turn the ignition switch to ON (engine OFF). 3)Measure the signal voltage for TCM while turning hold switch to OFF. Connector & terminal (B55) No. 16 (+) — Chassis ground (-): Is the measured value more than specified value?	8 V	Go to step 11.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
11 CHECK INPUT SIGNAL FOR TCM. Measure the signal voltage for TCM while turning hold switch to ON. Connector & terminal (B55) No. 16 (+) — Chassis ground (-): Is the measured value less than specified value?	1 V	Go to step 12.	Replace the TCM. <Ref. to AT-70, Transmission Control Module (TCM).>
12 CHECK POOR CONTACT. Is there poor contact in hold switch circuit?	There is poor contact.	Repair the poor contact.	A temporary poor contact of the connector or harness or connector in hold switch circuit.

SYMPTOM RELATED DIAGNOSTIC

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

16. Symptom Related Diagnostic

A: INSPECTION

Symptom	Problem parts
Starter does not rotate when select lever is in "P" or "N" range; starter rotates when select lever is in "R", "D", "3" or "2" range.	<ul style="list-style-type: none"> • Inhibitor switch • Select cable • Select lever • Starter motor and harness
Abnormal noise when select lever is in "P" or "N" range.	<ul style="list-style-type: none"> • Strainer • Transfer duty solenoid • Oil pump • Drive plate • ATF level too high or too low
Hissing noise occurs during standing start.	<ul style="list-style-type: none"> • Strainer • ATF level too high or too low
Noise occurs while driving in "D1".	<ul style="list-style-type: none"> • Final gear • Planetary gear • Reduction gear • Differential gear oil level too high or too low
Noise occurs while driving in "D2".	
Noise occurs while driving in "D3".	<ul style="list-style-type: none"> • Final gear • Low & reverse brake • Reduction gear • Differential gear oil level too high or too low
Noise occurs while driving in "D4".	<ul style="list-style-type: none"> • Final gear • Low & reverse brake • Planetary gear • Reduction gear • Differential gear oil level too high or too low
Engine stalls while shifting from one range to another.	<ul style="list-style-type: none"> • Control valve • Lock-up damper • Engine performance • Input shaft
Vehicle moves when select lever is in "N" range.	<ul style="list-style-type: none"> • TCM • Low clutch
Shock occurs when select lever is moved from "N" to "D" range.	<ul style="list-style-type: none"> • TCM • Harness • Control valve • ATF deterioration
Excessive time lag occurs when select lever is moved from "N" to "D" range.	<ul style="list-style-type: none"> • Control valve • Low clutch • Line pressure duty solenoid • Seal ring • Front gasket transmission case
Shock occurs when select lever is moved from "N" to "R" range.	<ul style="list-style-type: none"> • TCM • Harness • Control valve • ATF deterioration
Excessive time lag occurs when select lever is moved from "N" to "R" range.	<ul style="list-style-type: none"> • Control valve • Low & reverse clutch • Reverse clutch • Line pressure duty solenoid • Seal ring • Front gasket transmission case
Vehicle does not start in any shift range (engine stalls).	<ul style="list-style-type: none"> • Parking brake mechanism • Planetary gear

SYMPTOM RELATED DIAGNOSTIC

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Symptom	Problem parts
Vehicle does not start in any shift range (engine revving up).	<ul style="list-style-type: none"> • Strainer • Line pressure duty solenoid • Control valve • Drive pinion • Hypoid gear • Axle shaft • Differential gear • Oil pump • Input shaft • Output shaft • Planetary gear • Drive plate • ATF level too low • Front gasket transmission case
Vehicle does not start in "R" range only (engine revving up).	<ul style="list-style-type: none"> • Select cable • Select lever • Control valve • Low & reverse clutch • Reverse clutch
Vehicle does not start in "R" range only (engine stalls).	<ul style="list-style-type: none"> • Low clutch • 2-4 brake • Planetary gear • Parking brake mechanism
Vehicle does not start in "D", "3" range only (engine revving up).	<ul style="list-style-type: none"> • Low clutch • One-way clutch
Vehicle does not start in "D", "3" or "2" range only (engine revving up).	<ul style="list-style-type: none"> • Low clutch
Vehicle does not start in "D", "3" or "2" range only (engine stalls).	<ul style="list-style-type: none"> • Reverse clutch
Vehicle starts in "R" range only (engine revving up).	<ul style="list-style-type: none"> • Control valve
Acceleration during standing starts is poor (high stall rpm).	<ul style="list-style-type: none"> • Control valve • Low clutch • Reverse clutch • ATF level too low • Front gasket transmission case • Differential gear oil level too high or too low
Acceleration during standing starts is poor (low stall rpm).	<ul style="list-style-type: none"> • Oil pump • Torque converter one-way clutch • Engine performance
Acceleration is poor when select lever is in "D", "3" or "2" range (normal stall rpm).	<ul style="list-style-type: none"> • TCM • Control valve • High clutch • 2-4 brake • Planetary gear
Acceleration is poor when select lever is in "R" (normal stall rpm).	<ul style="list-style-type: none"> • Control valve • High clutch • 2-4 brake • Planetary gear
No shift occurs from 1st to 2nd gear.	<ul style="list-style-type: none"> • TCM • Rear vehicle speed sensor • Front vehicle speed sensor • Throttle position sensor • Shift solenoid 1 • Control valve • 2-4 brake
No shift occurs from 2nd to 3rd gear.	<ul style="list-style-type: none"> • TCM • Control valve • High clutch • Shift solenoid 2

SYMPTOM RELATED DIAGNOSTIC

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Symptom	Problem parts
No shift occurs from 3rd to 4th gear.	<ul style="list-style-type: none"> • TCM • Shift solenoid 1 • ATF temperature sensor • Control valve • 2-4 brake
Engine brake is not effected when select lever is in "3" range.	<ul style="list-style-type: none"> • Inhibitor switch • TCM • Throttle position sensor • Control valve
Engine brake is not effected when select lever is in "3" or "2" range.	<ul style="list-style-type: none"> • Control valve
Engine brake is not effected when select lever is in "1" range.	<ul style="list-style-type: none"> • Control valve • Low & reverse brake
Shift characteristics are erroneous.	<ul style="list-style-type: none"> • Inhibitor switch • TCM • Front vehicle speed sensor • Rear vehicle speed sensor • Throttle position sensor • Control valve • Ground earth
No lock-up occurs.	<ul style="list-style-type: none"> • TCM • Throttle position sensor • ATF temperature sensor • Control valve • Lock-up facing • Engine speed signal
Parking brake is not effected.	<ul style="list-style-type: none"> • Select cable
Shift lever cannot be moved or is hard to move from "P" range.	<ul style="list-style-type: none"> • Select lever • Parking mechanism
ATF spurts out.	<ul style="list-style-type: none"> • ATF level too high
Differential oil spurts out.	<ul style="list-style-type: none"> • Differential gear oil too high
Differential oil level changes excessively.	<ul style="list-style-type: none"> • Seal pipe • Double oil seal
Odor is produced from ATF supply pipe.	<ul style="list-style-type: none"> • High clutch • 2-4 brake • Low & reverse clutch • Reverse clutch • Lock-up facing • ATF deterioration
Shock occurs from 1st to 2nd gear.	<ul style="list-style-type: none"> • TCM • Throttle position sensor • 2-4 brake duty solenoid • ATF temperature sensor • Line pressure duty solenoid • Control valve • 2-4 brake • ATF deterioration • Engine performance • 2-4 brake timing solenoid
Slippage occurs from 1st to 2nd gear.	<ul style="list-style-type: none"> • TCM • Throttle position sensor • 2-4 brake duty solenoid • ATF temperature sensor • Line pressure duty solenoid • Control valve • 2-4 brake • 2-4 brake timing solenoid • High clutch

SYMPTOM RELATED DIAGNOSTIC

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Symptom	Problem parts
Shock occurs from 2nd to 3rd gear.	<ul style="list-style-type: none"> • TCM • Throttle position sensor • 2-4 brake duty solenoid • ATF temperature sensor • Line pressure duty solenoid • Control valve • High clutch • 2-4 brake • ATF deterioration • Engine performance • 2-4 brake timing solenoid
Slippage occurs from 2nd to 3rd gear.	<ul style="list-style-type: none"> • TCM • Throttle position sensor • 2-4 brake duty solenoid • ATF temperature sensor • Line pressure duty solenoid • Control valve • High clutch • 2-4 brake • 2-4 brake timing solenoid
Shock occurs from 3rd to 4th gear.	<ul style="list-style-type: none"> • TCM • Throttle position sensor • 2-4 brake duty solenoid • ATF temperature sensor • Line pressure duty solenoid • Control valve • 2-4 brake timing solenoid • 2-4 brake • ATF deterioration • Engine performance • Low clutch timing solenoid • Low clutch
Slippage occurs from 3rd to 4th gear.	<ul style="list-style-type: none"> • TCM • Throttle position sensor • 2-4 brake duty solenoid • ATF temperature sensor • Line pressure duty solenoid • Control valve • 2-4 brake • 2-4 brake timing solenoid
Shock occurs when select lever is moved from "3" to "2" range.	<ul style="list-style-type: none"> • TCM • Throttle position sensor • ATF temperature sensor • Line pressure duty solenoid • Control valve • 2-4 brake duty solenoid • 2-4 brake • ATF deterioration • 2-4 brake timing solenoid
Shock occurs when select lever is moved from "D" to "1" range.	<ul style="list-style-type: none"> • TCM • Throttle position sensor • ATF temperature sensor • Line pressure duty solenoid • Control valve • ATF deterioration • 2-4 brake duty solenoid • 2-4 brake timing solenoid • Low clutch timing solenoid

SYMPTOM RELATED DIAGNOSTIC

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Symptom	Problem parts
Shock occurs when select lever is moved from "2" to "1" range.	<ul style="list-style-type: none"> • TCM • Throttle position sensor • ATF temperature sensor • Line pressure duty solenoid • Control valve • Low & reverse clutch • ATF deterioration • 2-4 brake duty solenoid • 2-4 brake timing solenoid • Low clutch timing solenoid
Shock occurs when accelerator pedal is released at medium speeds.	<ul style="list-style-type: none"> • TCM • Throttle position sensor • ATF temperature sensor • Line pressure duty solenoid • Control valve • Lock-up damper • Engine performance • 2-4 brake duty solenoid • 2-4 brake timing solenoid • Low clutch timing solenoid
Vibration occurs during straight-forward operation.	<ul style="list-style-type: none"> • TCM • Lock-up duty solenoid • Lock-up facing • Lock-up damper • Hold switch
Vibration occurs during turns (tight corner "braking" phenomenon).	<ul style="list-style-type: none"> • TCM • Front vehicle speed sensor • Rear vehicle speed sensor • Throttle position sensor • ATF temperature sensor • Transfer clutch • Transfer valve • Transfer duty solenoid • ATF deterioration • Harness • Hold switch
Front wheel slippage occurs during standing starts.	<ul style="list-style-type: none"> • TCM • Front vehicle speed sensor • FWD switch • Throttle position sensor • ATF temperature sensor • Control valve • Transfer clutch • Transfer valve • Transfer pipe • Transfer duty solenoid
Vehicle is not set in FWD mode.	<ul style="list-style-type: none"> • TCM • FWD switch • Transfer clutch • Transfer valve • Transfer duty solenoid
Select lever is hard to move.	<ul style="list-style-type: none"> • Select cable • Select lever • Detente spring • Manual plate

SYMPTOM RELATED DIAGNOSTIC

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Symptom	Problem parts
Select lever is too high to move (unreasonable resistance).	<ul style="list-style-type: none">• Detente spring• Manual plate
Select lever slips out of operation during acceleration or while driving on rough terrain.	<ul style="list-style-type: none">• Select cable• Select lever• Detente spring• Manual plate