



Self-diagnosis **D4** indicator light blinks eight times.

Disconnect the E (26P) connector from the PCM.  
Connect the Test Harness "A" connector to the wire harness only, not to the PCM (page 14-48 and 49).

Turn the ignition switch ON.

Measure the voltage between the A24 and A3 or A4 terminals.

Is there voltage?

YES

NO

Turn the ignition switch OFF.

Measure the resistance between the A24 and A3 or A4 terminals.

Is the resistance 12-24  $\Omega$ ?

YES

NO

Disconnect the 4P connector from the shift control solenoid valve assembly.

Check for continuity between the A24 and A3 or A4 terminals.

Is there continuity?

YES

NO

Measure the resistance of the solenoid at the 4P connector (page 14-74).

Is the resistance 12—24  $\Omega$ ?

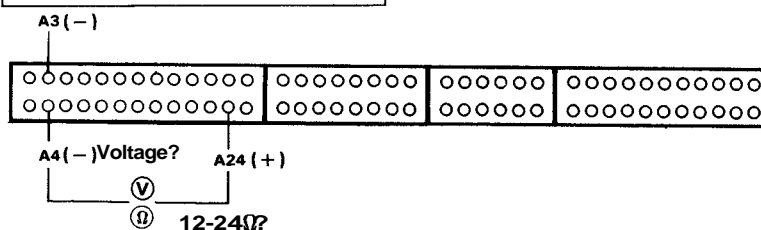
YES

NO

Replace the shift control solenoid valve assembly.

#### Possible Cause

- Disconnected shift control solenoid valve B connector
- Short or open in shift control solenoid valve B wire
- Faulty shift control solenoid valve B



NOTE: The section A of the Test Harness with the Test Harness Adapter corresponds to the E (26P) connector of the PCM.

Repair short to power source in GRN wire between the E24 terminal and shift control solenoid valve B.

Check for loose PCM connectors. If necessary, substitute a known-good solenoid valve assembly or PCM and recheck.

Repair short to ground in GRN wire between the E24 terminal and the shift control solenoid valve B.

Check for open in GRN wire between the E24 terminal and the shift control solenoid valve B.

(cont'd)