

# Electrical Troubleshooting

## Troubleshooting Flowchart

Self-diagnosis D4 indicator light blinks once.

Disconnect the E(26P) connector from the ECU.  
Connect the Test Harness "A" connector to the wire harness only, not to the ECU. (14-47)

Turn the ignition switch ON.

Measure the voltage between the A25 and A3/A4 terminals.

Is there voltage?

YES

NO

Turn the ignition switch OFF.

Disconnect the transmission sub-harness connector.

Check for continuity between the A25 and A3/A4 terminals.

Is there continuity?

YES

NO

Connect the transmission sub-harness connector.

Measure the resistance between the A25 and A3/A4 terminals.

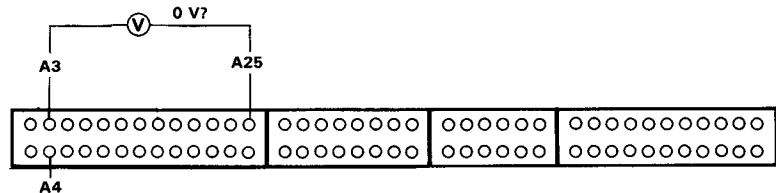
Is the resistance 12–24  $\Omega$ ?

NO

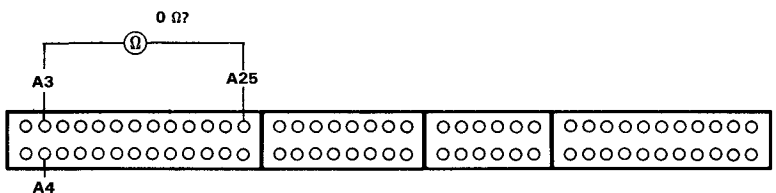
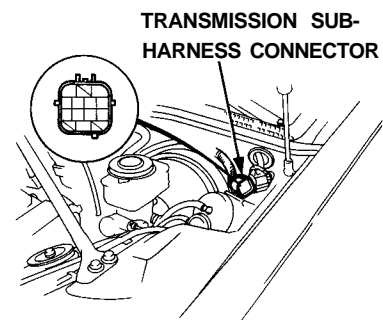
YES

Check for loose ECU connectors.  
If necessary, substitute a known-good ECU and recheck.

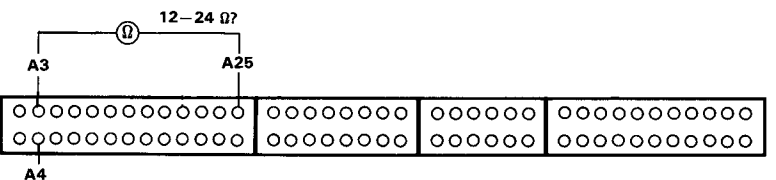
NOTE: The section A of the Test Harness with the Test Harness Adapter corresponds to the E (26P) connector of the ECU.



Repair short to power source in YEL wire between the E25 terminal and the lock-up control solenoid valve A.



Repair short to ground in YEL wire between the E25 terminal and the lock-up control solenoid valve A.



Check for open in YEL wire between the E25 terminal and the lock-up control solenoid valve A. If wire is OK, check the lock-up control solenoid valve A. (See page 14-74.)



**Self-diagnosis D4 indicator light blinks twice.**

Disconnect the E(26P) connector from the ECU.  
Connect the Test Harness "A" connector to the wire harness only, not to the ECU. (14-47)

Turn the ignition switch ON.

Measure the voltage between the A26 and A3/A4 terminals.

Is there voltage?

YES

Repair short to power source in GRY wire between the E26 terminal and the lock-up control solenoid valve B.

Turn the ignition switch OFF.

Disconnect the transmission sub-harness connector.

Check for continuity between the A26 and A3/A4 terminals.

Is there continuity?

YES

Repair short to ground in GRY wire between the E26 terminal and the lock-up control solenoid valve B.

Connect the transmission sub-harness connector.

Measure the resistance between the A26 and A3/A4 terminals.

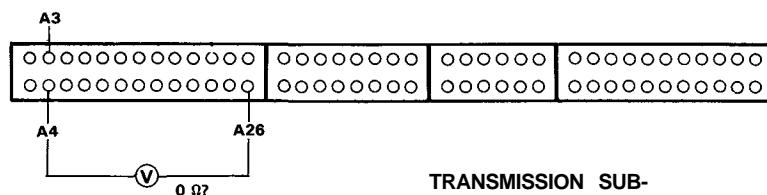
Is the resistance 12 – 24  $\Omega$ ?

NO

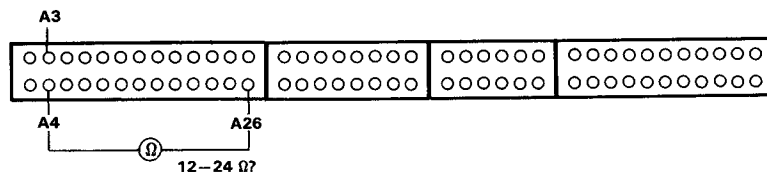
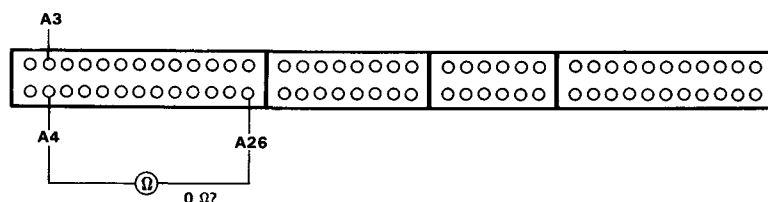
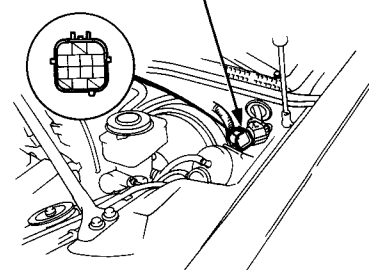
Check for open in GRY wire between the E26 terminal and the lock-up control solenoid valve B. If wire is OK, check the lock-up control solenoid valve B. (See page 14-74.)

Check for loose ECU connectors. If necessary, substitute a known-good ECU and recheck.

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



TRANSMISSION SUB-HARNESS CONNECTOR



(cont'd)