



**Self-diagnosis D<sub>4</sub> indicator light blinks eight times.**

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 A24 and A3/A4 terminals.

Is there voltage? YES  
NO

Turn the ignition switch OFF.

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

Is the resistance 12-24  $\Omega$ ? NO  
YES

Disconnect the transmission sub-harness connector.

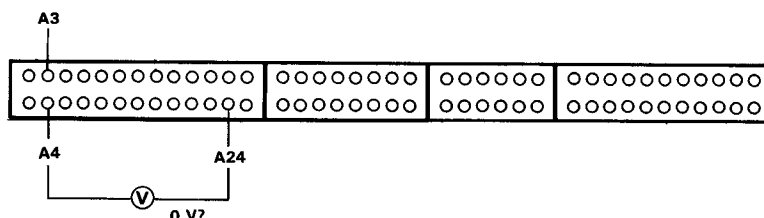
Check for continuity between the A24 and A3/A4 terminals.

Is there continuity? YES  
NO

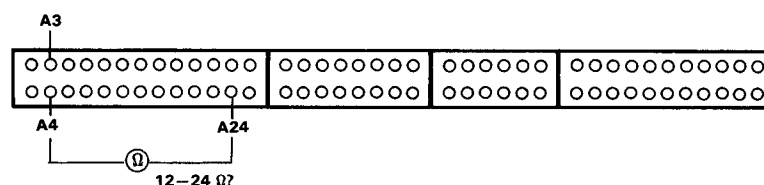
Connect the transmission sub-harness connector.

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

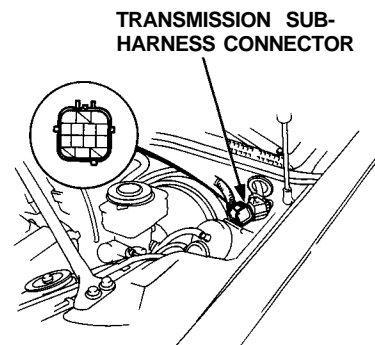
NOTE: The section A of the Test Harness with the Test Harness Adapter corresponds to the E (26P) connector of the ECU.



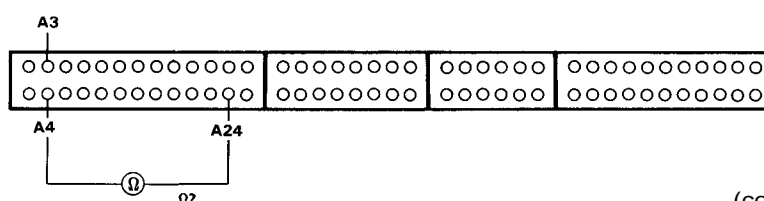
Repair short to power source in GRN wire between the E24 terminal and shift control solenoid valve B.



Check for open in GRN wire between the E24 terminal and the shift control solenoid valve B. If wire is OK, check the shift control solenoid valve B. (See page 14-76.)



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



(cont'd)