



Electrical Troubleshooting

Symptom-to-Component Chart

Number of  indicator light blinks while Service Check Connector is jumped.	 indicator light	Possible Cause	Symptom	Refer to page
1	Blinks	<ul style="list-style-type: none"> • Disconnected lock-up control solenoid valve A connector • Short or open in lock-up control solenoid valve A wire • Faulty lock-up control solenoid valve A 	<ul style="list-style-type: none"> • Lock-up clutch does not engage. • Lock-up clutch does not disengage. • Unstable idle speed. 	14-52
2	Blinks	<ul style="list-style-type: none"> • Disconnected lock-up control solenoid valve B connector • Short or open in lock-up control solenoid valve B wire • Faulty lock-up control solenoid valve B 	<ul style="list-style-type: none"> • Lock-up clutch does not engage. 	14-53
3	Blinks or OFF	<ul style="list-style-type: none"> • Disconnected throttle position sensor (TP) connector • Short or open in TP sensor wire • Faulty TP sensor 	<ul style="list-style-type: none"> • Lock-up clutch does not engage. 	14-54
4	Blinks	<ul style="list-style-type: none"> • Disconnected vehicle speed sensor (VSS) connector • Short or open in VSS wire • Faulty VSS 	<ul style="list-style-type: none"> • Lock-up clutch does not engage. 	14-55
5	Blinks	<ul style="list-style-type: none"> • Short in A/T gear position switch wire • Faulty A/T gear position switch 	<ul style="list-style-type: none"> • Fails to shift other than 2nd ↔ 4th gears. • Lock-up clutch does not engage. 	14-56
6	OFF	<ul style="list-style-type: none"> • Disconnected A/T gear position switch connector • Open in A/T gear position switch wire • Faulty A/T gear position switch 	<ul style="list-style-type: none"> • Fails to shift other than 2nd ↔ 4th gears. • Lock-up clutch does not engage. • Lock-up clutch engages and disengages alternately. 	14-58
7	Blinks	<ul style="list-style-type: none"> • Disconnected shift control solenoid valve A connector • Short or open in shift control solenoid valve A wire • Faulty shift control solenoid valve A 	<ul style="list-style-type: none"> • Fails to shift (between 1st ↔ 4th, 2nd ↔ 4th or 2nd ↔ 3rd gears only). • Fails to shift (stuck in 4th gear). 	14-60
8	Blinks	<ul style="list-style-type: none"> • Disconnected shift control solenoid valve B connector • Short or open in shift control solenoid valve B wire • Faulty shift control solenoid valve B 	<ul style="list-style-type: none"> • Fails to shift (stuck in 1st or 4th gears). 	14-61
9	Blinks	<ul style="list-style-type: none"> • Disconnected countershaft speed sensor connector • Short or open in countershaft speed sensor wire • Faulty countershaft speed sensor 	<ul style="list-style-type: none"> • Lock-up clutch does not engage. 	14-62



Number of D4 indicator light blinks while Service Check Connector is jumped.	D4 indicator light	Possible Cause	Symptom	Refer to page
10	Blinks	<ul style="list-style-type: none"> • Disconnected engine coolant temperature (ECT) sensor connector • Short or open in ECT sensor wire • Faulty ECT sensor 	• Lock-up clutch does not engage.	14-63
11	OFF	• Trouble in PCM	• Lock-up clutch does not engage.	14-64
14	Blinks	• Trouble in PCM	• Transmission jerks hard when shifting.	14-65
15	OFF	<ul style="list-style-type: none"> • Disconnected mainshaft speed sensor connector • Short or open in mainshaft speed sensor wire • Faulty mainshaft speed sensor 	• Transmission jerks hard when shifting.	14-66
16	Blinks	<ul style="list-style-type: none"> • Disconnected linear solenoid connector • Short or open in linear solenoid wire • Faulty linear solenoid 	<ul style="list-style-type: none"> • Transmission jerks hard when shifting. • Lock-up clutch does not engage. 	14-67
17	OFF	<ul style="list-style-type: none"> • Short in kick-down switch wire • Faulty kick-down switch 	• 4th → 2nd kick-down speed is low.	14-68

If the self-diagnosis **D4** indicator light does not blink, perform an inspection according to the table listed below.

Symptom	Probable Cause	Ref. page
D4 indicator light does not come on for 2 seconds after ignition is first turned on.	—	14-70
D4 indicator light is on steady, not blinking whenever the ignition is on.	—	14-69
Transmission does not kick-down when the kick-down switch is on.	Check kick-down switch signal.	14-68

NOTE:

- If a customer describes the symptoms for codes 3, 6, 11 or 17, yet the **D4** indicator light is not blinking, it will be necessary to recreate the symptom by test driving, and then checking the **D4** indicator light with the ignition still ON.
- If the **D4** indicator light displays codes 1, 2, 3, 7, 8, or 16, check first the No. 31, 25, 5 and 22 fuse before electrical troubleshooting. If any of the fuses have blown, repair them and then recheck.
- If the **D4** indicator light displays codes other than those listed above or stays lit continuously, the PCM is faulty.
- Sometimes the **D4** indicator light and the Malfunction Indicator Lamp (MIL)/Check Engine light may come on simultaneously. If so, check the PGM-FI system according to the number of blinks on the MIL, then reset the memory by removing the No. 15: ACG(s) fuse (7.5 A) in the under-dash fuse box for more than 10 seconds. Drive the vehicle for several minutes at speeds over 30 mph (50 Km/h), then recheck the MIL.
- PGM-FI system
The PGM-FI system on this model is a sequential multiport fuel injection system.
- The **D4** indicator light may come on, indicating a system problem, when, in fact, there is a poor or intermittent electrical connection. First, check the electrical connections, clean or repair if necessary.
- If the electrical readings are not as specified when using the test harness, check the test harness connection before proceeding.