



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

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

Turn the ignition switch ON.

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

Is there voltage?

YES

NO

Turn the ignition switch OFF.

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

Is the resistance 12—24  $\Omega$ ?

YES

NO

Disconnect the 2P connector from the lock-up control solenoid valve assembly.

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

Is there continuity?

YES

NO

Measure the resistance of the solenoid at the 2P connector (14-72).

Is the resistance 12—24  $\Omega$ ?

YES

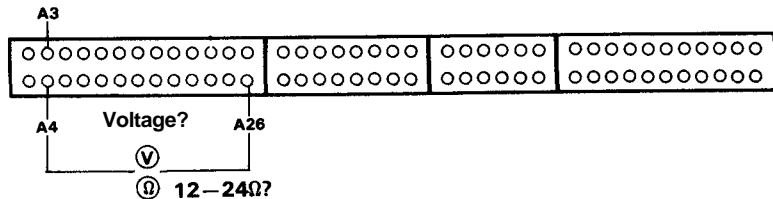
NO

Replace the lock-up control solenoid valve assembly.

#### Possible Cause

- 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

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 GRY wire between the E26 terminal and the lock-up 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 GRY wire between the E26 terminal and the lock-up control solenoid valve B.

Check for open in GRY wire between the E26 terminal and the lock-up control solenoid valve B.

(cont'd)