

Electrical Troubleshooting

Troubleshooting Flowchart

Self-diagnosis D4 indicator light blinks once.

Disconnect the E(26P) connector from the ECU.

Turn the ignition switch ON.

Measure the voltage between the E25 (BLK/RED) and E3/E4 (BLK) terminals.

Is there voltage?

YES

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

NO

Turn the ignition switch OFF.

Disconnect the transmission sub-harness connector.

Check for continuity between the E25 (BLK/RED) and E3/E4 (BLK) terminals.

Is there continuity?

YES

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

NO

Connect the transmission sub-harness connector.

Measure the resistance between the E25 (BLK/RED) and E3/E4 (BLK) terminals.

Is the resistance 12—24 Ω ?

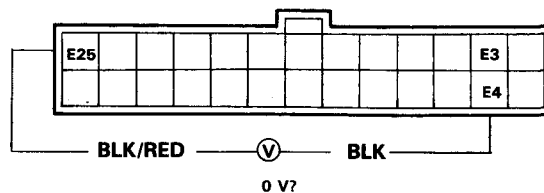
NO

Check for open in BLK/RED 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 14-72.)

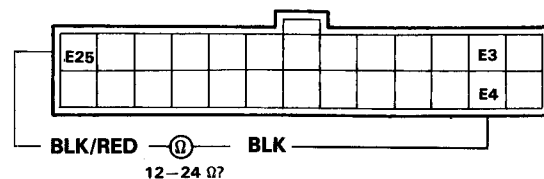
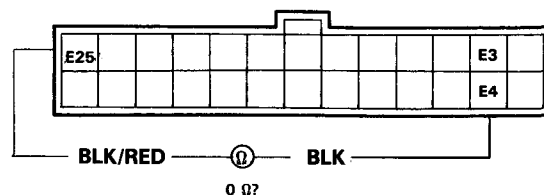
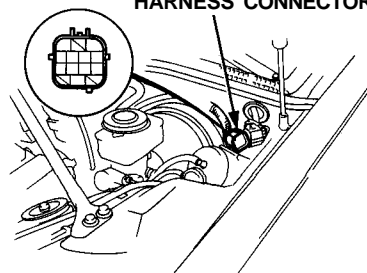
YES

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

NOTE: View from terminal side.



TRANSMISSION SUB-HARNESS CONNECTOR





Self-diagnosis D4 indicator light blinks twice.

Disconnect the E(26P) connector from the ECU.

Turn the ignition switch ON.

Measure the voltage between the E26 (YEL/GRN) and E3/E4 (BLK) terminals.

Is there voltage?

YES

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

Turn the ignition switch OFF.

Measure the resistance between the E26 (YEL/GRN) and E3/E4 (BLK) terminals.

Is the resistance 12 — 24 Ω ?

NO

Check for open in YEL/GRN 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.)

YES

Disconnect the transmission sub-harness connector.

Check for continuity between the E26 (YEL/GRN) and E3/E4 (BLK) terminals.

Is there continuity?

YES

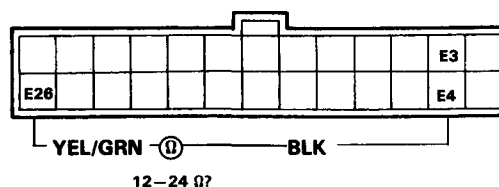
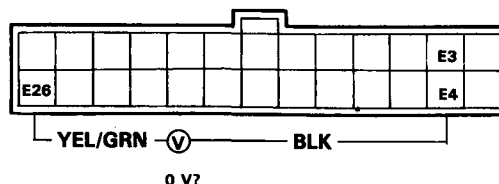
Repair short to ground in YEL/GRN wire between the E26 terminal and the lock-up control solenoid valve B.

NO

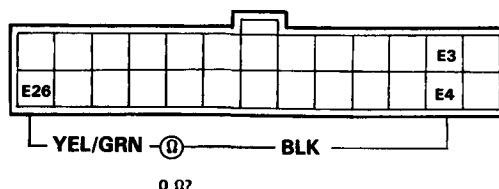
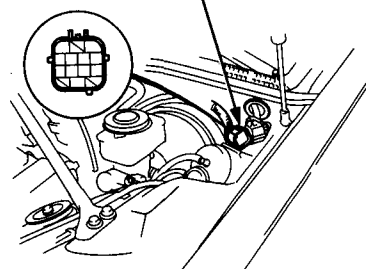
Connect the transmission sub-harness connector.

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

NOTE: View from terminal side.



TRANSMISSION SUB-HARNESS CONNECTOR



(cont'd)