



Symptom-to-Component Chart

Electrical System

Number of  indicator light blinks while Service Check Connector is jumped.	When the ignition switch is turned on,  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. 	14-54
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. 	14-55
3	Blinks or OFF	<ul style="list-style-type: none"> • Disconnected throttle position (TP) sensor connector • Short or open in TP sensor wire • Faulty TP sensor 	<ul style="list-style-type: none"> • Lock-up clutch does not engage. 	14-56
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. 	14-57
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. 	14-58
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. 	14-60
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) 	14-62
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). 	14-63
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. 	14-64
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 	<ul style="list-style-type: none"> • Lock-up clutch does not engage. 	14-66



Number of D indicator light blinks while Service Check Connector is jumped.	When the ignition switch is turned on, D indicator light	Possible Cause	Symptom	Refer to page
11	OFF	<ul style="list-style-type: none"> • Disconnected gauge assembly connector • Short or open in tachometer wire • Faulty tachometer 	<ul style="list-style-type: none"> • Lock-up clutch does not engage. 	14-67
14	OFF	<ul style="list-style-type: none"> • Short or open in FAS (PNK) wire between D16 terminal and ECM. • Trouble in ECM 	<ul style="list-style-type: none"> • Transmission jerks hard when shifting. 	14-68
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 	<ul style="list-style-type: none"> • Transmission jerks hard when shifting. 	14-70
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. 	14-72

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

Symptom	Probable Cause	Ref.page
D indicator light does not come on for 2 seconds after ignition is first turned on.	—	14-74
D indicator light is on steady, not blinking whenever the ignition is on.	—	14-76
Lock-up clutch does not have duty operation (ON ↔ OFF).	Check A/C signal with A/C on	14-77
Lock-up clutch does not engage.		
Shift lever cannot be moved from P position with the brake pedal depressed.	Check brake switch signal.	14-78

NOTE:

- If a customer describes the symptoms for codes 3, 6, 11, 14 or 15 yet the **D** indicator light is not blinking, it will be necessary to recreate the symptom by test driving, and then checking the **D** indicator light with the ignition still ON.
- If the **D** indicator light displays codes 1,2,3,8, 11, or 16, check first the No. 9, 13 and 18 and fuse before electrical troubleshooting.
If any of the fuses have blown, repair them and then recheck.
- If the **D** indicator light displays codes other than those listed above or stays lit continuously, the TCM is faulty.
- Sometimes the **D** 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/Check Engine light, then reset the memory by removing the CLOCK fuse in the main relay box for more than 10 seconds. Drive the vehicle for several minutes at speed over 30 mph (50 km/h), then recheck the MIL/Check Engine light.
- PGM-FI system
The PGM-FI system on this model is a sequential multiport fuel injectin system.
- The **D** indicator light may comes on, indicating a system problem, when, in fact, there is a poor or intermittent electrical connection. First, check the electrical connections, clean or repair connections if necessary.
- If the electrical readings are not as specified when using the test harness, check the test harness connections before proceeding.
- Disconnecting the CLOCK fuse also cancels the radio preset stations and the clock setting. Make note of the radio presets before removing the fuse so you can reset them.