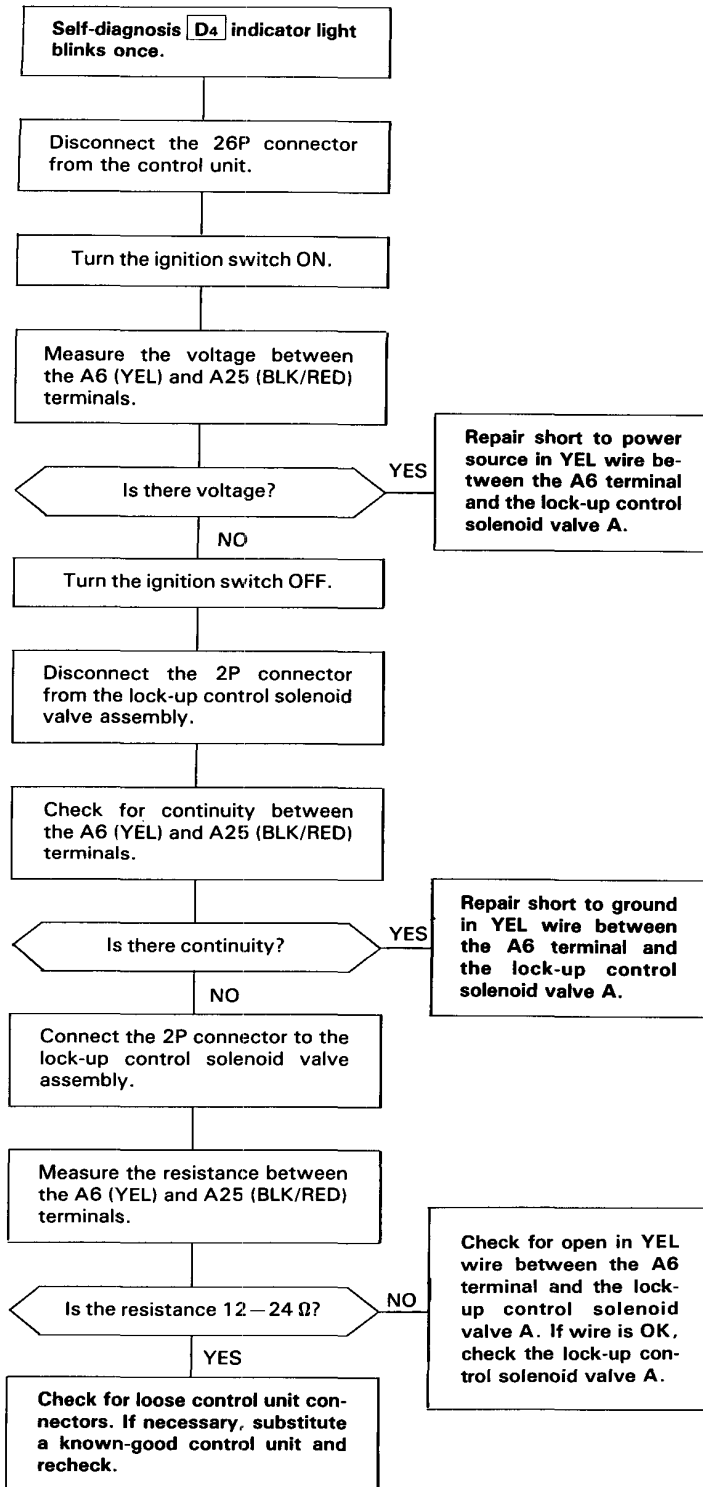


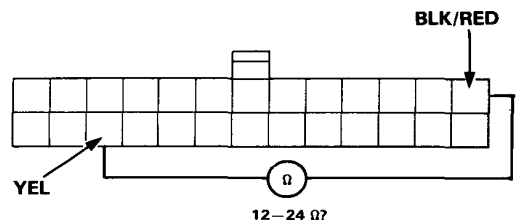
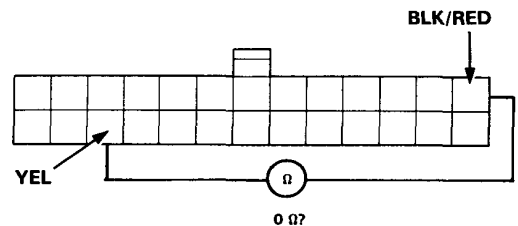
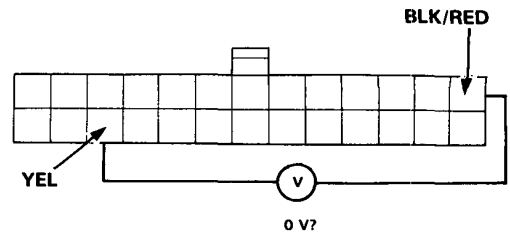
Electrical Troubleshooting

Troubleshooting Flowchart

KB other



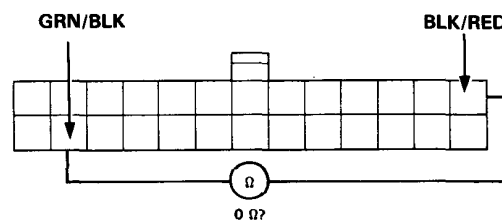
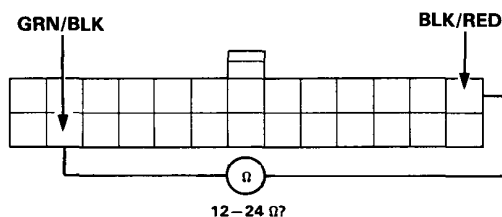
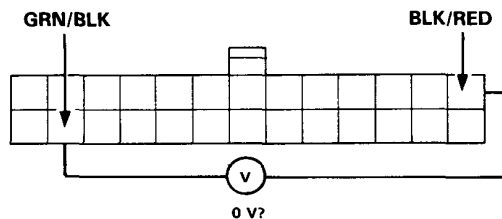
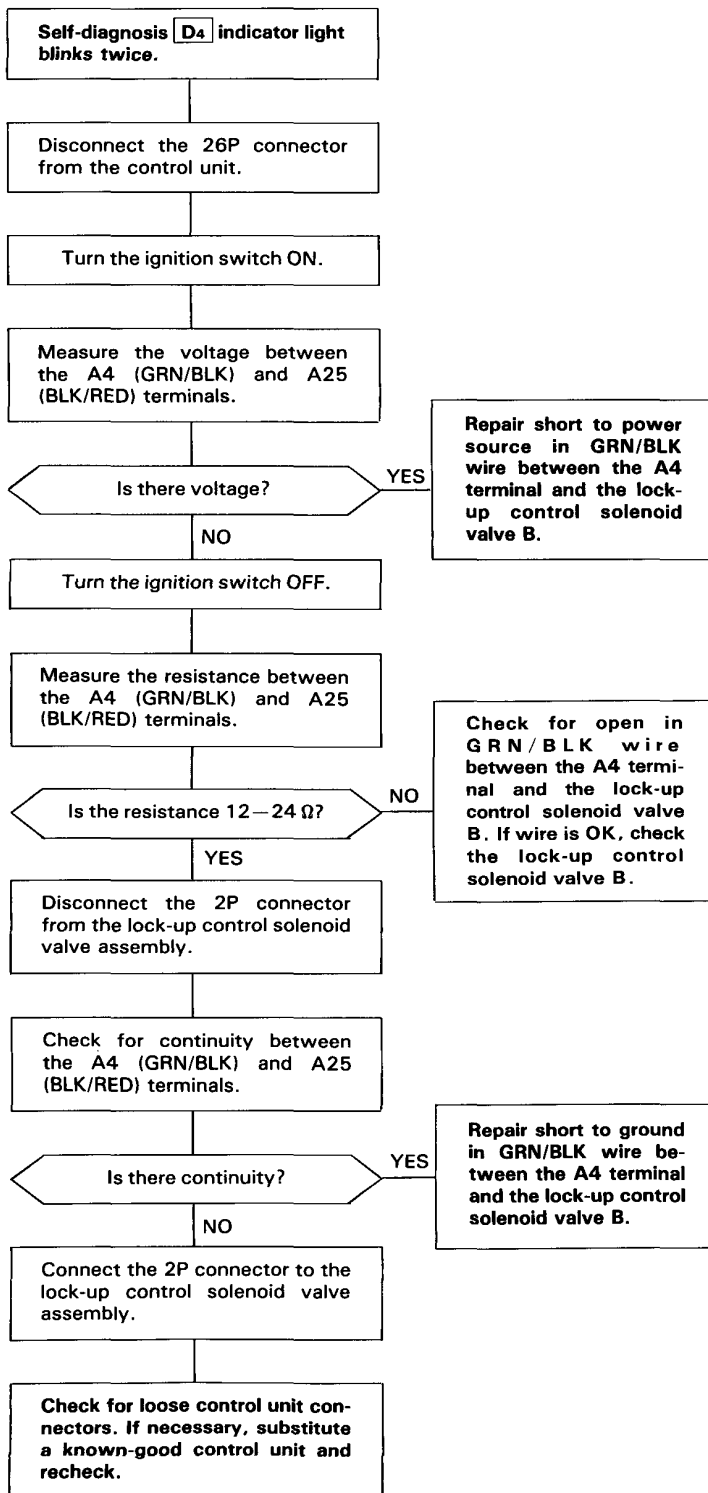
NOTE: View from wire side.





KB other

NOTE: View from wire side.



(cont'd)

Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

KB other

Self-diagnosis **D4** indicator light blinks three times.

Turn the ignition switch ON.

Check whether the Check Engine warning light blinks (Section 6).

Does the Check Engine warning light blink?

YES

Repair the PGM-FI System. See Section 6.

NOTE: View from wire side.

NO

Turn the ignition switch OFF.

Disconnect the 26P and 22P connectors from the control unit.

Turn the ignition switch ON.

Measure the voltage between the D18 (LT GRN/BLK) and A25 (BLK/RED) terminals.

Is the voltage 4.75–5.25 V?

NO

Repair open or short in LT GRN/BLK wire between the D18 terminal and the D14 terminal of the ECU.

YES

Turn the ignition switch OFF.

Connect the Test Harness between the connectors and the control unit.

Turn the ignition switch ON.

Measure the voltage between the D7 and A25 terminals.

Is the voltage 0.44–0.56 V?*

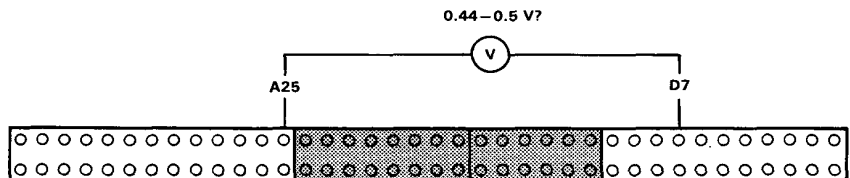
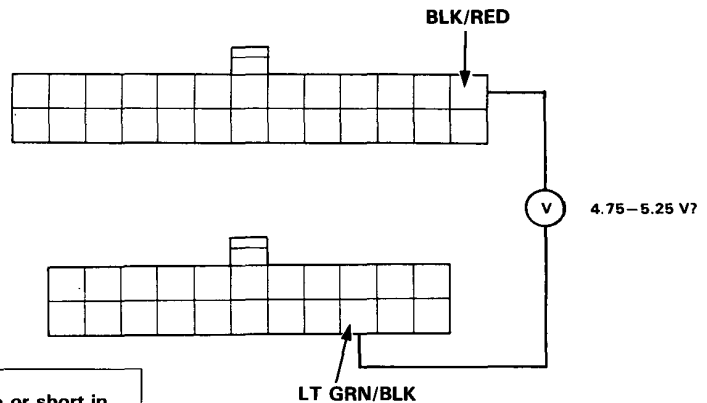
NO

Repair open or short in RED/BLK wire between the D7 terminal and the throttle angle sensor.

YES

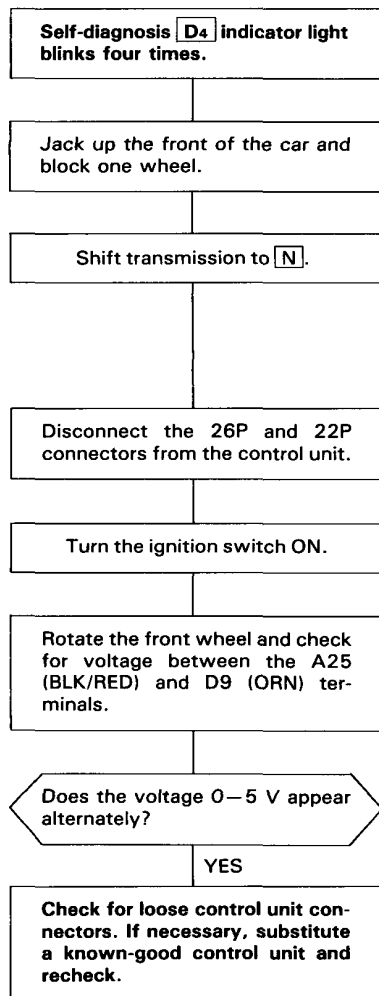
* ± 10%

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





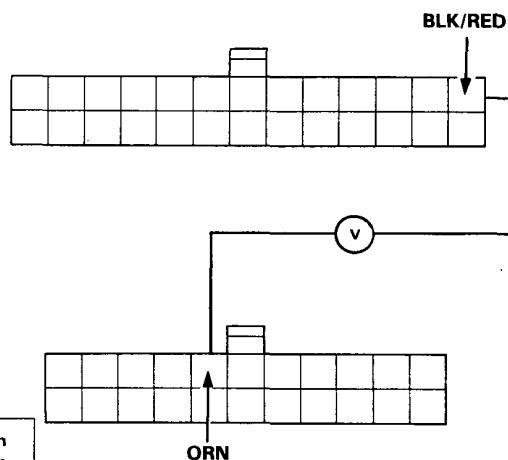
KB other



⚠ WARNING

- Set the parking brake securely and block the rear wheels.
- Jack up the front of the car and support with a rigid jack.

NOTE: View from wire side.



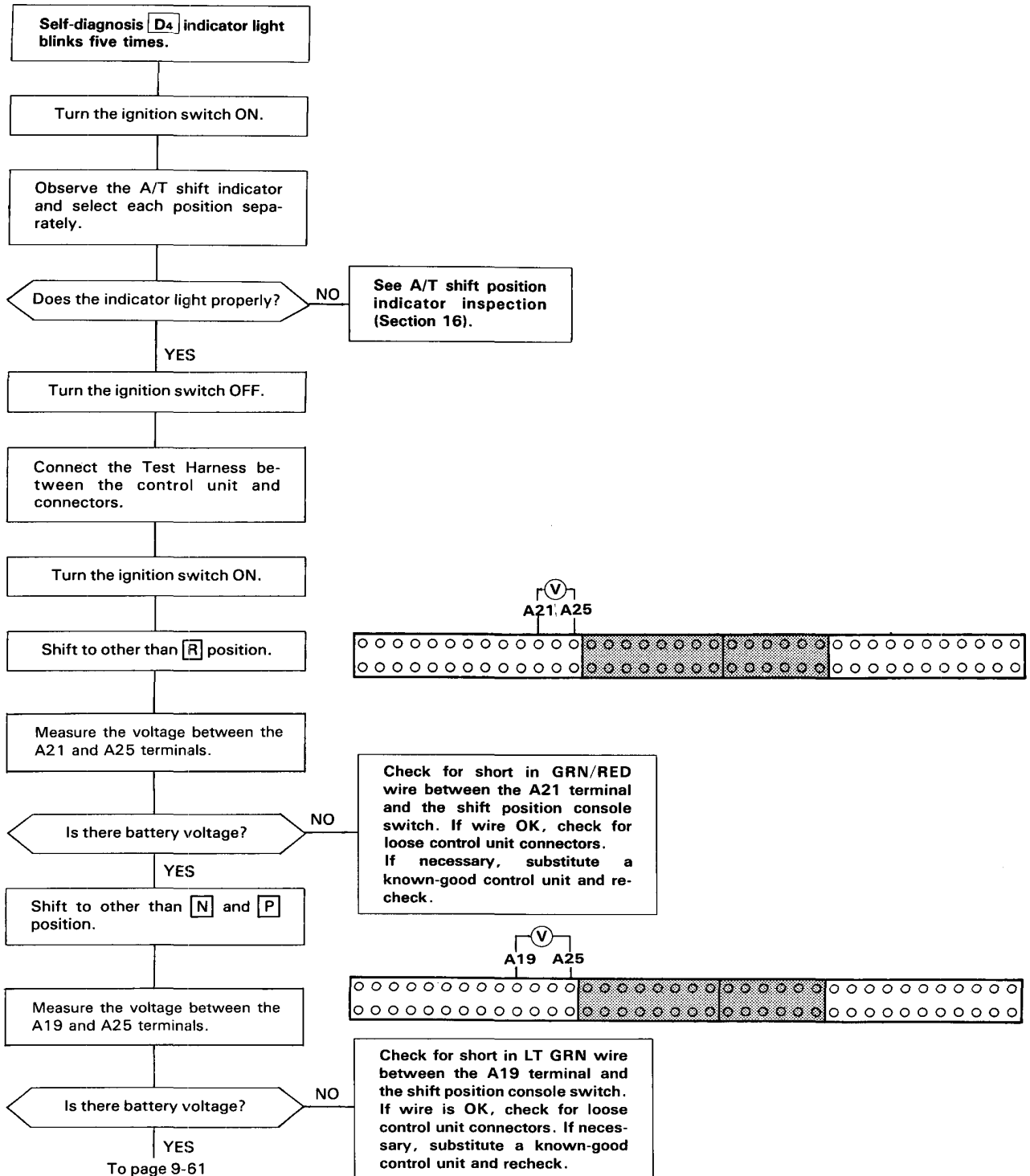
Check for short or open in ORN wire between the D9 terminal and the speed sensor. If wire is OK, check the speed sensor.

(cont'd)

Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

KB other





From page 9-60

Shift to other than **D4** position.

Measure the voltage between the A17 and A25 terminals.

Is there battery voltage?

NO

YES

Shift to other than **D3** position.

Measure the voltage between the A15 and A25 terminals.

Is there battery voltage?

NO

YES

Shift to other than **2** position.

Measure the voltage between the A13 and A25 terminals.

Is there battery voltage?

NO

YES

Shift to other than **1** position.

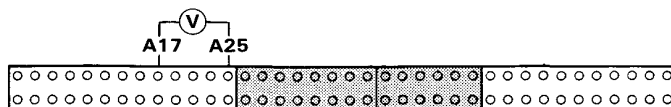
Measure the voltage between the A11 and A25 terminals.

Is there battery voltage?

NO

YES

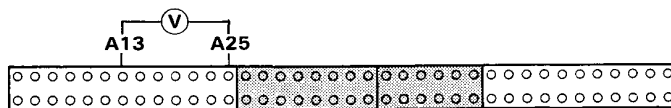
Check for loose control unit connectors. If necessary, substitute a known-good control unit and recheck.



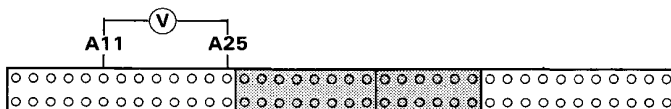
Check for short in GRN/BLK wire between the A17 terminal and the shift position console switch. If wire is OK, check for loose control unit connectors. If necessary, substitute a known-good control unit and recheck.



Check for short in GRN/BLU wire between the A15 terminal and the shift position console switch. If wire is OK, check for loose control unit connectors. If necessary, substitute a known-good control unit and recheck.



Check for short in GRN/YEL wire between the A13 terminal and the shift position console switch. If wire is OK, check for loose control unit connectors. If necessary, substitute a known-good control unit and recheck.



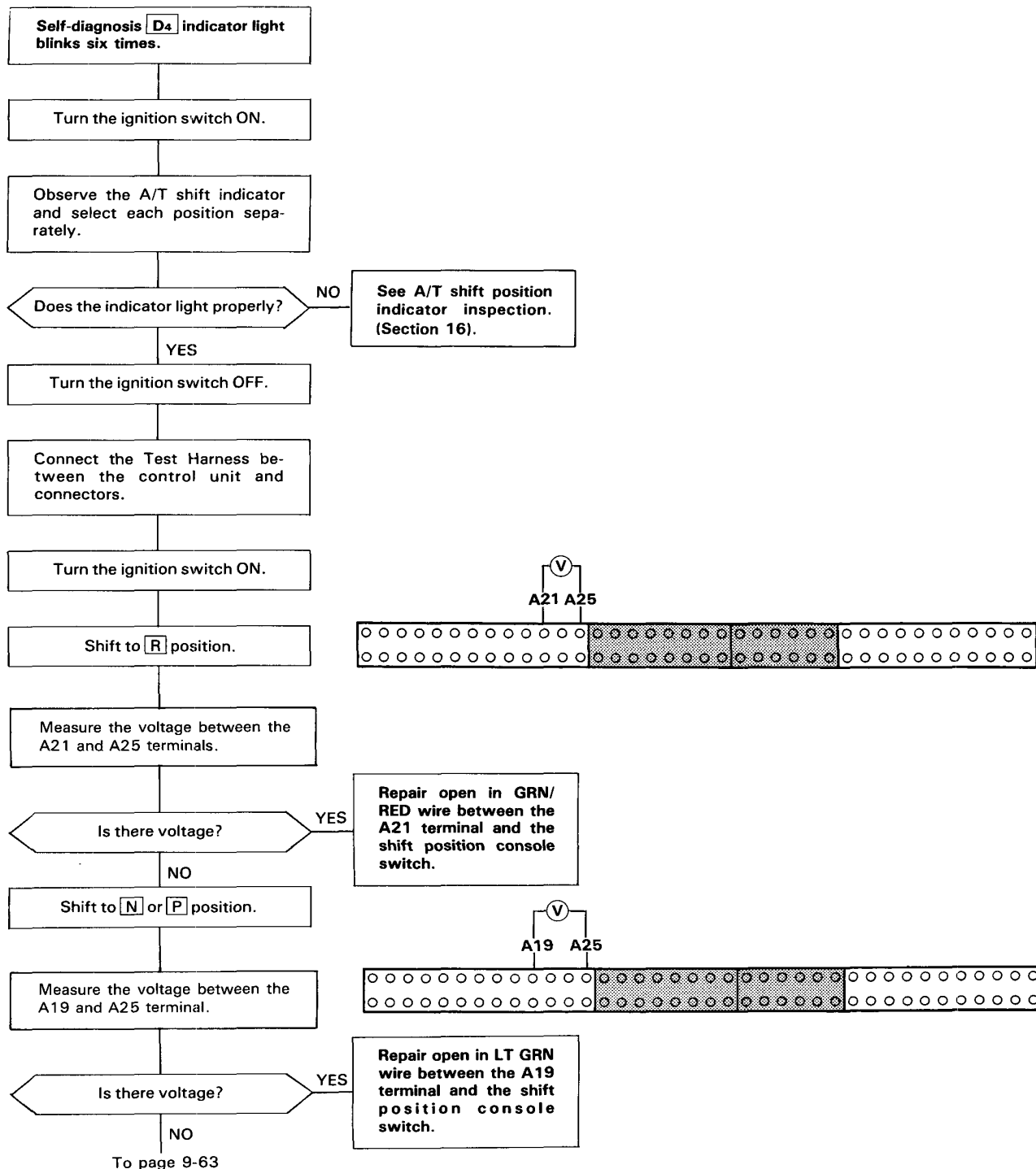
Check for short in LT GRN/WHT wire between the A11 terminal and shift position console switch or shift position indicator. If wire is OK, check for loose control unit connectors. If necessary, substitute a known-good control unit and recheck.

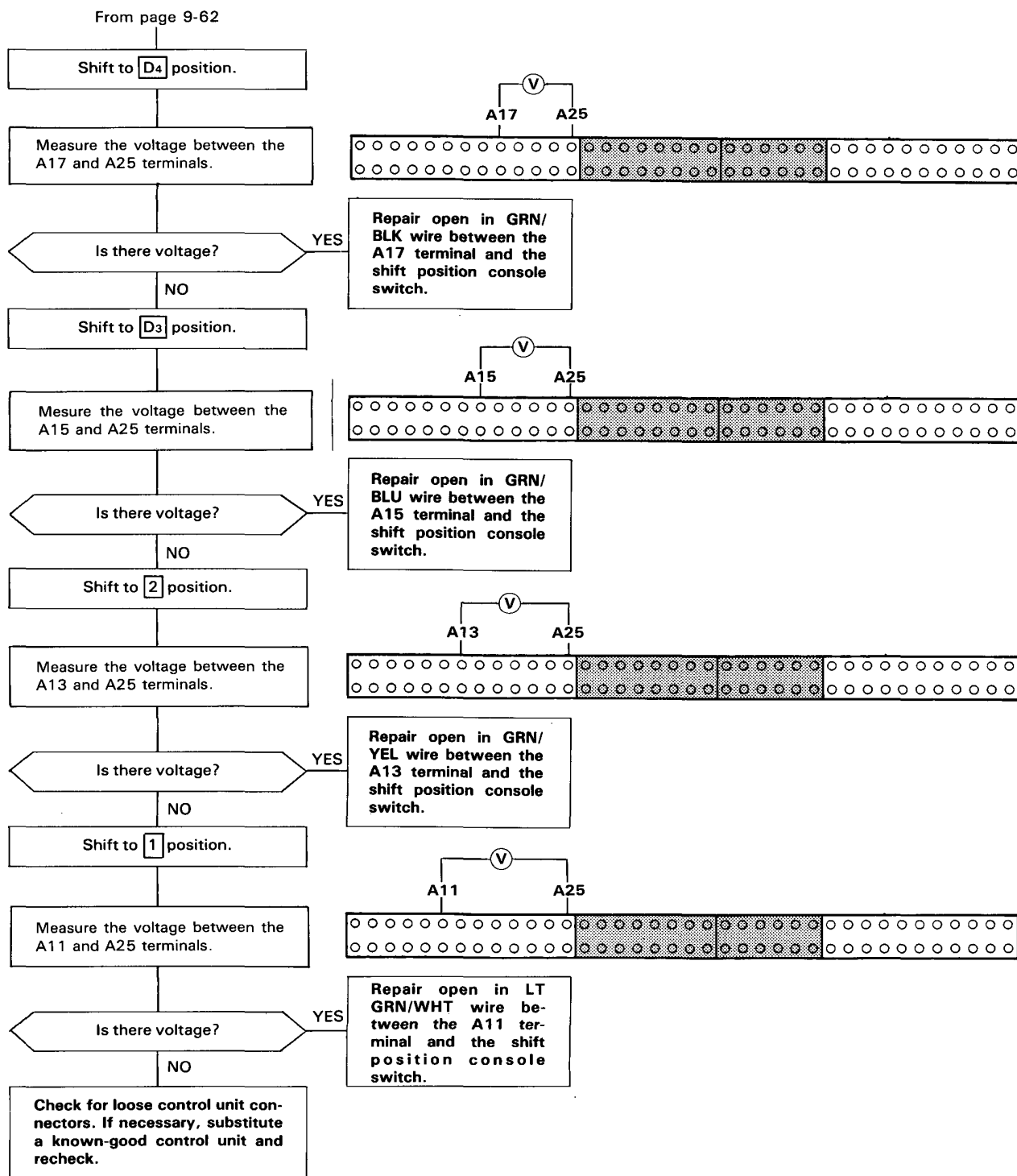
(cont'd)

Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

KB other





(cont'd)

Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

KB other

Self-diagnosis **D4** indicator light blinks seven times.

Disconnect the 26P connector from the control unit.

Turn the ignition switch ON.

Measure the voltage between the A5 (BLU/YEL) and A25 (BLK/RED) terminals.

Is there voltage?

YES

Repair short to power source in BLU/YEL wire between the A5 terminal and the shift control solenoid valve A.

NO

Turn the ignition switch OFF.

Measure the resistance between the A5 (BLU/YEL) and A25 (BLK/RED) terminals.

Is the resistance 12 – 24 Ω ?

NO

Check for open in BLU/YEL wire between the A5 terminal and the shift control solenoid valve A. If wire is OK, check the shift control solenoid valve A.

YES

Disconnect the 2P connector from the shift control solenoid valve assembly.

Check for continuity between the A5 (BLU/YEL) and A25 (BLK/RED) terminals.

Is there continuity?

YES

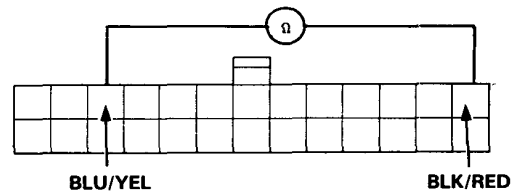
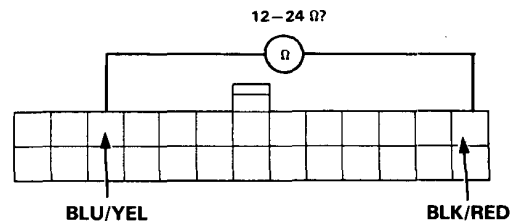
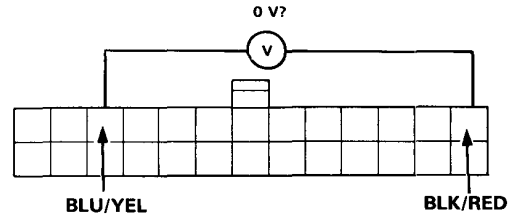
Repair short to ground in BLU/YEL wire between the A5 terminal and the shift control solenoid valve A.

NO

Connect the 2P connector to the shift control solenoid valve assembly.

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

NOTE: View from wire side.





KB other

Self-diagnosis **D4** indicator light blinks eight times.

Disconnect the 26P connector from the control unit.

Turn the ignition switch ON.

Measure the voltage between the A3 (GRN/WHT) and A25 (BLK/RED) terminals.

Is there voltage?

YES

Repair short to power source in GRN/WHT wire between the A3 terminal and shift control solenoid valve B.

NO

Turn the ignition switch OFF.

Measure the resistance between the A3 (GRN/WHT) and A25 (BLK/RED) terminals.

Is the resistance 12–24 Ω ?

NO

Check for open in GRN/WHT wire between the A3 terminal and the shift control solenoid valve B. If wire is OK, check the shift control solenoid valve B.

YES

Disconnect the 2P connector from the shift control solenoid valve assembly.

Check for continuity between the A3 (GRN/WHT) and A25 (BLK/RED) terminals.

Is there continuity?

YES

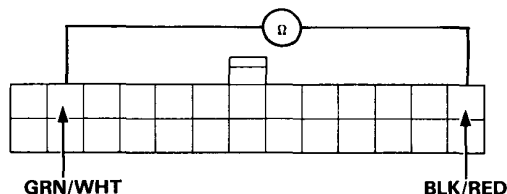
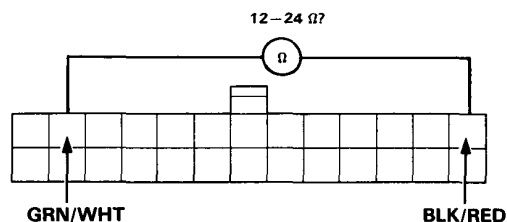
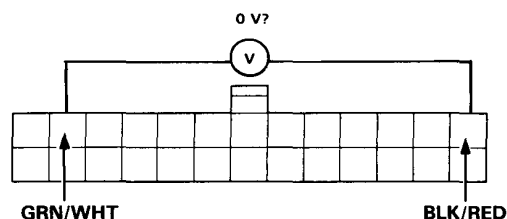
Repair short to ground in GRN/WHT wire between the A3 terminal and the shift control solenoid valve B.

NO

Connect the 2P connector to the shift control solenoid valve assembly.

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

NOTE: View from wire side.

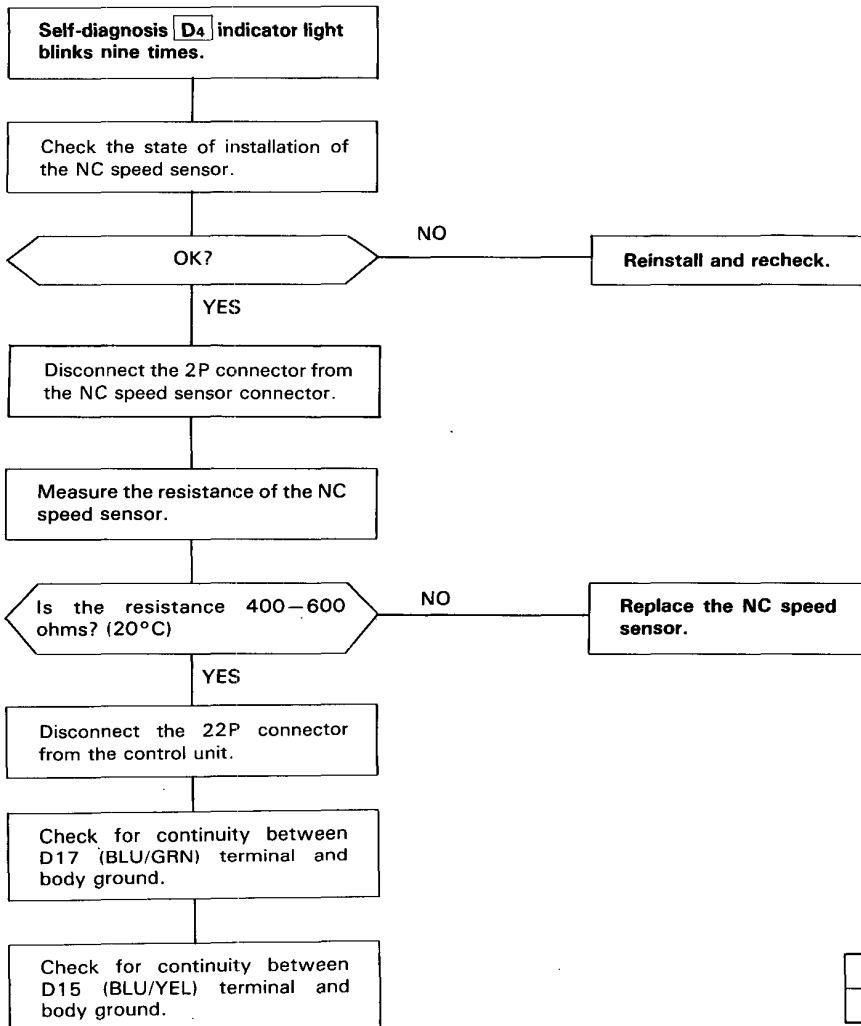


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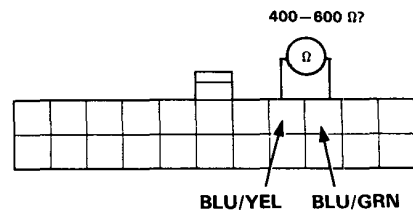
Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

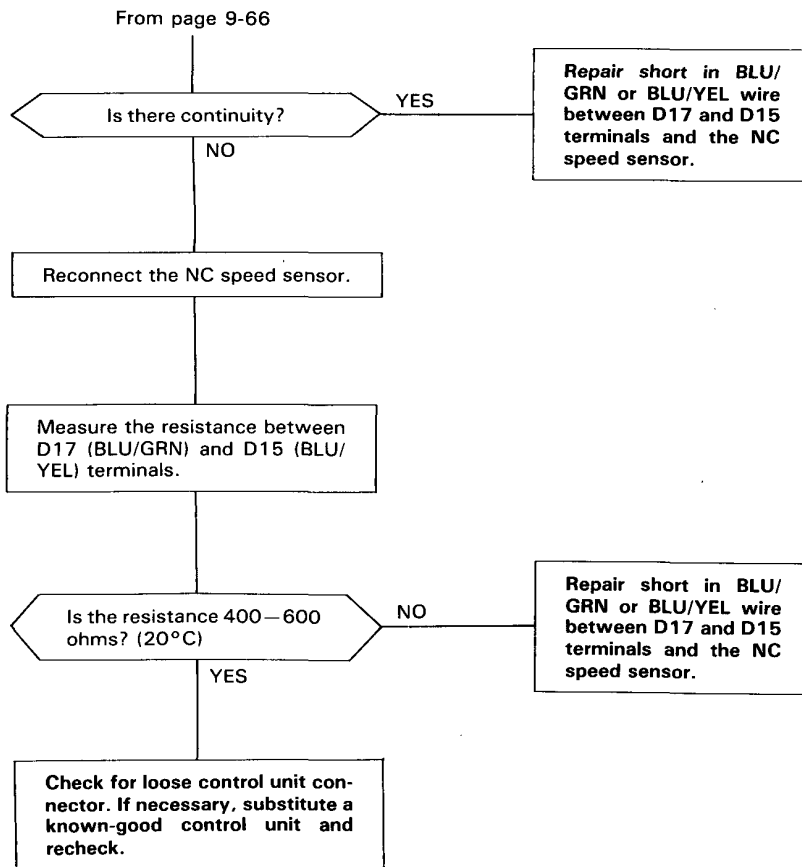
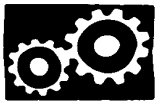
KB other



To page 9-67



NOTE: View from wire side.

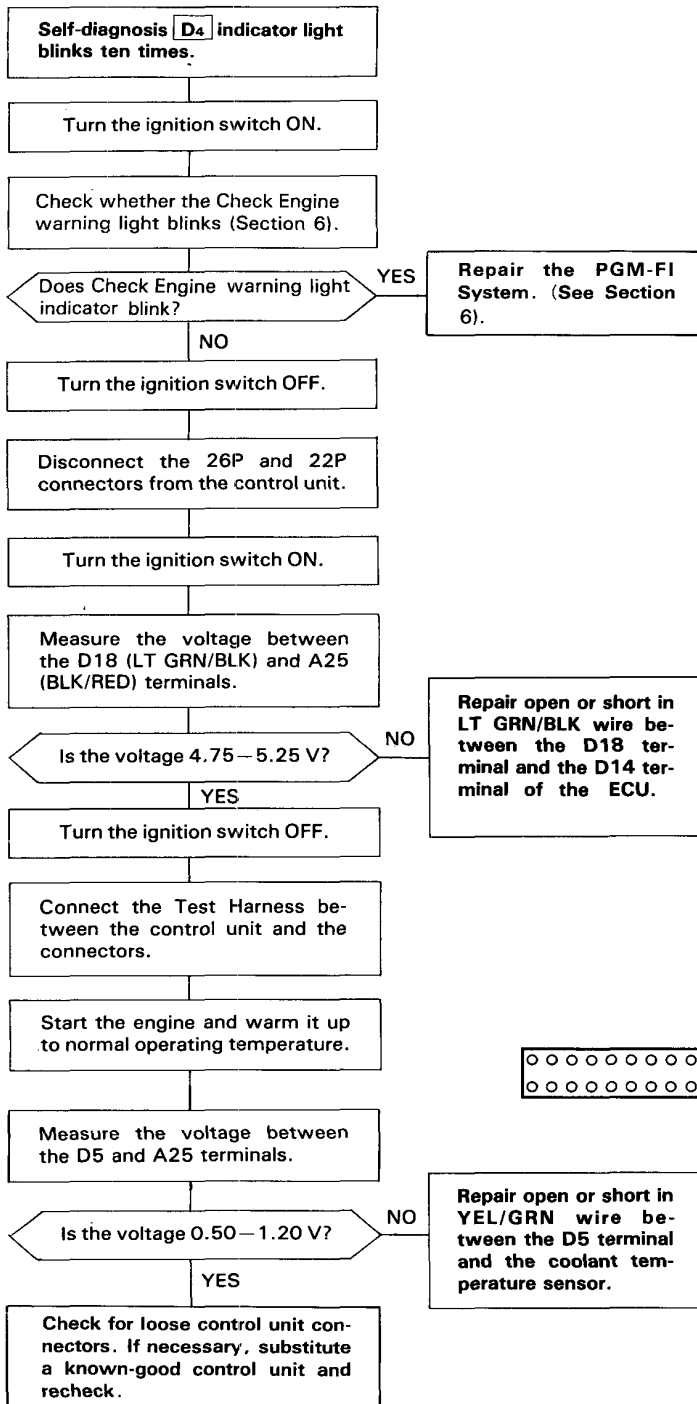


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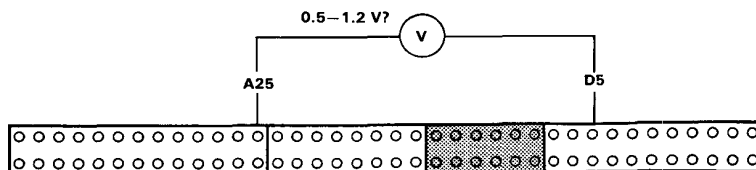
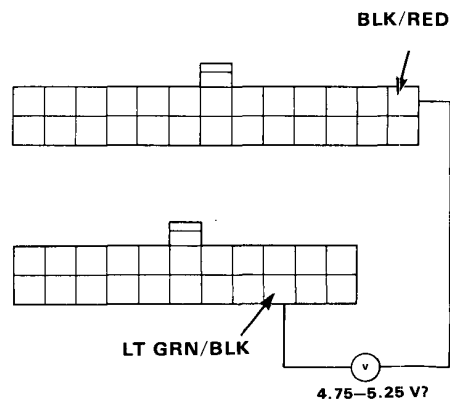
Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

KB other



NOTE: View from wire side.





KB other

Self-diagnosis **D4** indicator light blinks eleven times.

Disconnect the 26P connector from the control unit.

Shift to **P** position.

Measure the voltage between the A9 (BLU) and A25 (BLK/RED) terminals.

Is there battery voltage?

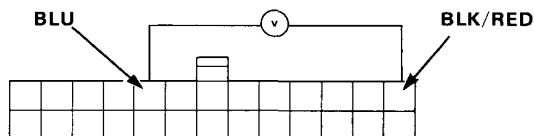
NO

Repair open or short in **BLU wire between the A9 terminal and the ignition coil.**

YES

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

NOTE: View from wire side.



(cont'd)

Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

KB other

Self-diagnosis **D4** indicator light blinks fourteen times.

Start the engine and warm it up to normal operating temperature.

Shift to **P** position.

Turn the ignition switch OFF.

Connect the Test Harness between the control unit and connectors.

Turn the ignition switch ON and wait for at least two seconds.

Using an analog voltmeter, measure the voltage between the D16 (+) and A25 (-) terminals.

Is there approx. 5 V for over five seconds?

YES

Jack up the front of the car.

Start the engine.

Shift to **D4** position.

Raise the engine to over 2,000 min⁻¹ (rpm) (over 40 mph in 4th gear) for five seconds.

Release and depress the throttle so that the transmission downshifts and upshifts.

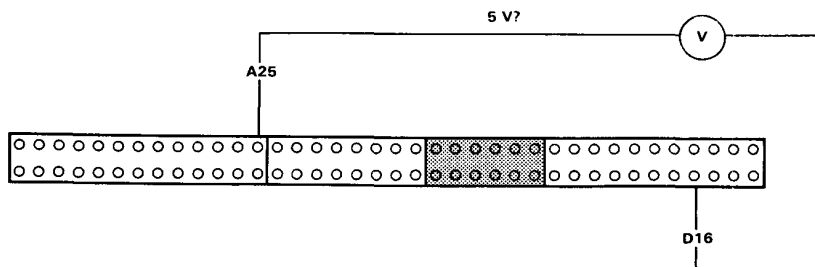
Using an analog voltmeter, measure the voltage between D16 (+) and A25 (-) terminals



To page 9-71

⚠ WARNING

- Make sure jacks and safety stands are placed properly (see Section 1).
- While testing, be careful of the rotating front wheels.



NO

Does the meter jerk from 0 V to 4 V approx. every four seconds?

YES

Refer to PGM-FI A/T Signal (Section 6).

NO

Is the Check Engine light on?

YES

Repair the PGM-FI System (Section 6).

NO

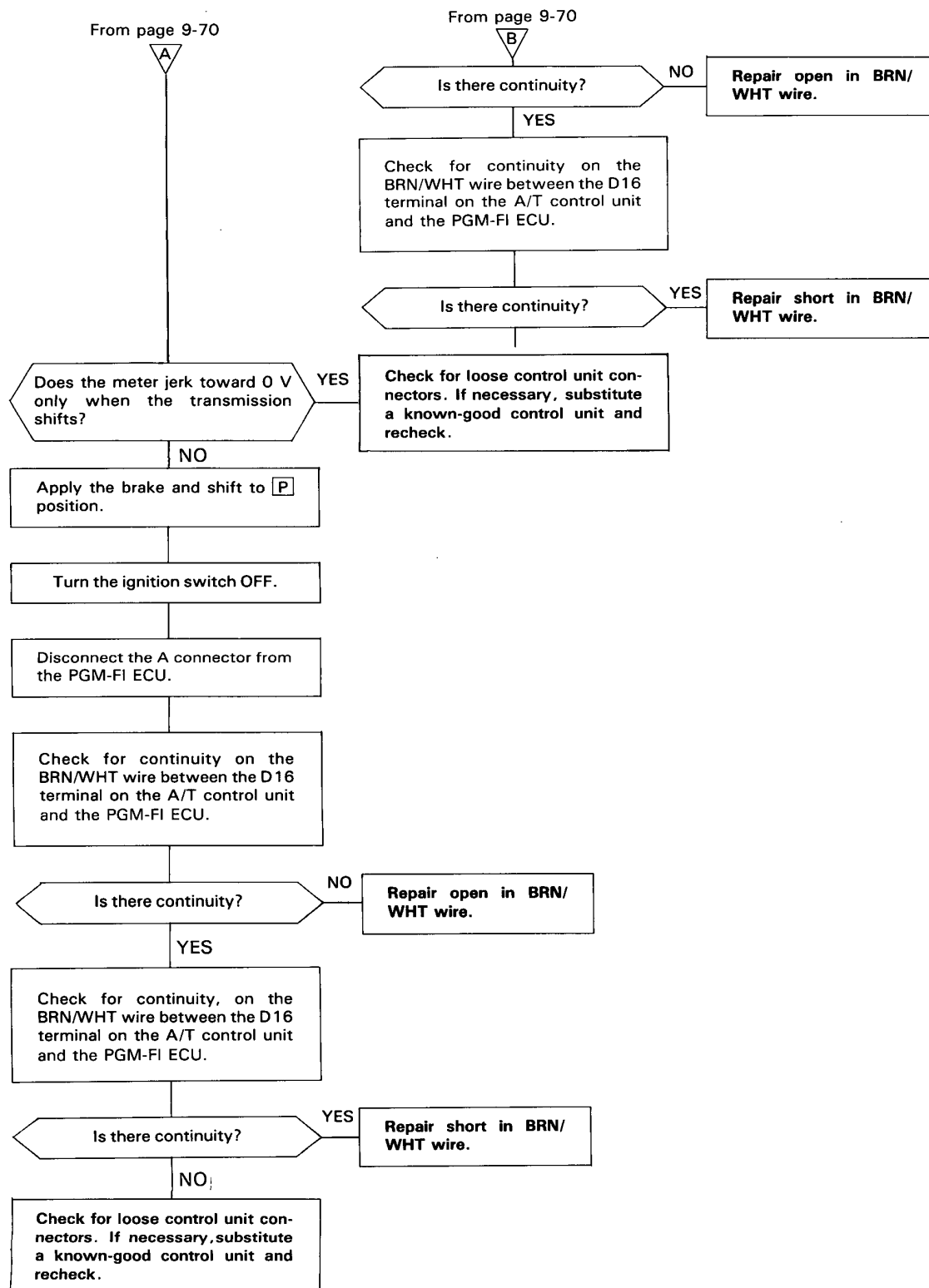
Turn the ignition switch OFF.

Disconnect the A connector from the PGM-FI ECU.

Check for continuity on the BRN/WHT wire between the D16 terminal on the A/T control unit and the PGM-FI ECU.



To page 9-71



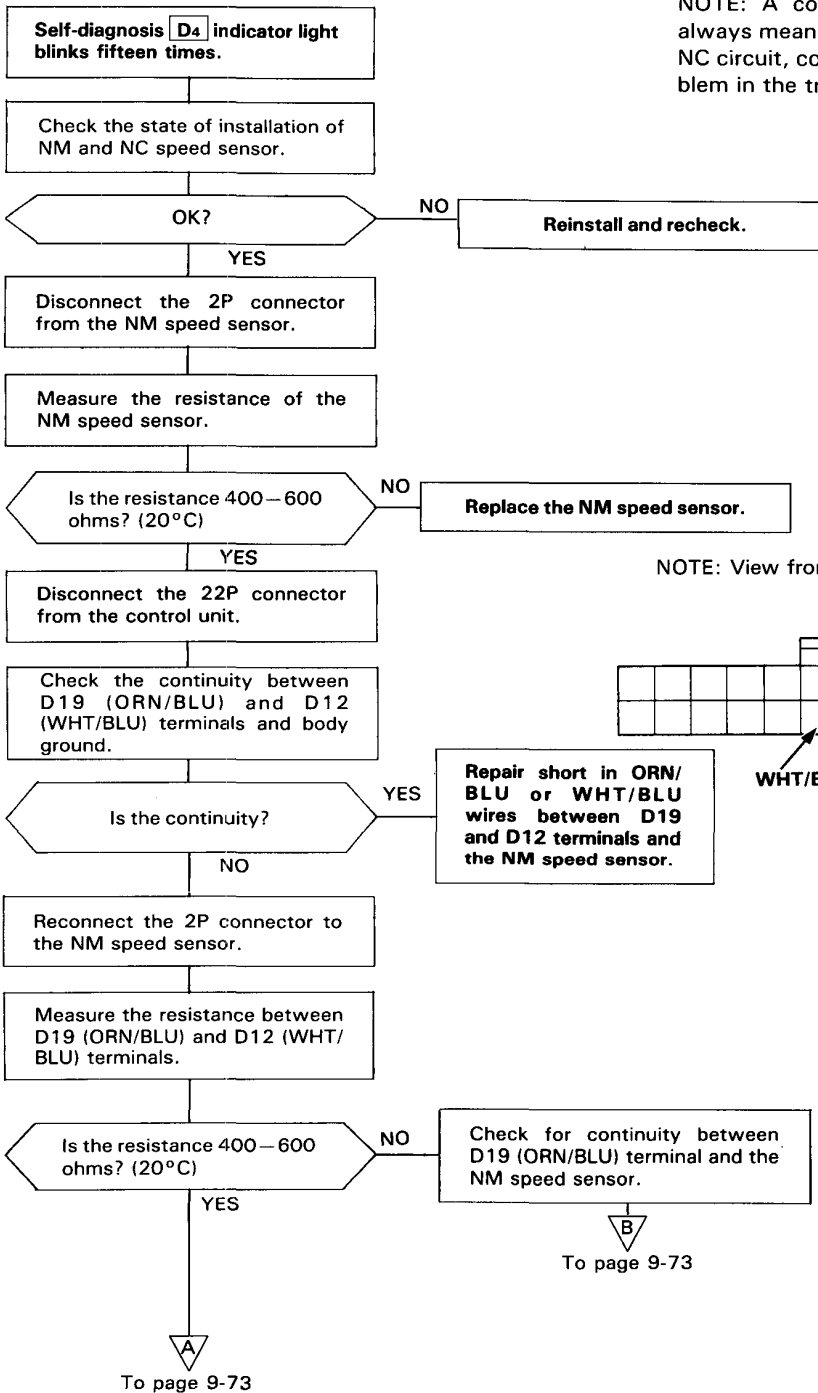
(cont'd)

Electrical Troubleshooting

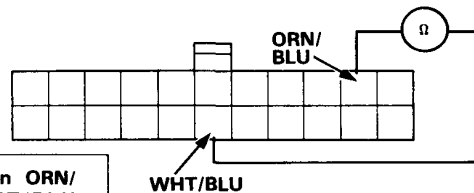
Troubleshooting Flowchart (cont'd)

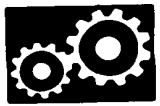
KB other

NOTE: A code 15 on the A/T control unit doesn't always mean there's an electrical problem in the NM or NC circuit, code 15 may also indicate a mechanical problem in the trans.



NOTE: View from wire side.





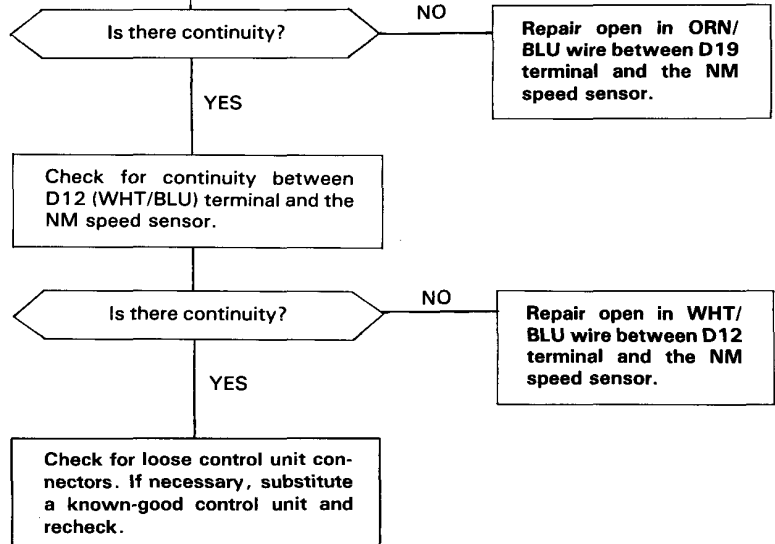
From page 9-72

A

Run Electrical Troubleshooting for code 9. Check for loose control unit connector. If necessary, substitute a known-good control unit and recheck.

From page 9-72

B

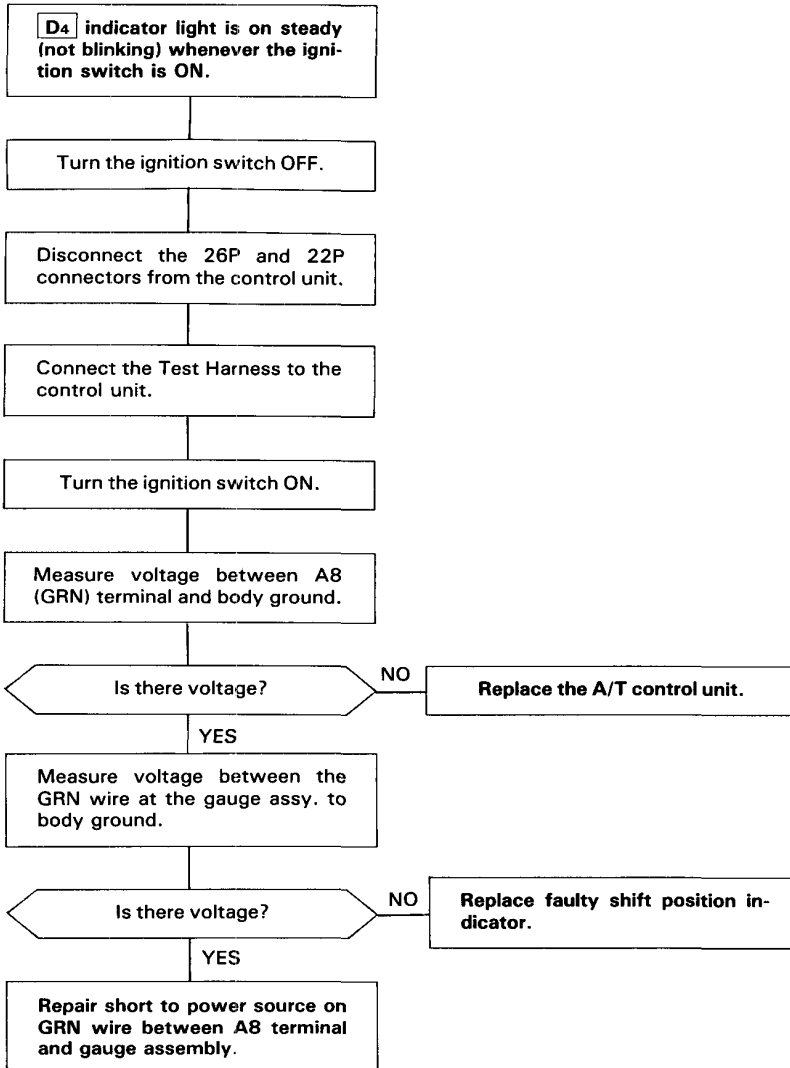


(cont'd)

Electrical Troubleshooting

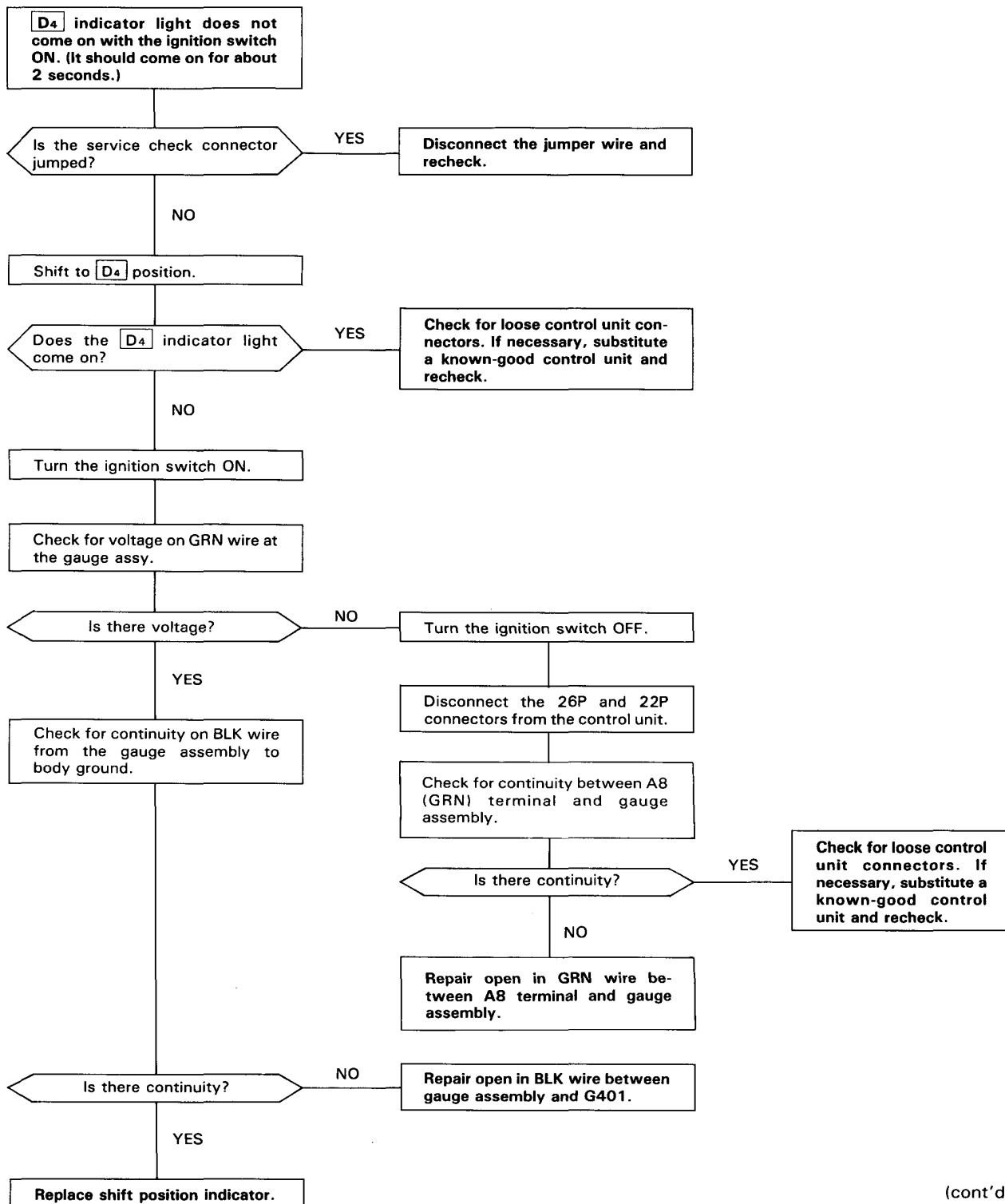
Troubleshooting Flowchart (cont'd)

KB other





KB other

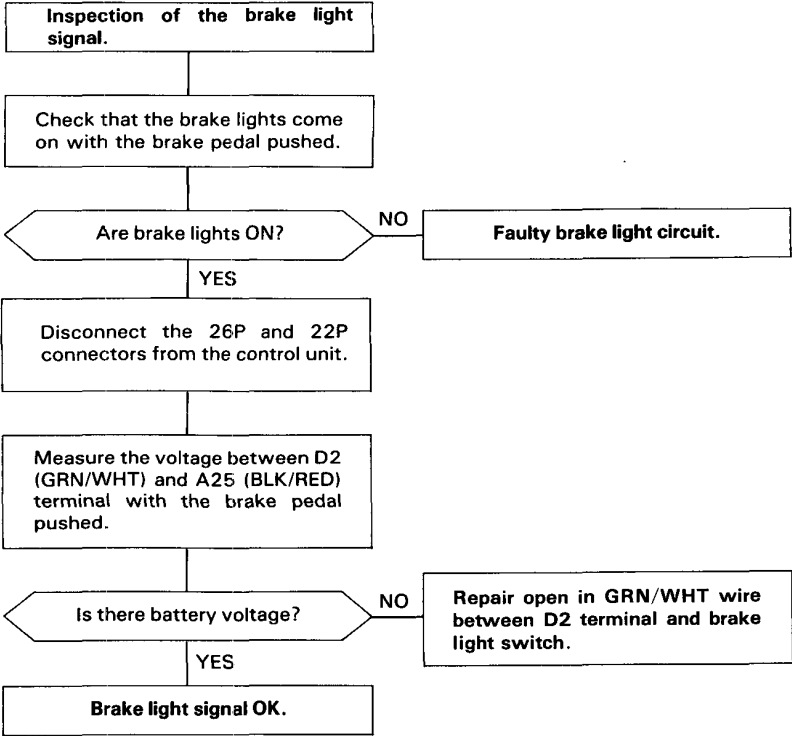


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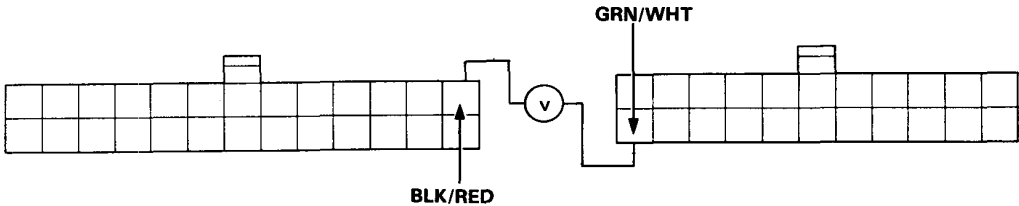
Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

KB other

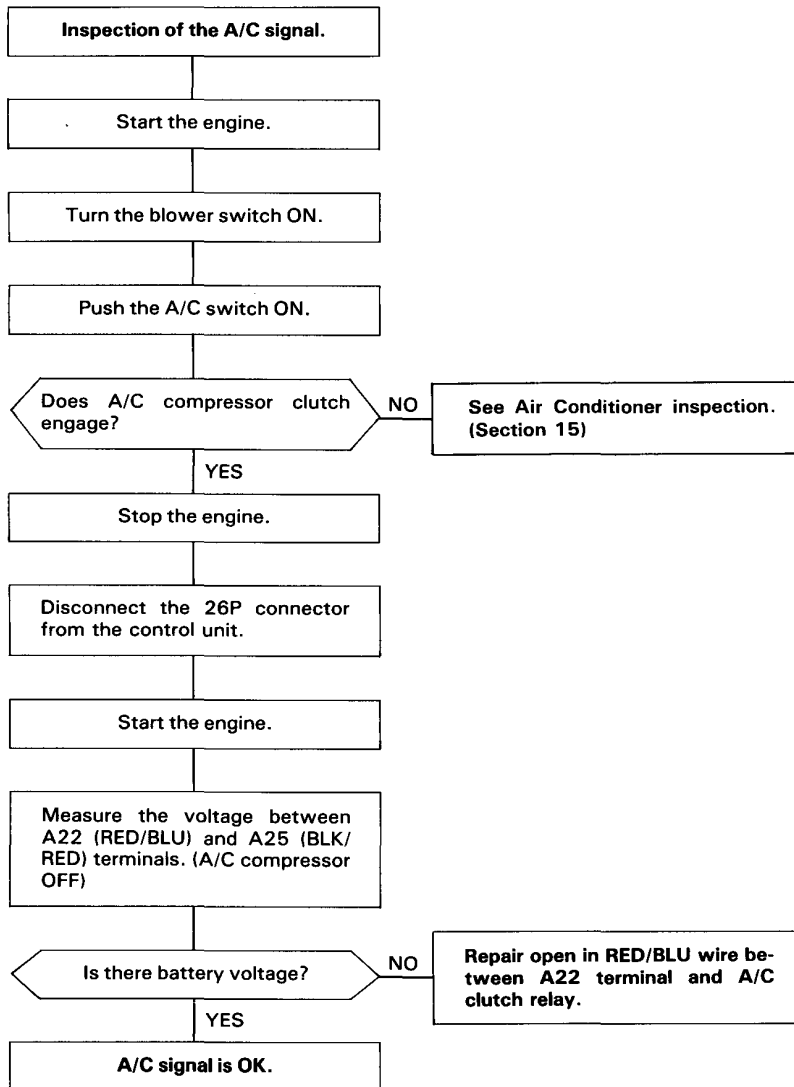


NOTE: View from wire side.





KB other



NOTE: View from wire side.

