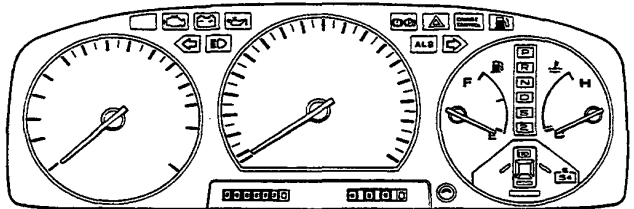
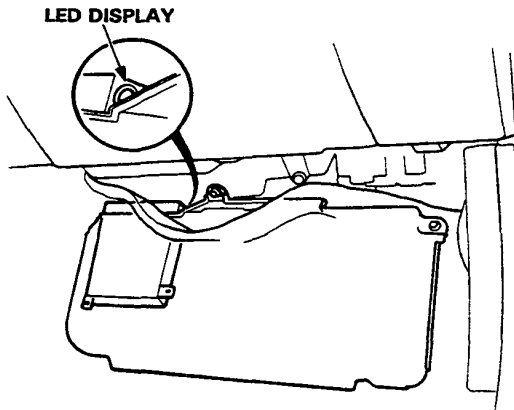


# Troubleshooting Procedures

The A/T Control Unit has a built-in self-diagnosis function. The S indicator light in the gauge assembly and LED display on the A/T control unit blink when the A/T control unit senses an abnormality in the input or output systems. The number of blinks from the LED display varies according to the problem, which can be diagnosed by counting the number of blinks.

For problem diagnosis count the number of blinks from the LED display as shown on the Symptom-to-Component Chart on page 9-14. If no abnormality is found from your inspection, refer to the hydraulic system Symptom-to-Component Chart on page 9-40.



When the ignition switch is turned ON, the S indicator light comes on for about two seconds regardless of whether there is a problem. The S indicator light will also come on when in S mode.

If there is a system problem, the S indicator light will come on and continue to blink until the ignition key is turned OFF. When the ignition key is turned ON again, the S indicator light will not blink again for the original problem. But if the A/T control unit senses the original abnormality again with ignition switch ON, the S indicator light will blink again for the original problem. Therefore, even though the S indicator light does not come on when turning the ignition key ON, check the LED display for automatic transmission problem diagnosis.

Since the LED problem code is retained in memory, it will blink again whenever the ignition key is turned on. If the LED problem code is not memorized, check the following causes:

- Check the EFI ECU fuse (10A) in the under-hood relay box.
- Check for an open circuit in the WHT/YEL wire between the EFI ECU fuse (10A) and A/T control unit B12 terminal.

After making repair, disconnect the EFI ECU fuse (10A) in the under-hood relay box for more than ten seconds to reset LED display memory.