



Number of <b>D4</b> indicator light blinks while Service Check Connector is connected with the special tool.	<b>D4</b> indicator light	Symptom	Possible Cause	Refer to page
10	Blinks	• Lock-up clutch does not engage.	• Disconnected engine coolant temperature (ECT) sensor connector • Short or open in ECT sensor wire • Faulty ECT sensor	14-68
11	OFF	• Lock-up clutch does not engage.	• Disconnected ignition coil connector • Short or open in ignition coil wire • Faulty ignition coil	14-70
13 NOTE: A code 13 is applicable to KH model.	Blinks	• No specific symptom appears.	• Short or open in BLU/WHT wire between the D3 terminal and ECM • Faulty barometric pressure (BARO) sensor NOTE: The BARO sensor is built into the ECM	14-71
14	Blinks	• Transmission jerks hard when shifting.	• Short or open in FAS (BRN/WHT) wire between the D16 terminal and ECM • Faulty ECM	14-73
15	OFF	• Transmission jerks hard when shifting.	• Disconnected mainshaft speed sensor connector • Short or open in mainshaft speed sensor wire • Faulty mainshaft speed sensor	14-75

If the self-diagnosis **D4** indicator light does not blink, perform an inspection according to the table below.

Symptom	Inspection	Ref. page
<b>D4</b> indicator light is on steady, not blinking whenever the ignition is on.	—	14-77
<b>D4</b> indicator light does not come on for 2 seconds after ignition is first turned on.	—	14-78
Lock-up clutch does not have duty operation (ON↔OFF).	Check A/C signal with A/C on.	14-80
Lock-up clutch does not engage.		
Shift lever cannot be moved from <b>P</b> position with the brake pedal depressed.	Check brake switch signal.	14-81

- If a customer describes the symptoms for codes 3, (yet the **D4** indicator light is not blinking), 6, 11 or 15, it will be necessary to recreate the symptom by test driving, and then checking the **D4** indicator light with the ignition still ON.
- If the **D4** indicator light displays codes other than those listed above, the TCM is faulty.
- Sometimes the **D4** indicator light and the Malfunction Indicator Lamp (MIL) may come on simultaneously. If so, check the PGM-FI system according to the number of blinks on the MIL, then reset the memory by removing the BACK UP fuse in the under-hood fuse/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.

NOTE: Disconnecting the BACK UP 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.