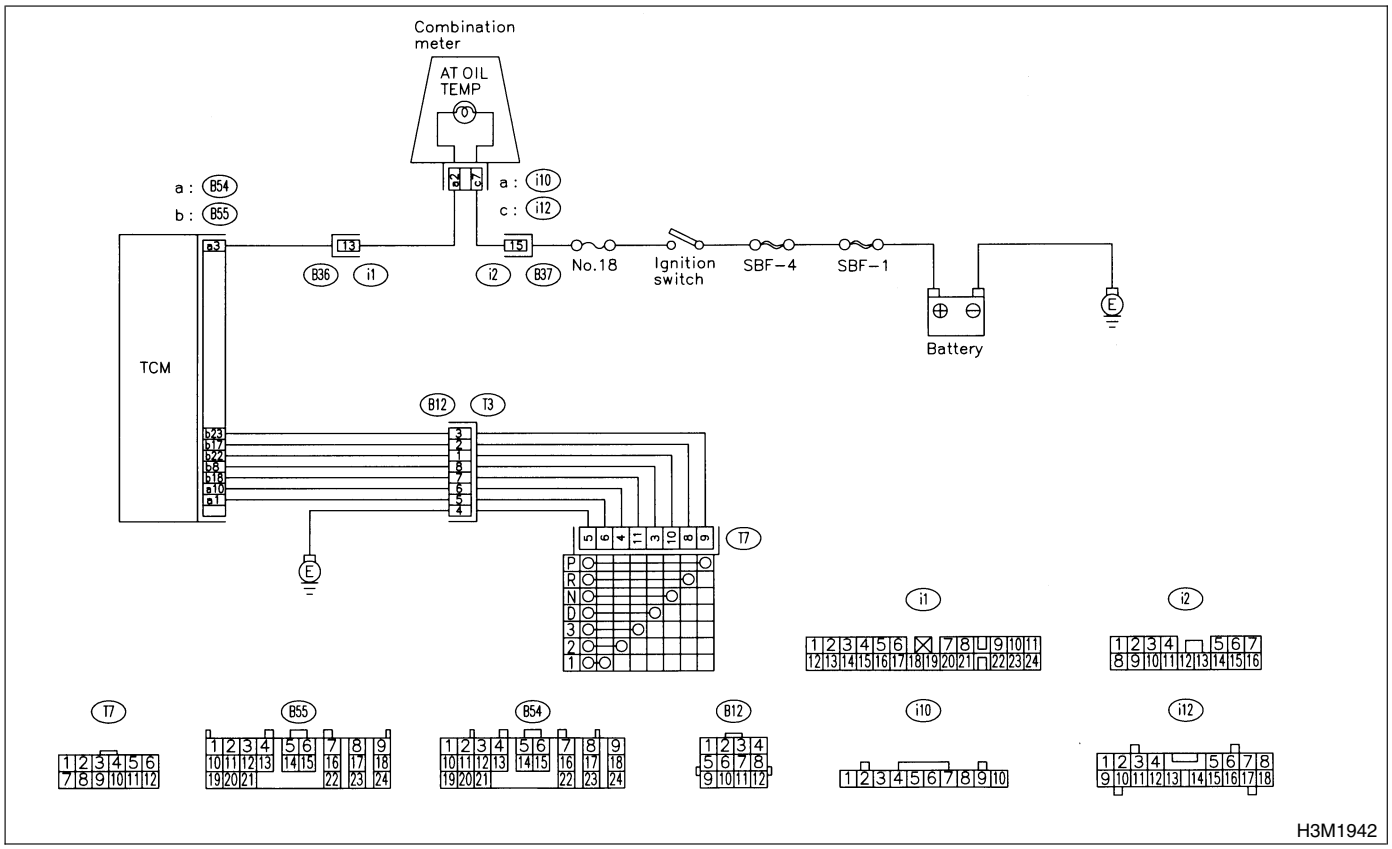
13. Diagnostic Procedure for AT Oil Temp Warning Light S004617

A: AT OIL TEMP WARNING LIGHT DOES NOT COME ON OR GO OFF S004617F14

DIAGNOSIS:
The AT OIL TEMP warning light circuit is open or shorted.
TROUBLE SYMPTOM:
- When ignition switch is turned to ON (engine OFF), AT OIL TEMP warning light does not illuminate.
- When on-board diagnostics is performed, AT OIL TEMP warning light remains illuminated.

WIRING DIAGRAM:



No.	Step	Check	Yes	No
1	**CHECK AT OIL TEMP WARNING LIGHT.** Turn ignition switch to ON (engine OFF).	Does AT OIL TEMP warning light illuminate?	Go to step **4**.	Go to step **2**.
2	**CHECK FUSE (No. 18).** Remove fuse (No. 18).	Is the fuse (No. 18) blown out?	Replace fuse (No. 18). If replaced fuse (No. 18) is blown out easily, repair short circuit in harness between fuse (No. 18) and combination meter.	Go to step **3**.
3	**CHECK AT OIL TEMP WARNING LIGHT.** 1) Turn ignition switch to OFF. 2) Remove combination meter. 3) Remove AT OIL TEMP warning light bulb from combination meter.	Is AT OIL TEMP warning light bulb OK?	Go to step **5**.	Replace AT OIL TEMP warning light bulb.

No.	Step	Check	Yes	No
4	**CHECK AT OIL TEMP WARNING LIGHT.** Read diagnostic trouble code. <Ref. to AT-18 OPERATION, Read Diagnostic Trouble Code.>	Does AT OIL TEMP warning light blink?	A temporary poor contact of the connector or harness may be the cause. Repair harness or connector in TCM, inhibitor switch and combination meter.	Go to step **8**.
5	**CHECK HARNESS CONNECTOR BETWEEN COMBINATION METER AND IGNITION SWITCH.** 1) Turn ignition switch to ON (engine OFF). 2) Measure voltage between combination meter connector and chassis ground. ***Connector & terminal*** ***(i12) No. 7 (+) — Chassis ground (–):***	Is voltage more than 10 V?	Go to step **6**.	Repair open circuit in harness between combination meter and battery, and poor contact in coupling connector.
6	**CHECK OPEN CIRCUIT OF HARNESS.** 1) Disconnect connector from combination meter connector. 2) Measure resistance of harness between combination meter. ***Connector & terminal*** ***(B54) No. 3 — (i10) No. 2:***	Is the resistance less than 1 Ω?	Go to step **7**.	Repair open circuit in harness between TCM and combination meter, and poor contact in coupling connector.
7	**CHECK INPUT SIGNAL FOR TCM.** 1) Connect connector to TCM and combination meter. 2) Turn ignition switch to ON (engine OFF). 3) Measure voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 3 (+) — Chassis ground (–):***	Is the voltage less than 1 V?	Even if AT OIL TEMP warning lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair harness or connector in TCM.	Replace TCM. <Ref. to AT-41 REMOVAL, Transmission Control Module (TCM).>
8	**CHECK INHIBITOR SWITCH.** 1) Connect Subaru Select Monitor to data link connector. 2) Turn ignition switch to ON. 3) Subaru Select Monitor to ON. 4) Read data of range switch using Subaru Select Monitor. ● Range switch is indicated in ON ⇔ OFF.	When each range is selected, does LED of Subaru Select Monitor light up?	Go to step **9**.	Check inhibitor switch circuit. <Ref. to AT-30 INSPECTION, Inhibitor Switch.>
9	**CHECK SHORT CIRCUIT OF HARNESS.** 1) Disconnect connector from TCM. 2) Remove combination meter. 3) Disconnect connector from combination meter. 4) Measure resistance of harness connector between TCM and combination meter. ***Connector & terminal/specified resistance*** ***(B54) No. 3 — Chassis ground:***	Is the resistance less than 1 MΩ?	Replace TCM. <Ref. to AT-41 REMOVAL, Transmission Control Module (TCM).>	Repair short circuit in harness between combination meter connector and TCM connector.