

12.Diagnostic Procedure for AT OIL TEMP Warning Light

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

DIAGNOSIS:

The AT OIL TEMP warning light circuit is open or shorted.

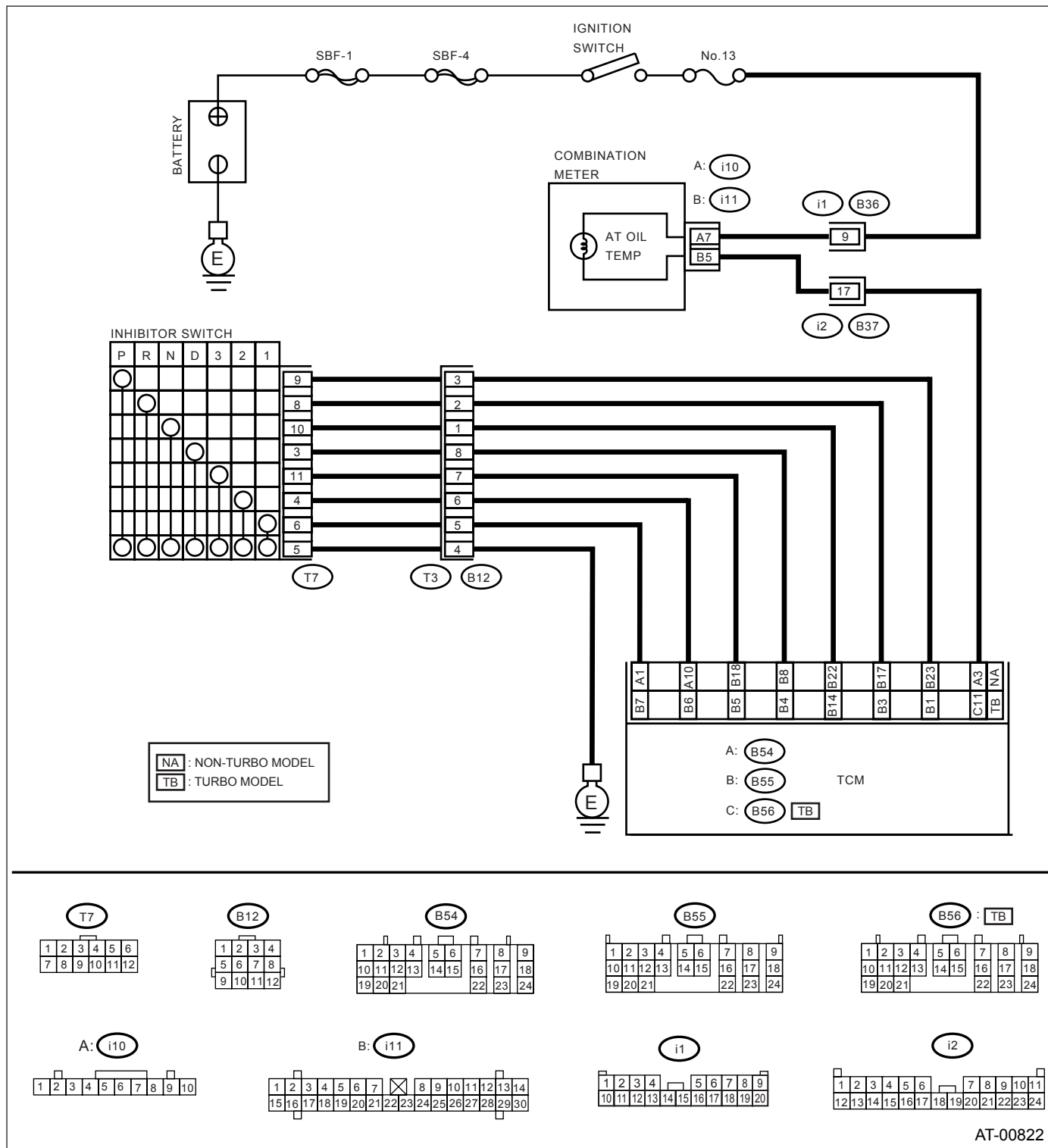
TROUBLE SYMPTOM:

- When the ignition switch is turned to ON (engine OFF), AT OIL TEMP warning light does not illuminate.
- When the on-board diagnostics is performed, AT OIL TEMP warning light remains illuminated.

DIAGNOSTIC PROCEDURE FOR AT OIL TEMP WARNING LIGHT

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

WIRING DIAGRAM:



DIAGNOSTIC PROCEDURE FOR AT OIL TEMP WARNING LIGHT

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK AT OIL TEMP WARNING LIGHT. Turn the ignition switch to ON (engine OFF). Does the AT OIL TEMP warning light illuminate?	The light illuminates.	Go to step 3.	Go to step 2.
2 CHECK AT OIL TEMP WARNING LIGHT. 1)Turn the ignition switch to OFF. 2)Remove the combination meter. 3)Remove the ATF temp warning light bulb from combination meter. Is the AT OIL TEMP warning light bulb OK?	The light bulb is OK.	Go to step 4.	Replace the AT OIL TEMP warning light bulb.
3 CHECK AT OIL TEMP WARNING LIGHT. Perform "Read Diagnostic Trouble Code". <Ref. to AT-24, WITHOUT SUBARU SELECT MONITOR, OPERATION, Read Diagnostic Trouble Code (DTC).> Does the AT OIL TEMP warning light blink?	The light blinks.	A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in TCM, inhibitor switch and combination meter.	Go to step 10.
4 CHECK FUSE (No. 13). Remove the fuse (No. 13). Is the fuse (No. 13) blown out?	Fuse (No. 13) is blown out.	Replace the fuse (No. 13). If the replaced fuse (No. 13) is blown out easily, repair short circuit in harness between fuse (No. 13) and combination meter.	Go to step 5.
5 CHECK HARNESS CONNECTOR BETWEEN COMBINATION METER AND IGNITION SWITCH. 1)Turn the ignition switch to ON (engine OFF). 2)Measure the voltage between combination meter connector and chassis ground. Connector & terminal (i10) No. 7 (+) — Chassis ground (-): Is the measured value more than the specified value?	9 V	Go to step 6.	Repair open or short circuit in harness between combination meter and battery.
6 CHECK COMBINATION METER. Measure the voltage between combination meter connector and chassis ground. Connector & terminal (i11) No. 5 (+) — Chassis ground (-): Is the measured value less than the specified value?	1 V	Go to step 7.	Repair the combination meter. <Ref. to IDI-12, Combination Meter Assembly.>
7 CHECK OPEN CIRCUIT OF HARNESS. 1)Turn the ignition switch to OFF. 2)Disconnect the connector from combination meter connector. 3)Measure the resistance of harness between combination meter. Connector & terminal Non-turbo model (B54) No. 3 — (i11) No. 5: Turbo model (B56) No. 11 — (i11) No. 5: Is the measured value less than the specified value?	1 Ω	Go to step 8.	Repair open circuit in harness between TCM and combination meter, and poor contact in coupling connector.

DIAGNOSTIC PROCEDURE FOR AT OIL TEMP WARNING LIGHT

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK INPUT SIGNAL FOR TCM. 1)Connect the connector to TCM and combination meter. 2)Turn the ignition switch to ON (engine OFF). 3)Measure the voltage between TCM connector and chassis ground. Connector & terminal Non-turbo model (B54) No. 3 (+) — Chassis ground (-): Turbo model (B56) No. 11 (+) — Chassis ground (-): Is the measured value less than the specified value?	1 V	Even if the 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 the harness or connector in TCM.	Replace the TCM. <Ref. to AT-71, Transmission Control Module (TCM).>
9 CHECK SUBARU SELECT MONITOR. Do you have a SUBARU SELECT MONITOR?	A SUBARU SELECT MONITOR is available.	Go to step 10.	Go to step 11.
10 CHECK INHIBITOR SWITCH. 1)Connect the Subaru Select Monitor to data link connector. 2)Turn the ignition switch to ON. 3)Subaru Select Monitor to ON. 4)Read the data of range switch using Subaru Select Monitor. •Range switch is indicated in ON ⇔ OFF. When each range is selected, does the LED of Subaru Select Monitor light up?	The LED lights up.	Go to step 11.	Check the inhibitor switch circuit. <Ref. to AT-127, CHECK INHIBITOR SWITCH., Diagnostic Procedure for No-Diagnostic Trouble Code (DTC).>
11 CHECK SHORT CIRCUIT OF HARNESS. 1)Disconnect the connector from TCM. 2)Remove the combination meter. 3)Disconnect the connector from combination meter. 4)Measure the resistance of harness connector between TCM and chassis ground. Connector & terminal/specified resistance Non-turbo model (B54) No. 3 (+) — Chassis ground (-): Turbo model (B56) No. 11 (+) — Chassis ground (-): Is the measured value less than the specified value?	1 MΩ	Replace the TCM. <Ref. to AT-71, Transmission Control Module (TCM).>	Repair short circuit in harness between combination meter connector and TCM connector.

DIAGNOSTIC PROCEDURE FOR AT OIL TEMP WARNING LIGHT

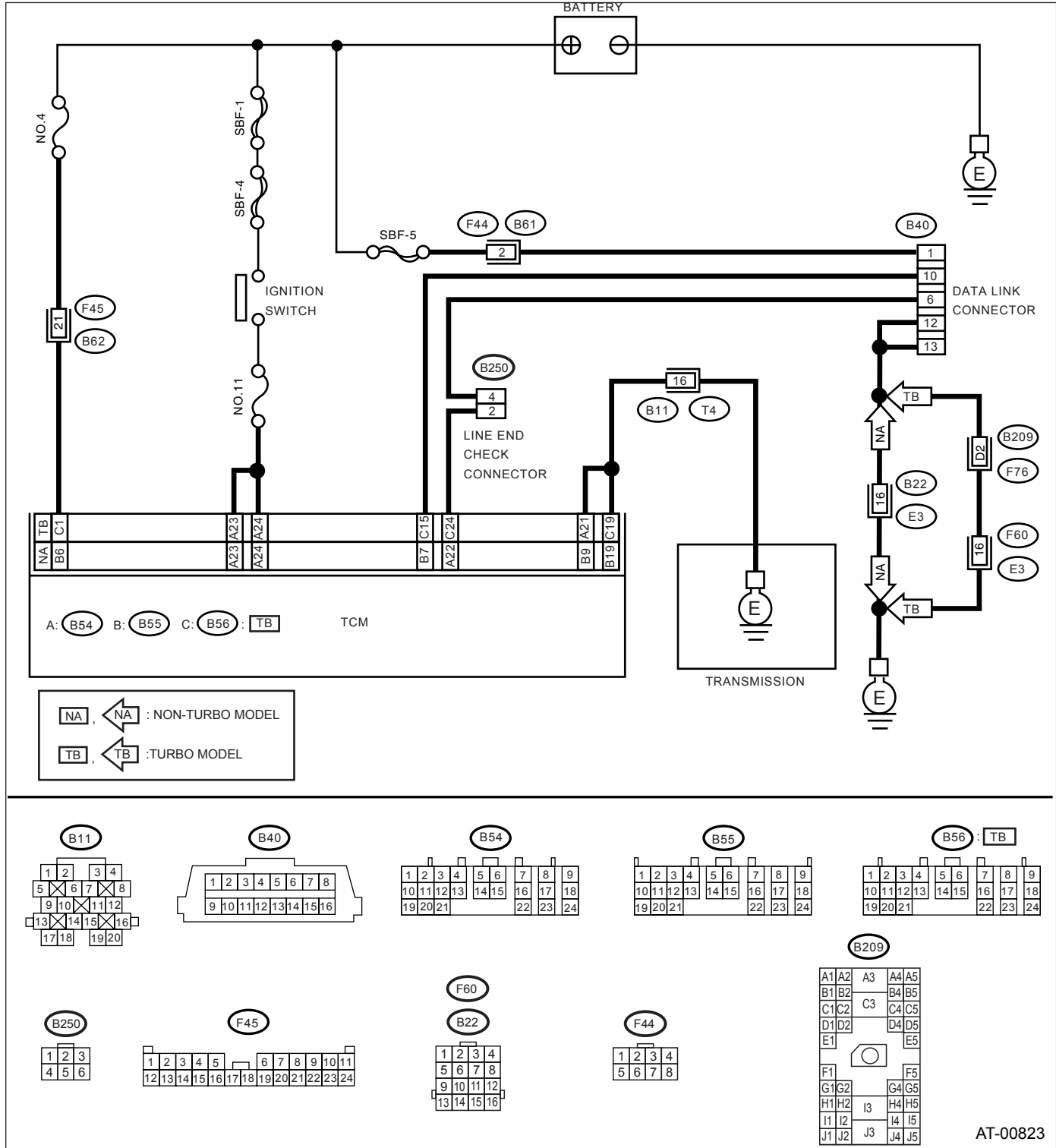
AUTOMATIC TRANSMISSION (DIAGNOSTICS)

DIAGNOSTIC PROCEDURE FOR AT OIL TEMP WARNING LIGHT

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

B: CHECK POWER SUPPLY AND GROUND LINE

WIRING DIAGRAM:



AT-00823

DIAGNOSTIC PROCEDURE FOR AT OIL TEMP WARNING LIGHT

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK BATTERY TERMINAL. Turn the ignition switch to OFF. Is there poor contact at battery terminal?	There is a poor contact.	Repair the battery terminal.	Go to step 2.
2 CHECK POWER SUPPLY OF TCM. 1)Disconnect the connector from TCM. 2)Turn the ignition switch to ON. 3)Measure the voltage between TCM connector and chassis ground. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(B54) No. 6 (+) — Chassis ground (-):</i> <i>Turbo model</i> <i>(B56) No. 1 (+) — Chassis ground (-):</i> Is the measured value within the specified range?	10 and 13 V	Go to step 4.	Go to step 3.
3 CHECK FUSE (NO. 4). Remove fuse (No. 4). Is the fuse (No. 4) blown out?	The fuse is blown out.	Replace the fuse (No. 4). If the replaced fuse (No. 4) has blown out easily, repair short circuit in harness between fuse (No. 4) and TCM.	Repair open circuit in harness between fuse (No. 4) and TCM, or fuse (No. 4) and battery, and poor contact in coupling connector.
4 CHECK IGNITION POWER SUPPLY CIRCUIT. 1)Turn the ignition switch to ON (engine OFF). 2)Measure the ignition power supply voltage between TCM connector and chassis ground. <i>Connector & terminal</i> <i>(B54) No. 23 (+) — Chassis ground (-):</i> <i>(B54) No. 24 (+) — Chassis ground (-):</i> Is the measured value more than the specified value?	10 V	Go to step 6.	Go to step 5.
5 CHECK FUSE (NO. 11). Remove the fuse (No. 11). Is the fuse (No. 11) blown out?	The fuse is blown out.	Replace the fuse (No. 11). If the replaced fuse (No. 11) has blown out easily, repair short circuit in harness between fuse (No. 11) and TCM.	Repair open circuit in harness between fuse (No. 4) and TCM, or fuse (No. 4) and battery, and poor contact in coupling connector.
6 CHECK HARNESS CONNECTOR BETWEEN TCM AND TRANSMISSION. 1)Turn the ignition switch to OFF. 2)Disconnect the connector from TCM and transmission. 3)Measure the resistance of harness between TCM and transmission connector. <i>Connector & terminal</i> <i>Non-turbo model</i> <i>(B55) No. 9 — (B11) No. 16</i> <i>(B55) No. 19 — (B11) No. 16</i> <i>Turbo model</i> <i>(B56) No. 19 — (B11) No. 16</i> <i>(B54) No. 21 — (B11) No. 16</i> Is the measured value less than the specified value?	1 Ω	Go to step 7.	Repair open circuit in harness between TCM, transmission harness connector, and poor contact in coupling connector.

DIAGNOSTIC PROCEDURE FOR AT OIL TEMP WARNING LIGHT

AUTOMATIC TRANSMISSION (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK HARNESS CONNECTOR BETWEEN TRANSMISSION AND TRANSMISSION GROUND. Measure the resistance of harness between transmission and transmission ground. Connector & terminal (T4) No. 16 — Transmission ground: Is the measured value less than the specified value?	1 Ω	Go to step 8.	Repair open circuit in harness between transmission and transmission ground.
8 CHECK POOR CONTACT IN CONNECTORS. Is there poor contact in control module power supply, ground line and data link connector?	There is a poor contact.	Repair the connector.	Replace the TCM. <Ref. to AT-71, Transmission Control Module (TCM).>