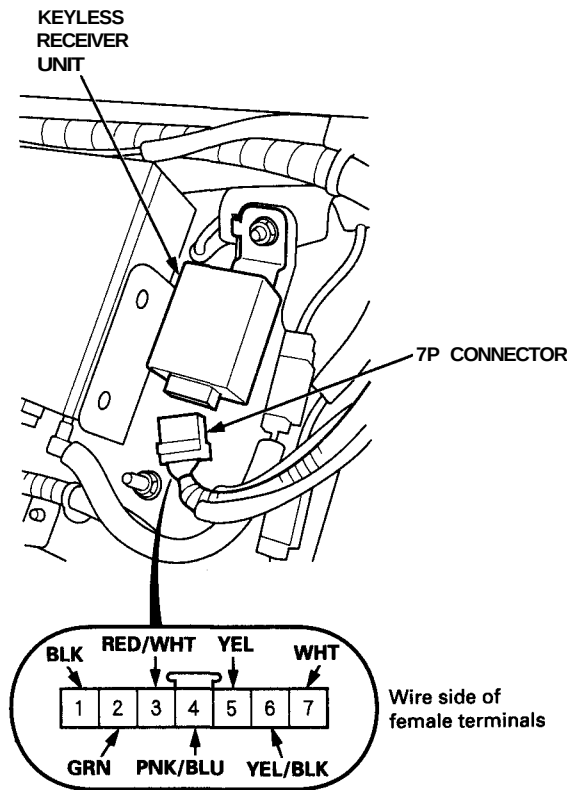


Power Door Locks

Keyless Receiver Unit Input Test ('02 Model)

1. Remove the rear seat (see [section 20](#)).
2. Disconnect the 7P connector from the keyless receiver unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.



Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
6	YEL/BLK	Jump to ground	The horn should sound.	• Blown No. 44 (20 A) fuse in the under-hood fuse/relay box • Faulty multiplex control unit (passenger's) • Faulty horn • An open in the wire
5	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 13 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire
4	PNK/BLU	Jump to ground	The trunk should open.	• Blown No. 44 (20 A) fuse in the under-hood fuse/relay box • Faulty multiplex control unit (passenger's) • Faulty trunk lid opener • An open in the wire
2	GRN	Jump to ground	The doors should unlock.	• Blown No. 44 (20 A) fuse in the under-hood fuse/relay box • Faulty multiplex control unit (passenger's) • An open in the wire
3	RED/WHT	Jump to ground	If all doors are closed, the doors should lock.	• Blown No. 44 (20 A) fuse in the under-hood fuse/relay box • Faulty multiplex control unit (passenger's) • An open in the wire
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G602) • An open in the wire
7	WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 44, (20 A) fuse in the under-hood fuse/relay box • An open in the wire