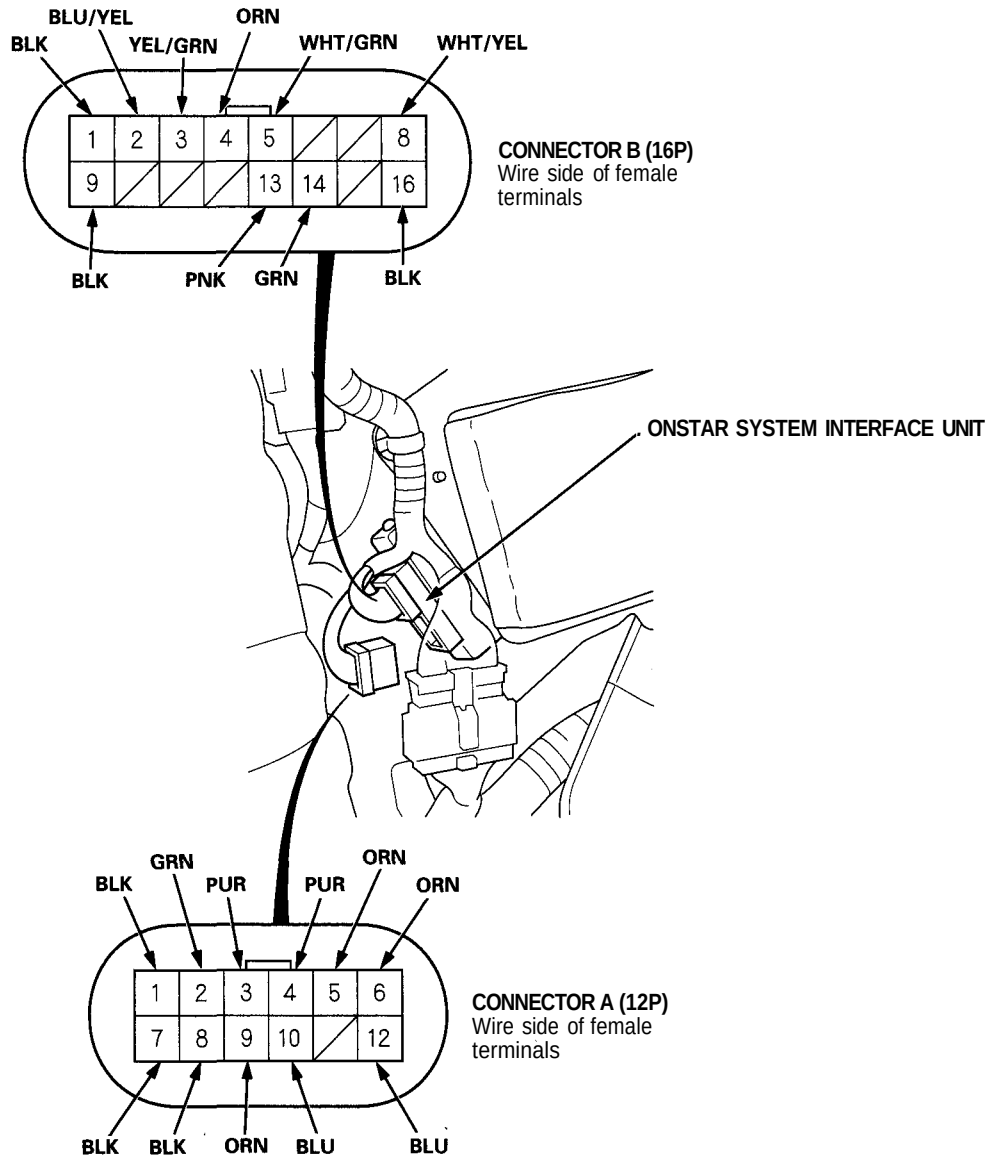


OnStar System ('02 Model USA)

OnStar System Interface Unit Input Test

1. Remove the rear seat (Refer to the '96 - '01 3.5RL Service Manual, P/N 61SZ305, for the items not shown in this section).
2. Disconnect the 12P connector from the OnStar system interface 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.





Disconnect the connectors from the unit

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A1 A7	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• An open in the wire

Reconnect the connectors from the unit

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B2	BLU/YEL	Ignition switch in ACC (I)	Check for voltage to ground: There should be approx 8V.	• Blown No. 56 (7.5 A) fuse in the under-hood fuse/relay box • An open in the wire
B3	YEL/GRN	Ignition switch in ACC (I)	Check for voltage to ground: "DOT" button pushed: 280mV "OnStar" button pushed: 1V "Emergency" button pushed: 1.7V	• Faulty OnStar button • An open in the wire
B4	ORN	With the ignition switch OFF, press and hold the "DOT" button. Turn the ignition switch from OFF to ACC three times and back to ACC, then release the "DOT" button.	Check for voltage to ground: There should be 4V.	• Faulty OnStar button • An open in the wire
B5	WHT/GRN	Ignition switch in ACC (I)	Check for voltage to ground: There should be about 8V.	• Faulty OnStar button • An open in the wire
A12	BLU	Ignition switch in ACC (I)	Check for voltage to ground: There should be no voltage.	• An open in the wire
		Ignition switch turned OFF	Check for voltage to ground: There should be 10V.	
A3	PUR	With the ignition switch OFF, press and hold the "DOT" button. Turn the ignition switch from OFF to ACC three times and back to ACC, then release the "DOT" button.	Check for voltage to ground: There should be 4V.	• An open in the wire
A9	ORN	Ignition switch in ACC (I)	Check for voltage to ground: There should be less than 1V.	• An open in the wire
A6	ORN	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402) • An open in the wire
A10	BLU	Ignition switch in ACC (I)	Check for voltage to ground: There should be about 8V.	• An open in the wire
A8	BLK	Ignition switch in ACC (I) OnStar "DOT" button pushed	Check for voltage to ground: There should be about 8V.	• An open in the wire
A5	ORN	Ignition switch in ACC (I)	Check for voltage to ground: There should be about 8V.	• An open in the wire
A2	GRN	Ignition switch in ACC (I)	Check for voltage to ground: There should be about 8V.	• An open in the wire
A4	PUR	Ignition switch in ACC (I)	Check for voltage to ground: "DOT" button pushed: 280mV "OnStar" button pushed: 1V "Emergency" button pushed: 1.7V	• An open in the wire
B13	PNK	Ignition switch in ACC (I) OnStar "DOT" button pushed	Check for voltage to ground: There should be about 8V.	• Faulty audio unit • An open in the wire
B14	GRN	Ignition switch in ACC (I)	Check for voltage to ground: There should be about 4V.	• Faulty SRS unit • An open in the wire