

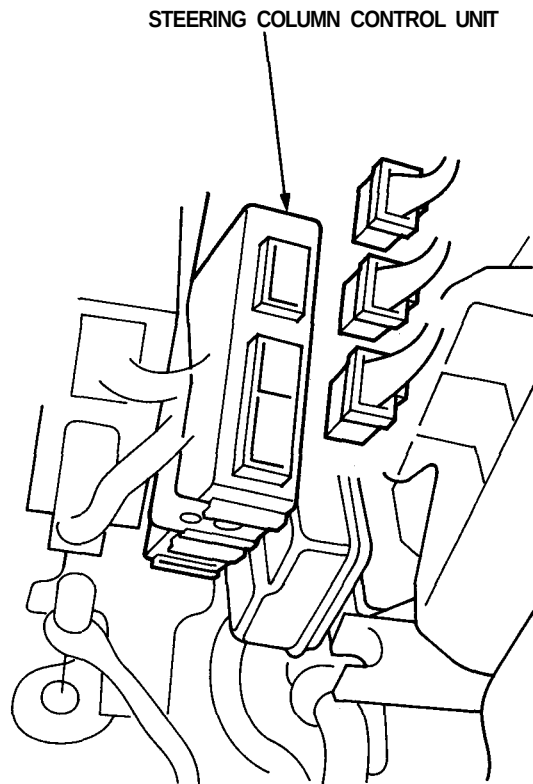
Driving Position Memory System (DPMS)

Steering Column Control Unit Input Test

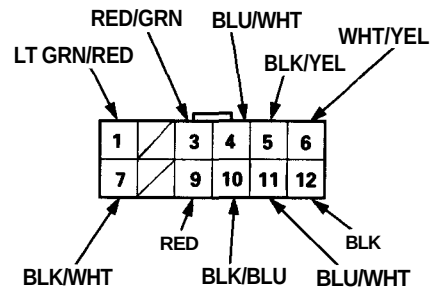
1. Remove the dashboard lower cover (see [section 20](#)).
2. Disconnect the steering column control unit connectors.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If a test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, substitute a known-good control unit, and recheck the system.

NOTE:

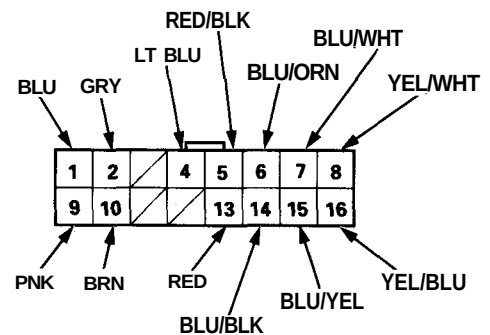
- If all the control unit (steering column, power seat, power mirror) input tests prove OK, disconnect all three control units, and check for opens or shorts in the communication lines.
- All connector views are from wire side of female terminals.



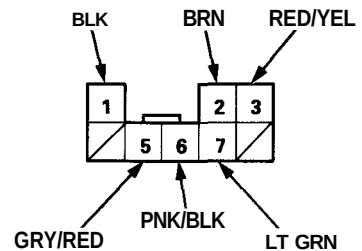
12P CONNECTOR "A"



16P CONNECTOR "B"



8P CONNECTOR "C"



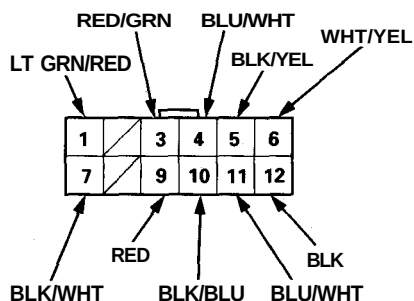
Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A5	BLK/YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 20 (20 A) fuse in the under-dash fuse/relay box • An open in the wire
A6	WHT/YEL	Under all conditions		• Blown No. 56 (7.5 A) fuse in the under-hood fuse/relay box • An open in the wire
C3	RED/YEL	Under all conditions		• Blown No. 54 (20 A) fuse in the under-hood fuse/relay box • An open in the wire
A12	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402 or G251) • An open in the wire
C1	BLK			
A4	BLU/WHT	Ignition key inserted into the ignition switch	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G401, G402 or G251) • Faulty ignition key switch • An open in the wire
		Ignition key removed from the ignition switch	Check for voltage to ground: There should be 4 V or more.	
A3	RED/GRN	Under all conditions (observe memo 1 indicator)	Attach to ground: The indicator should come on.	• Blown No. 56 (7.5 A) fuse in the under-hood fuse/relay box • Faulty LED in the driving position memory switch • An open in the wire
A9	RED	Under all conditions (observe memo 2 indicator)		
A10	BLK/BLU	Shift lever in position P	Check for voltage to ground: There should be 1 V or less.	• Faulty transmission range switch • An open in the wire
		Shift lever in any other position than P	Check for voltage to ground: There should be 4 V or more.	• Faulty transmission range switch • An open in the wire
A11	BLU/WHT	Raise the front of the vehicle support it with safety stands, put it in neutral, and rotate one wheel with the other blocked, then turn the ignition switch ON (II).	Check for voltage to ground: The voltage should pulse from 0 V to about 5 V or more.	• Faulty vehicle speed sensor (VSS) • An open in the wire

(cont'd)

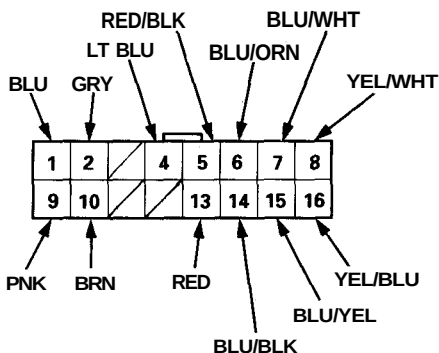
Driving Position Memory System (DPMS)

Steering Column Control Unit Input Test (cont'd)

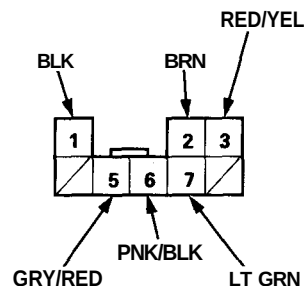
12P CONNECTOR "A"



16P CONNECTOR "B"



8P CONNECTOR "C"



Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B4	LT BLU	Auto switch ON	Check for continuity to ground: There should be continuity.	- Faulty steering column switch - An open in the wire
		Autoswitch OFF	Check for continuity to ground: There should be no continuity.	
B5	RED/BLK	Extend switch ON	Check for continuity: There should be continuity.	- Faulty steering column switch - An open in the wire
B16	YEL/BLU	Extend switch OFF	Check for continuity: There should be no continuity.	
B6	BLU/ORN	Up switch ON	Check for continuity: There should be continuity.	- Faulty steering column switch - An open in the wire
B16	YEL/BLU	Up switch OFF	Check for continuity: There should be no continuity.	
B7	BLU/WHT	Position button 1 pressed	Check for continuity: There should be continuity.	- Faulty driving position memory switch - An open in the wire
B16	YEL/BLU	Position button 1 released	Check for continuity: There should be no continuity.	
B8	YEL/WHT	MEMO button pressed	Check for continuity: There should be continuity.	- Faulty driving position memory switch - An open in the wire
B16	YEL/BLU	MEMO button released	Check for continuity: There should be no continuity.	
B13	RED	Retract switch ON	Check for continuity: There should be continuity.	- Faulty steering column switch - An open in the wire
B16	YEL/BLU	Retract switch OFF	Check for continuity: There should be no continuity.	
B14	BLU/BLK	Down switch ON	Check for continuity: There should be continuity.	- Faulty steering column switch - An open in the wire
B16	YEL/BLU	Down switch OFF	Check for continuity: There should be no continuity.	
B15	BLU/YEL	Position button 2 pressed	Check for continuity: There should be continuity.	- Faulty driving position memory switch - An open in the wire
B16	YEL/BLU	Position button 2 released	Check for continuity: There should be no continuity.	



Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
C2 - C7	BRN - LT GRN	Connect C3 to the C2 terminal, and C7 terminal to the C1 terminal momentarily.	Check the tilt motor operation: The steering column should tilt up.	- Faulty tilt motor - An open in the wire
		Connect C3 to the C3 terminal, and C2 terminal to the C1 terminal momentarily.	Check the tilt motor operation: The steering column should tilt down.	- Faulty tilt motor - An open in the wire
C5 - C6	GRY/RED - PNK/BLK	Connect C3 to the C5 terminal, and C6 terminal to the C1 terminal momentarily.	Check the extend-retract motor operation: The steering column should retract.	- Faulty extend-retract motor - An open in the wire
		Connect C3 to the C6 terminal, and C5 terminal to the C1 terminal momentarily.	Check the extend-retract motor operation: The steering column should extend.	- Faulty extend-retract motor - An open in the wire

Reconnect all connectors to the steering column control unit.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B2 - B10	GRY - BRN	Under all conditions with all steering column control unit connectors connected.	Check for voltage between the B2 and B10 terminals: There should be 5 V.	- Faulty steering column position sensors - An open in the wire
B9 - B10	PNK - BRN	Under all conditions with all steering column control unit connectors connected.	Check for voltage between the B9 and B10 terminals: There should be about 2.5 V or more with the steering column in the fully-extended position, and about 2.5 V or less in the fully-retracted position.	- Faulty steering column position sensors - An open in the wire
B1 - B10	BLU - BRN	Under all conditions with all steering column control unit connectors connected.	Check for voltage between the B1 and B10 terminals: There should be about 2.5 V or more with the steering column in the fully-up position, and about 2.5 V or less in the fully-down position.	- Faulty steering column position sensors - An open in the wire