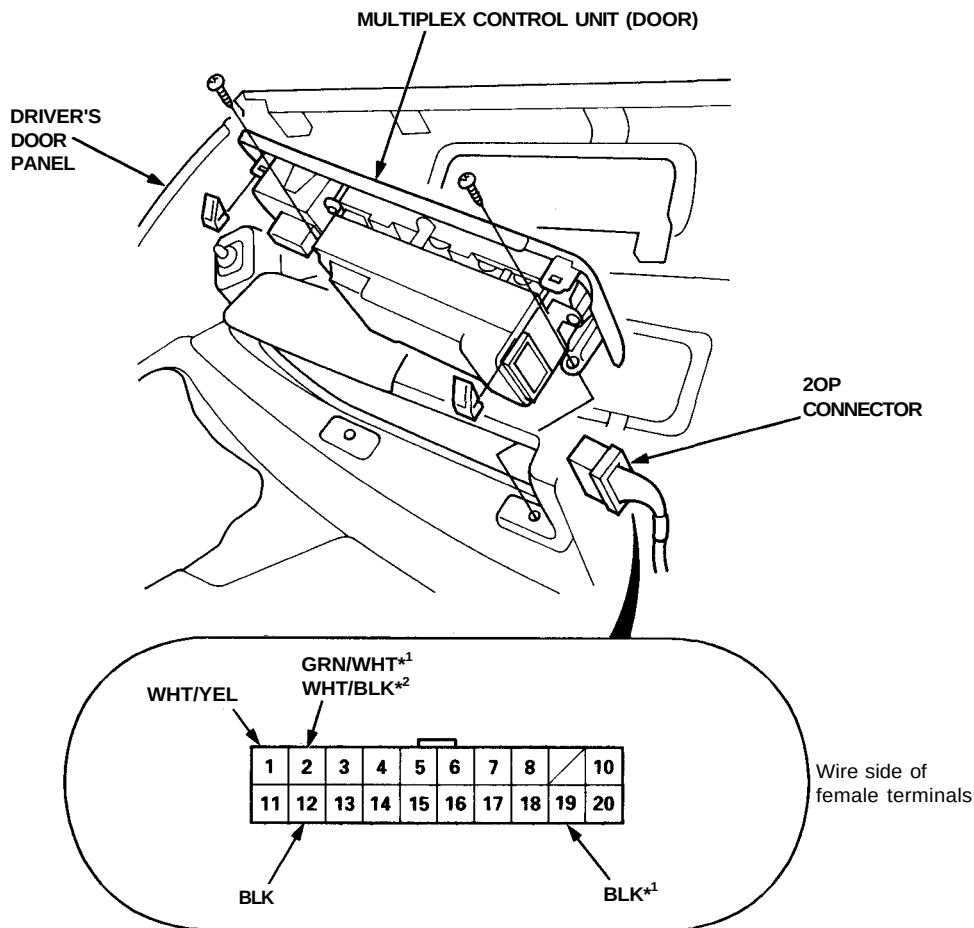


Power and Ground Test

Multiplex Control Unit (Door):

1. Remove the driver's door panel, and disconnect the 20P connector from the door unit.
2. 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, the power window master switch must be faulty; replace it.



Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	WHT/YEL	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 56 (7.5 A) fuse in the under-hood fuse/relay box • An open in the wire
2	GRN/WHT or WHT/BLK	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 17 (20 A)*¹ or No. 17 (7.5 A)*² fuse in the under-dash fuse/relay box • Faulty power window relay • An open in the wire
12 19* ¹	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402) • An open in the wire

*1: '96 -97 models

*2: '98 - 00 models

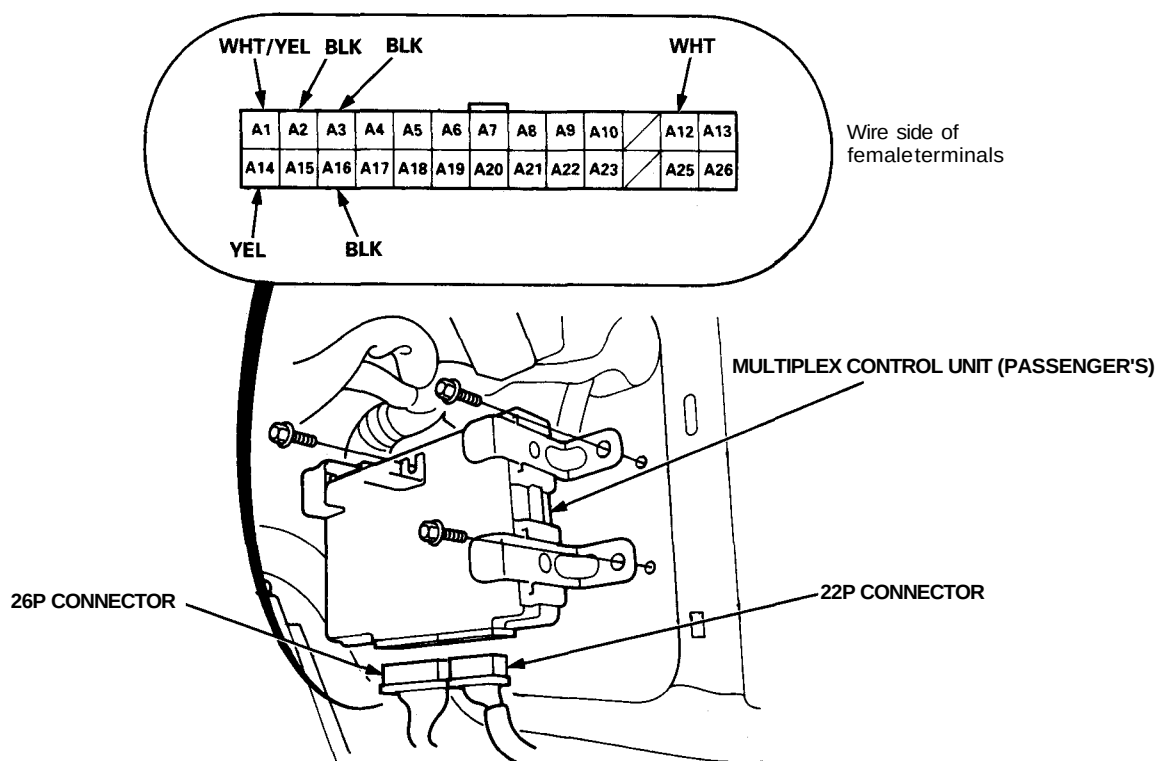
(cont'd)

Multiplex Control System

Power and Ground Test (cont'd)

Multiplex Control Unit (Passenger's):

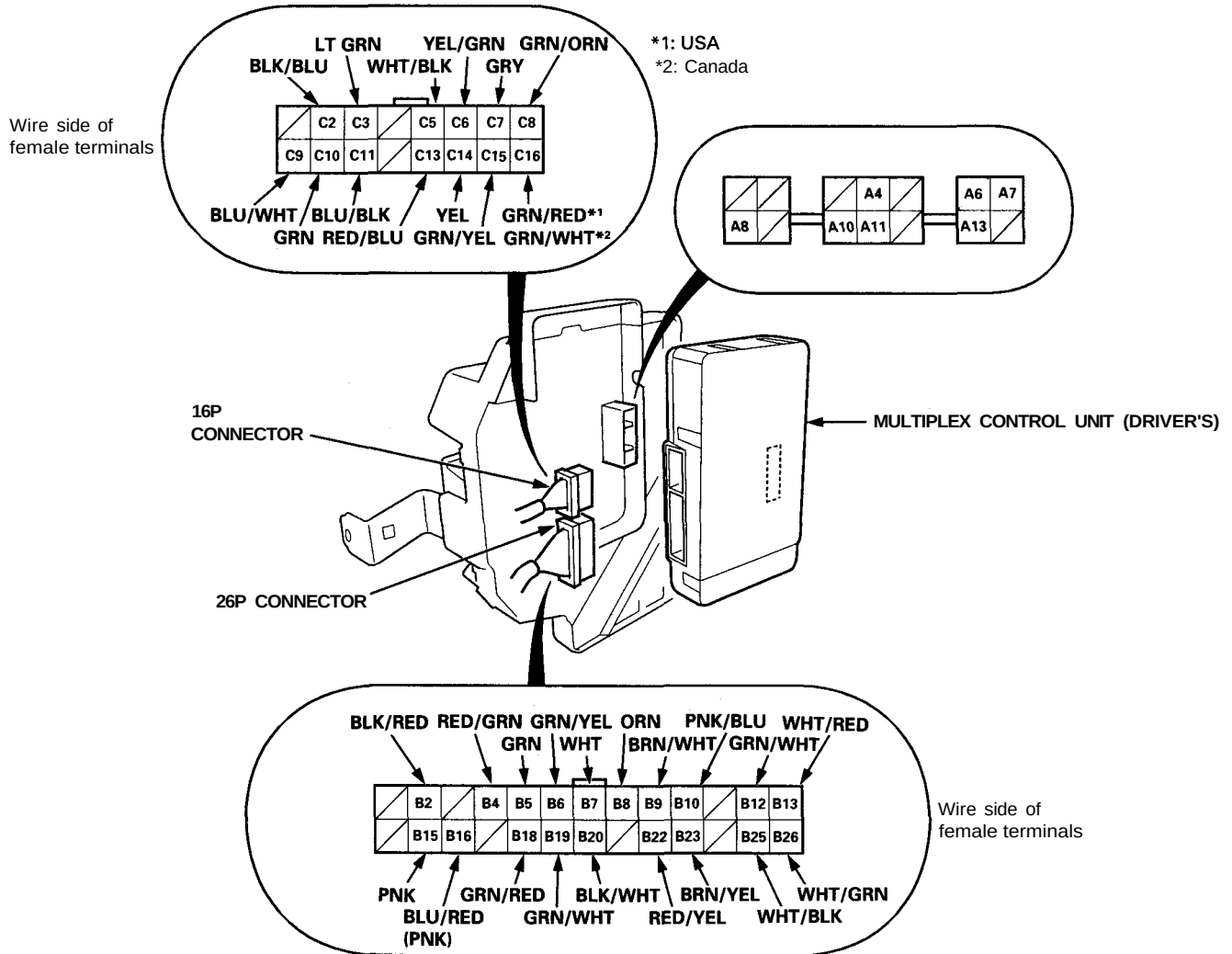
1. Remove the right kick panel (see [section 20](#)).
2. Disconnect the 22P and 26P connectors, then remove the passenger's unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If a 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
A1	WHT/YEL	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 56 (7.5 A) fuse in the under-hood fuse/relay box • An open in the wire
A2 A3	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402) • An open in the wire
A12	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
A14	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
A16	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G404) • An open in the wire

Multiplex Control Unit (Driver's):

1. Remove the under-dash fuse/relay box (see page 23-66).
2. Remove the driver's unit from the under-dash fuse/relay box.
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 and the fuse/relay box socket.
 - 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
A7	Fuse/relay box socket	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 56 (7.5 A) fuse in the under-hood fuse/relay box • An open in the wire
A8		Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402 or G251) • An open in the wire
A13		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 • Faulty under-dash fuse/relay box