

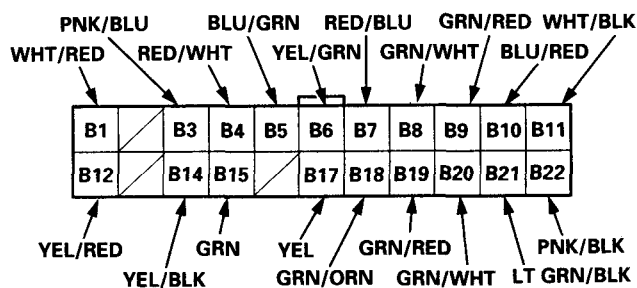
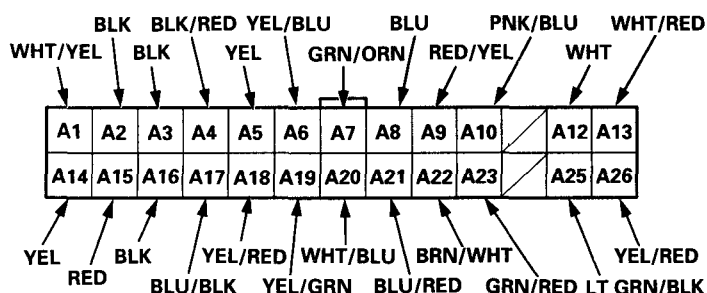
Control Unit Input Test

NOTE:

- Before testing, go to the Troubleshooting Guide (see page [23-244](#)). Be sure to go through self-diagnosis function modes 1 and 2 (see pages [23-248](#) and [23-252](#)).
- All connector views are from the wire side of female terminals unless otherwise noted.

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 (see page [23-246](#)).
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 power window master switch must be faulty; replace it.



Disconnect the connectors from the passenger's unit.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B10	BLU/RED	Turn the ceiling light switch MIDDLE and all doors closed	Connect to ground: Ceiling light should come on.	• Blown No. 57 (20 A) fuse in the under-hood fuse/relay box • Faulty ceiling light • An open in the wire
B21	LT GRN/BLK	All doors closed	Connect to ground: Courtesy lights should come on.	• Faulty courtesy light • An open in the wire

Reconnect the connectors to the passenger's unit.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A23	GRN/RED	Front passenger's door opened	Check for voltage to ground: There should be less than 1 V.	• Faulty front passenger's door switch • Poor ground (G401, G402) • An open in the wire
		Front passenger's door closed	Check for voltage to ground: There should be 5 V or more.	
B18	GRN/ORN	Right rear door opened	Check for voltage to ground: There should be less than 1 V.	• Faulty right rear door switch • Poor ground (G601) • An open in the wire
		Right rear door closed	Check for voltage to ground: There should be 5 V or more.	

(cont'd)

Entry Light Control System

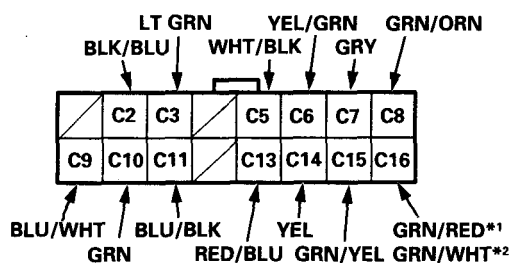
Control Unit Input Test (cont'd)

NOTE:

- Before testing, go to the Troubleshooting Guide (see page 23-244).
- All connector views are from the wire side of female terminals unless otherwise noted.

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 (see page 23-247).
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.



*1: USA and '00 Canada

*2: Canada

Reconnect the connectors to the unit.

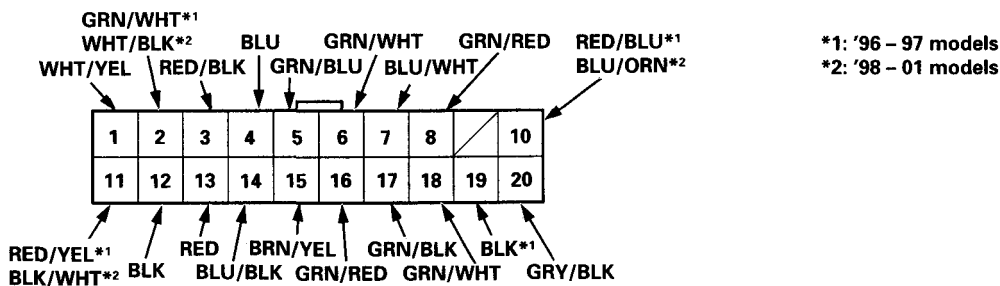
Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
C9	BLU/WHT	Ignition key out of the ignition switch.	Check for voltage to ground: There should be less than 1 V.	• Faulty ignition key switch • Poor ground (G401, G402) • An open in the wire
		Ignition key insert the ignition switch.	Check for voltage to ground: There should be 5 V or more.	
C15	GRN/YEL	Left rear door opened	Check for voltage to ground: There should be less than 1 V.	• Faulty left rear door switch • Poor ground (G401, G402) • An open in the wire
		Left rear door closed	Check for voltage to ground: There should be 5 V or more.	

NOTE:

- Before testing, go to the Troubleshooting Guide (see page 23-244). Be sure to go through self-diagnosis function modes 1 and 2 (see pages 23-248 and 23-252).
- All connector views are from the wire side of female terminals unless otherwise noted.

Multiplex Control Unit (Door):

1. Remove the driver's door panel, and disconnect the 20P connector from the door unit (see page 23-245).
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.

**Reconnect the connector to the door unit.**

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
5	GRN/BLU	Driver's door opened	Check for voltage to ground: There should be less than 1 V.	• Faulty driver's door switch • Poor ground (G401, G402) • An open in the wire
		Driver's door closed	Check for voltage to ground: There should be 5 V or more.	