

Control Unit Input Test

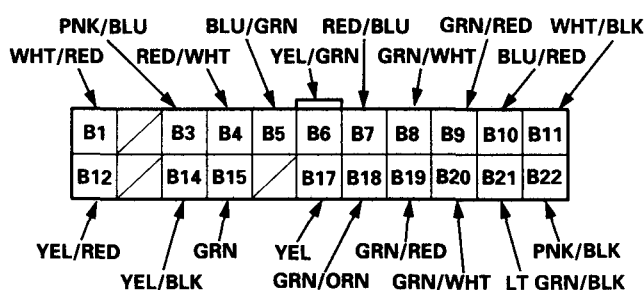
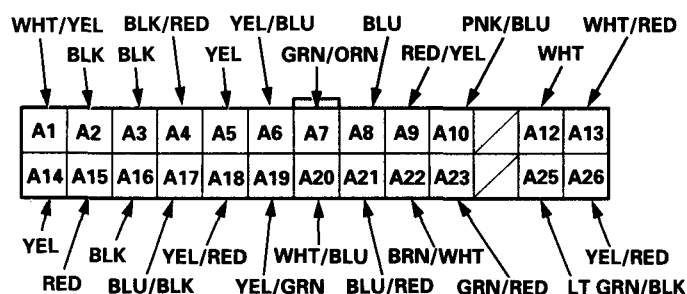
NOTE:

- 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.

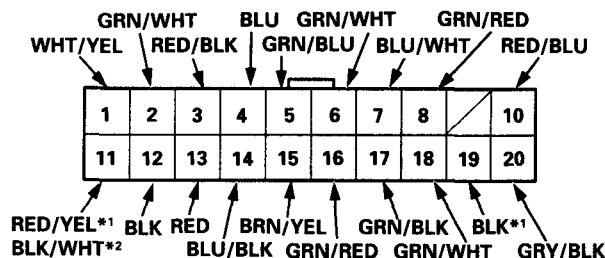
1. Inspect the connector and socket terminals to be sure they are all making good contact.

- 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.

Multiplex Control Unit (Passenger's):



Multiplex Control Unit (Door):



*1: '96 - '97 models
*2: '98 - '00 models

Passenger's multiplex control unit connectors:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
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
A5	YEL	Trunk opener main switch ON	Check for voltage to ground: There should be less than 1 V.	• Faulty trunk opener main switch • Poor ground (G401, G402 or G251) • An open in the wire
B11	WHT/BLK	Connect battery voltage to the B11 terminal momentarily	Check trunk opener operation: Trunk lid should open.	• Faulty trunk opener solenoid • Poor ground (G701) • An open in the wire

Door multiplex control unit connector:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
14	BLU/BLK	Trunk opener switch depressed	Check for voltage to ground: There should be less than 1 V.	• Faulty trunk opener switch • Poor ground (G401, G402 or G251) • An open in the wire