

Power Door Locks

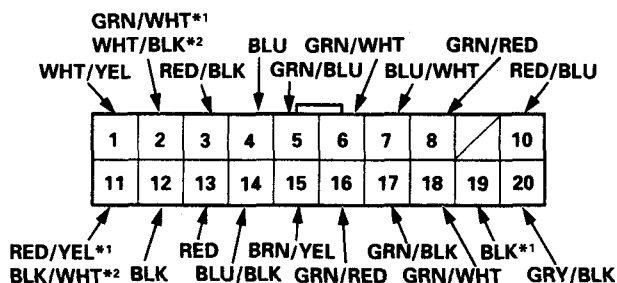
Control Unit Input Test

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 (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 any 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.



*1:'96-97 models

*2:'98-01 models

Disconnect the connectors from the unit.

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
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 or G251) • An open in the wire
		Driver's door closed	Check for voltage to ground: There should be 5 V or more.	
12 19	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402 or G251) • An open in the wire



Reconnect the connectors to the door unit.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
7	BLU/WHT	Driver's door lock knob locked	Check for voltage to ground: There should be less than 1 V.	- Faulty driver's door lock actuator - Poor ground (G401, G402 or G251) - An open in the wire - Short to ground (if you don't have 5 V when you should)
		Driver's door lock knob unlocked	Check for voltage to ground: There should be 5 V or more.	
17	GRN/BLK	Driver's door lock knob unlocked	Check for voltage to ground: There should be less than 1 V.	
		Driver's door lock knob locked	Check for voltage to ground: There should be 5 V or more.	
6	GRN/WHT	Driver's door key cylinder switch in LOCK	Check for voltage to ground: There should be less than 1 V.	- Faulty driver's door key cylinder switch - Poor ground (G401, G402 or G251) - An open in the wire - Short to ground (if you don't have 5 V when you should)
		Driver's door key cylinder switch in neutral	Check for voltage to ground: There should be 5 V or more.	
16	GRN/RED	Driver's door key cylinder switch in UNLOCK	Check for voltage to ground: There should be less than 1 V.	
		Driver's door key cylinder switch in neutral	Check for voltage to ground: There should be 5 V or more.	
8	GRN/RED	Driver's door lock switch in LOCK	Check for voltage to ground: There should be less than 1 V.	- Faulty driver's door lock switch - Poor ground (G401, G402 or G251) - An open in the wire - Short to ground (if you don't have 5 V when you should)
		Driver's door lock switch in neutral	Check for voltage to ground: There should be 5 V or more.	
18	GRN/WHT	Driver's door lock switch in UNLOCK	Check for voltage to ground: There should be less than 1 V.	
		Driver's door lock switch in neutral	Check for voltage to ground: There should be 5 V or more.	

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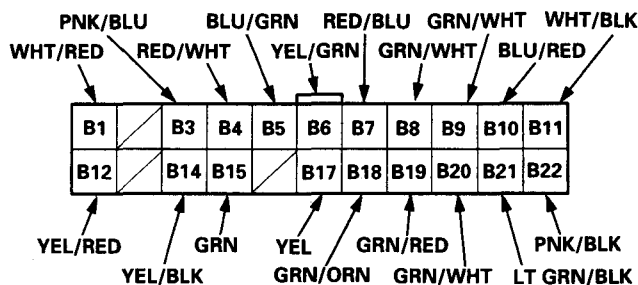
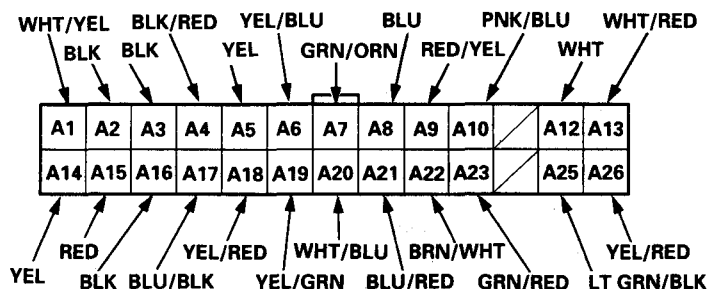
Control Unit Input Test (cont'd)

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 23-245).
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 removed passenger's unit.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A2	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402) • An open in the wire
A3				
A12	WHT	Ignition switch ON (II)	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
A13	WHT/RED	Connect battery voltage to the A13 terminal to the A12 and ground the A25 and A26 terminal momentarily.	Check door lock operation: Driver's and left rear doors should lock.	• Blown No. 44 (20 A) fuse in the under-hood fuse/relay box • Faulty actuator • An open in the wire
A25	LT GRN/BLK			
A26	YEL/RED			
B1	WHT/RED	Connect battery voltage to the B1 terminal to the A12 terminal, and ground the B12 terminal momentarily.	Check door lock operation: Front passenger's and right rear doors should lock.	
B12	YEL/RED			

Reconnect the connectors to the passenger's unit.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A21	BLU/RED	Front passenger's door lock knob unlocked	Check for voltage to ground: There should be less than 1 V.	- Faulty front passenger's door lock actuator - Poor ground (G401, G402) - An open in the wire - Short to ground (if you don't have 5 V when you should)
		Front passenger's door lock knob locked	Check for voltage to ground: There should be 5 V or more.	
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 - Short to ground (if you don't have 5 V when you should)
		Front passenger's door closed	Check for voltage to ground: There should be 5 V or more.	
B7	RED/BLU	Right rear door lock knob unlock	Check for voltage to ground: There should be less than 1 V.	- Faulty right rear door lock switch - Poor ground (G401, G402) - An open in the wire - Short to ground (if you don't have 5 V when you should)
		Right rear door lock knob lock	Check for voltage to ground: There should be 5 V or more.	
B8	GRN/WHT	Front passenger's door lock switch in UNLOCK	Check for voltage to ground: There should be less than 1 V.	- Faulty front passenger's door lock switch - Poor ground (G401, G402) - An open in the wire - Short to ground (if you don't have 5 V when you should)
		Front passenger's door lock switch in neutral	Check for voltage to ground: There should be 5 V or more.	
B9	GRN/RED	Front passenger's door lock key cylinder unlocked	Check for voltage to ground: There should be less than 1 V.	- Faulty front passenger's door lock key cylinder switch - Poor ground (G401, G402) - An open in the wire - Short to ground (if you don't have 5 V when you should)
		Front passenger's door lock key cylinder in neutral	Check for voltage to ground: There should be 5 V or more.	
B11	WHT/BLK	Connect the B11 terminal to the A12 terminal momentarily	Check trunk opener operation: Trunk lid should open.	- Faulty trunk opener solenoid - Poor ground (G701) - An open in the wire
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 - Short to ground (if you don't have 5 V when you should)
		Right rear door closed	Check for voltage to ground: There should be 5 V or more.	
B19	GRN/RED	Front passenger's door lock switch in LOCK	Check for voltage to ground: There should be less than 1 V.	- Faulty front passenger's door lock switch - Poor ground (G401, G402) - An open in the wire - Short to ground (if you don't have 5 V when you should)
		Front passenger's door lock switch in neutral	Check for voltage to ground: There should be 5 V or more.	
B20	GRN/WHT	Front passenger's door lock key cylinder locked	Check for voltage to ground: There should be less than 1 V.	- Faulty front passenger's door lock key cylinder switch - Poor ground (G401, G402) - An open in the wire - Short to ground (if you don't have 5 V when you should)
		Front passenger's door lock key cylinder in neutral	Check for voltage to ground: There should be 5 V or more.	

NOTE: Refer to page [23-264](#) for No. B3, B4, B14, and B15 terminals test.

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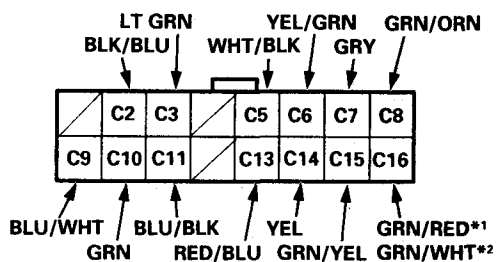
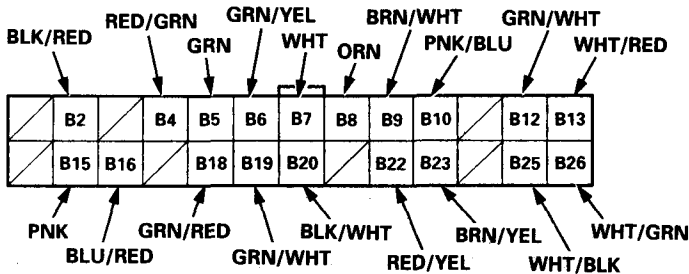
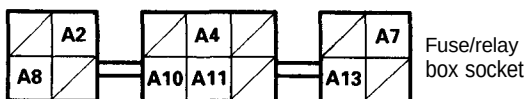
Control Unit Input Test (cont'd)

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 (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 - 01 Canada

*2: Canada

Disconnect the connectors from the removed driver's unit.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A8	Fuse/relay box socket	Under all conditions	Check for voltage to ground: There should be less than 1 V.	• 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
B15	PNK	Under all conditions	Connect to A7: The buzzer should come on.	• Faulty buzzer • Poor ground (G201) • An open in the wire
B4	RED/GRN	Under all conditions	Connect to ground: The taillight should come on.	• Faulty taillight relay • Faulty taillight system • An open in the wire

Reinstall the driver's unit and reconnect the connectors to the unit.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
C7	GRY	Left rear door lock knob unlocked	Check for voltage to ground: There should be less than 1 V.	• Faulty left rear door lock actuator • Poor ground (G401, G402 or G251) • An open in the wire • Short to ground (if you don't have 5 V when you should)
		Left rear door lock knob locked	Check for voltage to ground: There should be 5 V or more.	
C9	BLU/WHT	Ignition key out of the ignition switch	Check for voltage to ground: There should be 5 V or more.	• Faulty ignition key switch • Poor ground (G401, G402 or G251) • An open in the wire • Short to ground (if you don't have 5 V when you should)
		Ignition key insert the ignition switch	Check for voltage to ground: There should be less than 1 V.	
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 (G651) • An open in the wire • Short to ground (if you don't have 5 V when you should)
		Left rear door closed	Check for voltage to ground: There should be 5 V or more.	