

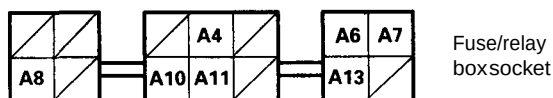
Control Unit Input Test

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 (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.

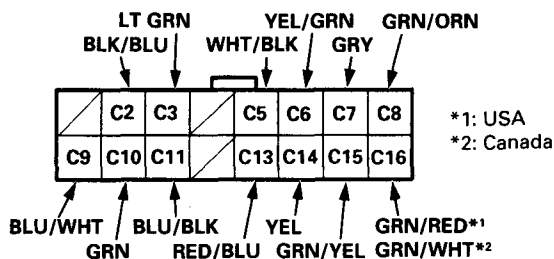
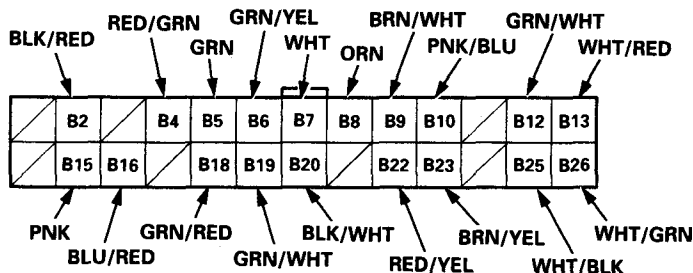


Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A4	Fuse/relay box socket	One wheel slowly rotate with other wheel blocked	Check for voltage to ground: There should be 0 to approx. 5 V or more.	• Faulty vehicle speed sensor • An open in the wire
A6		Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 58 (30 A) fuse in the under-hood fuse/relay box • Blown No. 23 (10 A) or No. 13 (7.5 A) fuse in the under-dash fuse/relay box • Faulty windshield wiper motor relay • Faulty intermittent wiper relay • 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-hood fuse/relay box • An open in the wire
A7		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

(cont'd)

Wiper/Washer

Control Unit Input Test (cont'd)



*1: USA
*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
B5	GRN	Ignition switch ON (II) and wiper switch at INT	Check for voltage to ground: There should be battery voltage.	- Blown No. 23 (10 A) fuse in the under-dash fuse/relay box ('96 - 98 models) - Blown No. 58 (30 A) fuse in the under-hood fuse/relay box ('99 - 01 models) - Faulty windshield wiper motor relay ('99 - 01 models) - Faulty wiper switch - An open in the wire
B12	GRN/WHT	Brake pedal pushed	Check for voltage to ground: There should be battery voltage.	- Blown No. 39 (15 A) fuse in the under-hood fuse/relay box - Faulty brake switch - An open in the wire
B18	GRN/RED	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	- Blown No. 23 (10 A) fuse in the under-dash fuse/relay box ('96 - 98 models) - Blown No. 58 (30 A) fuse in the under-hood fuse/relay box ('99 - 01 models) - Faulty windshield wiper motor relay ('99-01 models) - Faulty intermittent wiper relay - Faulty wiper switch - An open in the wire
B20	BLK/WHT	Ignition switch ON (II) and washer switch ON	Check for voltage to ground: There should be battery voltage.	- Blown No. 23 (10 A) fuse in the under-dash fuse/relay box ('96 - 98 models) - Blown No. 58 (30 A) fuse in the under-hood fuse/relay box ('99 - 01 models) - Faulty windshield wiper motor relay ('99 - 01 models) - Faulty washer switch - An open in the wire
B6	GRN/YEL	Intermittent dwell time control ring turned	Check for resistance between the terminals: It should vary from 0 to 30 kΩ as the ring is turned.	- Blown No. 13 (7.5 A) fuse in the under-dash fuse/relay box ('99 - 01 models) - Faulty intermittent dwell time controller - An open in the wire
B19	RED/YEL			
C2	BLK/BLU	Shift lever in P	Check for voltage to ground: There should be less than 1 V.	- Faulty transmission range switch - Poor ground (G401, G402) - An open in the wire
C16	GRN/RED*1 GRN/WHT*2	Parking brake pedal depressed	Check for voltage to ground: There should be less than 1 V.	- Faulty parking brake switch - An open in the wire

*1: USA *2: Canada