

Security System

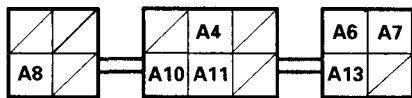
Control Unit Input Test

NOTE:

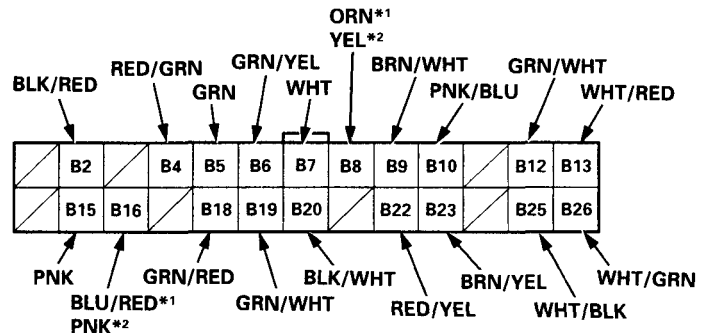
- Before testing, go to the Troubleshooting Guide (see page [23-244](#)). Be sure to go through self-diagnosis function modes 1 and 2 (see pages [23-248](#) and [23-252](#)),
- All connector views are from the wire side of female terminals unless otherwise noted.

Multiplex Control Unit (Driver's):

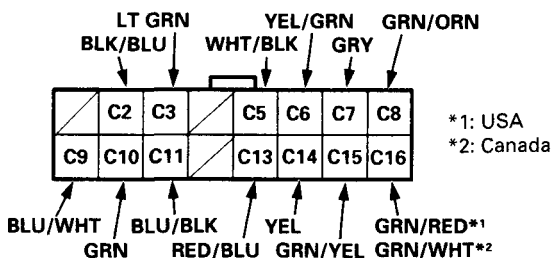
1. Remove the under-dash fuse/relay box (see page [23-66](#)).
2. Remove the driver's unit from the under-dash fuse/relay box (see page [23-247](#)).
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them 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.



Fuse/relay
box socket



*1: '96 - 98 models
*2: '99 - 01 models



*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
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
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
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 - An open in the wire
B4	RED/GRN	Under all conditions	Connect to ground: The taillights should come on.	- Blown No. 1 (15 A) fuse in the under-dash fuse/relay box ('99 model) - Faulty taillight relay - Faulty taillight system - An open in the wire
B7	WHT	Under all conditions	Connect to ground: The security indicator should come on.	- Faulty security indicator - An open in the wire
B8	ORN or YEL	Under all conditions	Connect to ground: All horns should sound.	- Blown No. 39 (15 A) fuse in the under-hood fuse/relay box - Faulty horn relay - Either horn faulty - Poor ground (G201) - An open in the wire
B16	BLU/RED or PNK	Under all conditions	Connect to ground: The headlights should come on.	- Faulty headlight relay - Faulty headlight 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.	
C8	GRN/ORN	Trunk key cylinder switch in lock	Check for voltage to ground: There should be 5 V or more.	- Faulty trunk key cylinder switch - Poor ground (G701) - An open in the wire - Short to ground (if you don't have 5 V when you should)
		Trunk key cylinder switch in unlock	Check for voltage to ground: There should be less than 1 V.	
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.	

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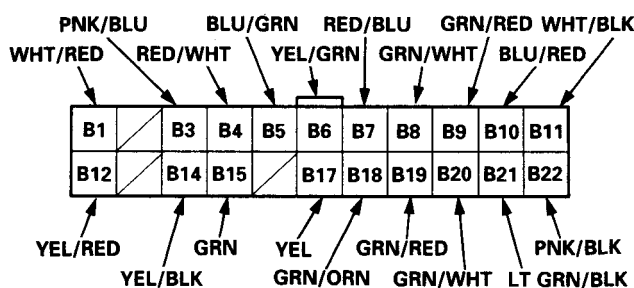
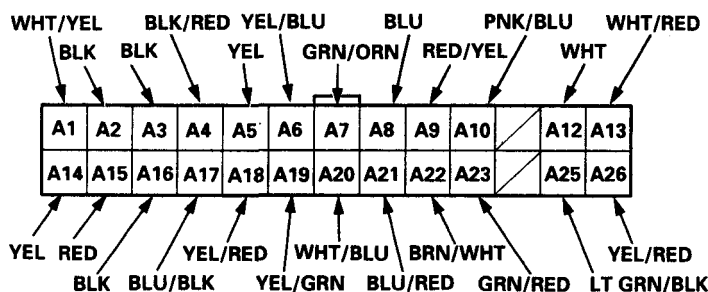
Control Unit Input Test (cont'd)

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 23-246).
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 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: There should be continuity.	• Poor ground (G401, G402) • An open in the wire
A3				
A8	BLU	Under all conditions	Check for continuity: There should be continuity.	• Faulty audio unit • Poor ground (G401, G402) • An open in the wire
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
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
B14	YEL/BLK	Transmitter PANIC button ON	Check for continuity to ground: There should be continuity.	• Faulty transmitter • Faulty keyless receiver unit • Faulty window antenna • Poor ground (G602) • An open in the wire



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

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A7	GRN/ORN	Hood opened	Check for voltage to ground: There should be less than 1 V.	- Faulty hood switch - Poor ground (G201) - An open in the wire
		Hood closed	Check for voltage to ground: There should be 5 V or more.	
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
		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
		Front passenger's door closed	Check for voltage to ground: There should be 5 V or more.	
B5	BLU/GRN	Trunk lid opened	Check for voltage to ground: There should be less than 1 V.	- Faulty trunk lid switch - Poor ground (G701) - An open in the wire
		Trunk lid 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 knob switch - Poor ground (G601) - An open in the wire
		Right rear door lock knob lock	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.	
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
		Front passenger's door lock key cylinder 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.	
		Front passenger's door lock key cylinder in neutral	Check for voltage to ground: There should be 5 V or more.	

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Control Unit Input Test (cont'd)

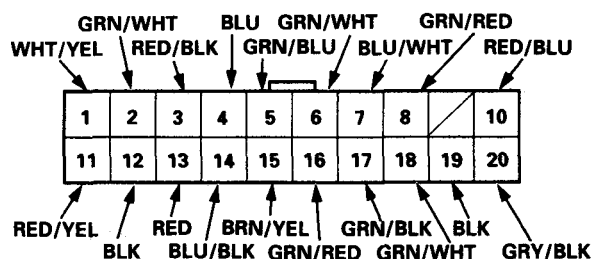
NOTE:

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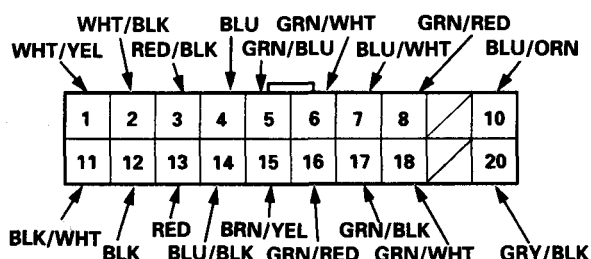
Multiplex Control Unit (Door):

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.

'96 - '97 models:



'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
12	BLK	Under all conditions	Check for continuity: There should be continuity.	• Poor ground (G401, G402 or G251) • An open in the wire
19*				

*:'96 - '97 models

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 or G251) - An open in the wire
		Driver's door closed	Check for voltage to ground: There should be 5V 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
		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.	
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 knob switch - Poor ground (G401, G402 or G251) - An open in the wire
		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.	