

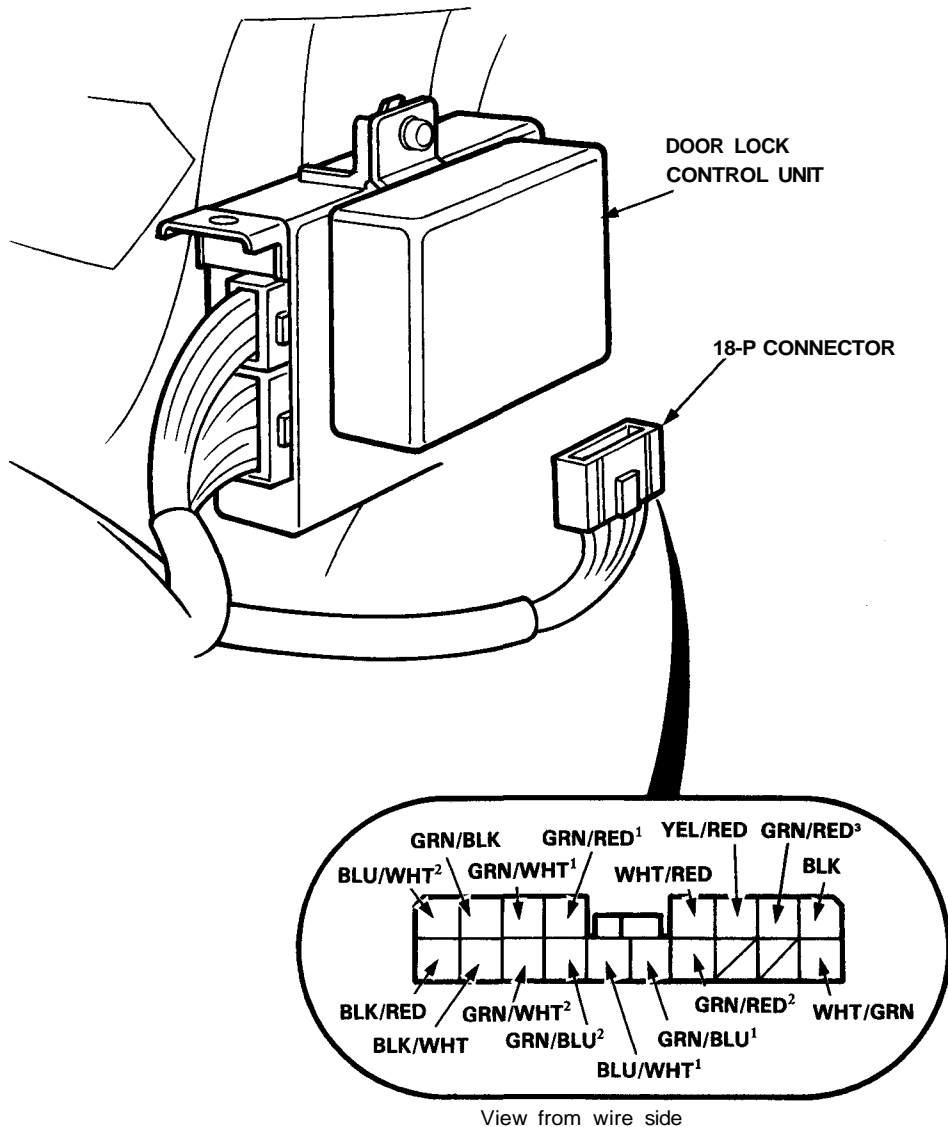
Power Door Locks

Control Unit Input Test

Remove the dashboard lower cover (see page 23-79), then disconnect the 18-P connector from the control unit. 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.

NOTE: Different wires with the same color have been given a number suffix to distinguish them (for example, GRN/WHT¹ and GRN/WHT² are not the same).





No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G301, G302, G303) • An open in the wire
2	WHT/GRN	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 44 (20 A) fuse (in the under-hood fuse/relay box) • An open in the wire
3	GRN/WHT ¹	Driver's door lock switch in LOCK	Check for voltage to ground: It should go from battery voltage to 1 V or less.	<ul style="list-style-type: none"> • Faulty driver's door lock switch • Poor ground (G301, G302, G303) • An open in the wire • Short to ground
	GRN/RED ¹	Driver's door lock switch in UNLOCK		
4	BLK/WHT	Passenger's door lock switch in LOCK	Check for voltage to ground: It should go from battery voltage to 1 V or less.	<ul style="list-style-type: none"> • Faulty passenger's door lock switch • Poor ground (G301, G302, G303) • An open in the wire • Short to ground
	BLK/RED	Passenger's door lock switch in UNLOCK		
5	BLU/WHT ²	Driver's door lock knob in LOCK	Check for voltage to ground: It should go from battery voltage to 1 V or less.	<ul style="list-style-type: none"> • Faulty driver's door lock knob switch • Poor ground (G301, G302, G303) • An open in the wire • Short to ground
	GRN/BLK	Driver's door lock knob in UNLOCK		
6	GRN/BLU ¹	Driver's door open	Check for voltage to ground: It should go from battery voltage to 1 V or less.	<ul style="list-style-type: none"> • Faulty door switch • Poor ground (G301, G302, G303) • An open in the wire
	GRN/RED ²	Passenger's door open		
7	BLU/WHT ¹	Ignition key inserted into the ignition switch	Check for voltage to ground: It should go from battery voltage to 1 V or less.	<ul style="list-style-type: none"> • Faulty ignition key switch • Poor ground (G301, G302, G303) • An open in the wire
8	GRN/RED ³	Driver's door key cylinder in UNLOCK	Check for voltage to ground: It should go from battery voltage to 1 V or less.	<ul style="list-style-type: none"> • Faulty driver's door key cylinder switch • Poor ground (G301, G302, G303) • An open in the wire
9	GRN/WHT ²	Passenger's door key cylinder in LOCK	Check for voltage to ground: It should go from battery voltage to 1 V or less.	<ul style="list-style-type: none"> • Faulty passenger's door key cylinder switch • Poor ground (G301, G302, G303) • An open in the wire
	GRN/BLU ²	Passenger's door key cylinder in UNLOCK		
10	WHT/RED and YEL/RED	Connect the YEL/RED terminal to the WHT/GRN terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should unlock as the battery is connected momentarily.	<ul style="list-style-type: none"> • Faulty actuator • An open in the wire
		Connect the WHT/RED terminal to the WHT/GRN terminal, and the YEL/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should lock as the battery is connected momentarily.	

CAUTION: To prevent damage to the motor, apply battery voltage only momentarily.