



Flowcharts

Flowchart No. 1

Check voltage between the DPMS control unit 18-P connector BLU/WHT² wire and ground. There should be 1 V or less with the ignition key inserted, and 10 V or more with the key pulled out.

Are voltages as specified?

NO

Open or short in the wire, or faulty ignition key switch (see page 23-202)

YES

Check voltage between the DPMS control unit 12-P connector BLK/RED wire and ground. There should be 10 V or more with the ignition switch ON, and 1 V or less with the ignition switch OFF.

Are voltages as specified?

NO

Open or short in the wire, blown No. 20 (7.5 A) fuse in the under-dash fuse/relay box, or faulty ignition switch (see page 23-78)

YES

(A/T only)

Check voltage between the DPMS control unit 12-P connector WHT/GRN wire and ground. There should be 1 V or less with the shift lever in **P**, and 4 V or more with the shift lever in any other position than **P**.

Are voltages as specified?

NO

Open or short in the wire, or faulty A/T gear position switch (see page 23-154)

YES

Check voltage between the DPMS control unit 12-P connector GRN/RED² wire and ground. There should be 1 V or less with the AUTO switch ON, and 4 V or more with the AUTO switch OFF.

Are voltages as specified?

NO

Open or short in the wire, or faulty AUTO switch (see page 23-384)

YES

Check voltage between the BRN² and GRY³ wires on the left side wire harness side of the steering column memory sensor connector. There should be 5 V.
NOTE: All DPMS control unit connectors must be connected.

Is there 5 V?

NO

Open in the wires or faulty DPMS control unit

YES

Check voltage between the SC control unit 8-P connector YEL/WHT² wire and ground.

Is there 10 - 14 V?

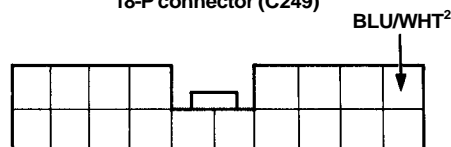
NO

Open in the wire or faulty DPMS control unit

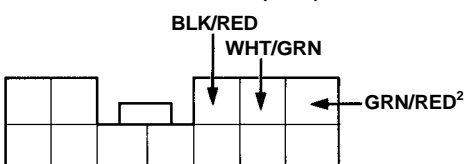
YES

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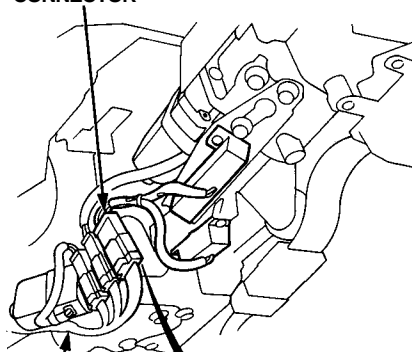
DPMS control unit
18-P connector (C249)



DPMS control unit
12-P connector (C248)

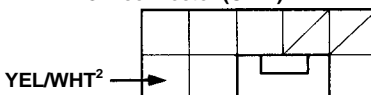


STEERING COLUMN
MEMORY SENSOR
CONNECTOR



LEFT SIDE
WIRE HARNESS

Steering column control unit
8-P connector (C242)



(cont'd)

Troubleshooting

Flowcharts (cont'd)

(From page 23-343)

Check voltage between the DPMS control unit 12-P connector BRN² and BLU² wires. There should be 5 V with the steering column in the fully-up position, and no voltage in the fully-down position.

NOTE: All DPMS and SC control unit connectors must be connected.

Is voltage as specified?

NO

Open or short in the wires, or faulty tilt memory sensor (see page 23-383)

YES

Check voltage between the DPMS control unit 12-P connector BRN² and PNK wires. There should be 5 V with the steering column in the fully-extend position, and no voltage in the fully-retract position.

NOTE: All DPMS and SC control unit connectors must be connected.

Is voltage as specified?

NO

Open or short in the wires, or faulty extend-retract memory sensor (see page 23-383)

YES

Check voltage between the RED/BLK wire on the left side wire harness side of the tilt motor connector and ground, and between the RED/WHT wire and ground. There should be 12 V with the tilt-up switch or tilt-down switch ON, and no voltage with the switches OFF.

Are voltages as specified?

NO

Open or short in the wires, or faulty SC control unit

YES

Check voltage between the GRN/BLK wire on the left side wire harness side of the extend-retract motor connector and ground, and between the GRN/WHT wire and ground. There should be 12 V with the retract or extend switch ON, and no voltage with the switches OFF.

Are voltages as specified?

NO

Open or short in the wires, or faulty SC control unit

YES

Test the steering column tilt motor (see page 23-382).

Does the motor run smoothly without noise?

NO

Open in the RED/BLK or RED/WHT motor wire, or faulty tilt motor

YES

Test the steering column extend-retract motor (see page 23-382).

Does the motor run smoothly without noise?

NO

Open in the GRN/BLK or GRN/WHT motor wire, or faulty extend-retract motor

YES

Faulty DPMS control unit

DPMS control unit
12-P connector (C248)

