



## Flowchart No. 2

Check voltage between the DPMS control unit 18-P connector BLU/WHT<sup>2</sup> 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 BRN<sup>2</sup> and GRY<sup>3</sup> 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/WHT<sup>2</sup> wire and ground.

Is there 10 - 14 V?

NO

Open in the wire or faulty DPMS control unit

YES

Check voltage between the DPMS control unit 12-P connector BRN<sup>2</sup> and BLU<sup>2</sup> 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 BRN<sup>2</sup> 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

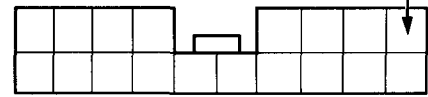
Open or short in the wires, or faulty SC control unit

YES

(To page 23-346)

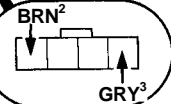
DPMS control unit  
18-P connector (C249)

BLU/WHT<sup>2</sup>



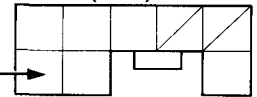
STEERING COLUMN  
MEMORY SENSOR  
CONNECTOR

LEFT SIDE  
WIRE HARNESS



Steering column control unit  
8-P connector (C242)

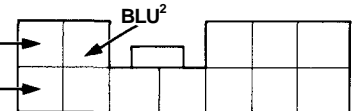
YEL/WHT<sup>2</sup>



DPMS control unit  
12-P connector (C248)

PNK

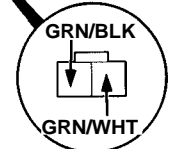
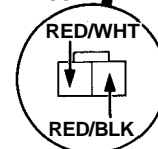
BRN<sup>2</sup>



EXTEND-RETRACT  
MOTOR CONNECTOR

TILT MOTOR  
CONNECTOR

LEFT SIDE  
WIRE HARNESS



(cont'd)

# Troubleshooting

## Flowcharts (cont'd)

(From page 23-345)

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

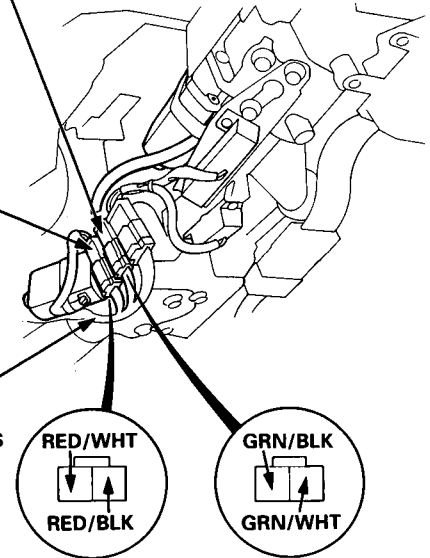
YES

Faulty DPMS control unit

EXTEND-RETRACT MOTOR CONNECTOR

TILT MOTOR CONNECTOR

LEFT SIDE WIRE HARNESS



### Flowchart No. 3

Check voltage between the DPMS control unit 18-P connector GRN/RED<sup>1</sup> wire and ground. There should be 1 V or less with the driver's door open, and 10 V or more with the door closed.

Are voltages as specified?

NO

Open or short in the wire, or faulty driver's door switch (see page 23-201)

YES

Check for continuity between the DPMS control unit 18-P connector GRY<sup>2</sup> wire and ground, and between the 18-P connector GRY<sup>2</sup> wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

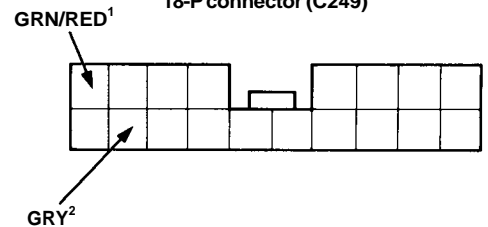
YES

Short in the wires

NO

(To page 23-347)

DPMS control unit 18-P connector (C249)



DPMS control unit 10-P connector (C246)

