

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

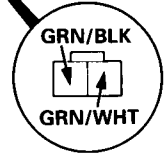
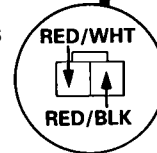
YES

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/RED¹ 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 GRY² wire and ground, and between the 18-P connector GRY² wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES

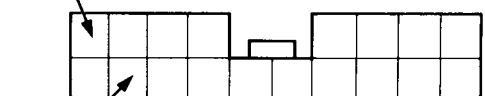
Short in the wires

NO

(To page 23-347)

DPMS control unit 18-P connector (C249)

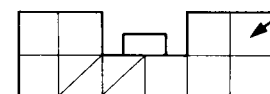
GRN/RED¹



GRY²

DPMS control unit 10-P connector (C246)

YEL/BLU





(From page 23-346)

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

Are voltages as specified?

NO

Open or short in the wire, faulty A/T gear position switch (see page 23-154) or parking brake switch (see page 23-142)

YES

Check for continuity between the DPMS control unit 18-P connector BLU/WHT¹ and GRY² wires. There should be continuity with position button 1 pressed, and no continuity with the button released.

Is continuity as specified?

NO

Open or short in the wires, or faulty position switch 1 (see page 23-382)

YES

Check for continuity between the DPMS control unit 18-P connector BLU/YEL¹ and GRY² wires. There should be continuity with position button 2 pressed, and no continuity with the button released.

Is continuity as specified?

NO

Open or short in the wires, or faulty position switch 2 (see page 23-382)

YES

Check voltage between the PS control unit 10-P connector WHT/BLU wire and ground.

Are there 10 - 14 V?

NO

Open in the wire or faulty PS control unit

YES

Check voltage between the DPMS control unit 12-P connector GRN/YEL⁴ and BLK¹ wires.

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

Does voltage pulse between 1 V or less and 5 V or more with the slide motor running?

NO

Open or short in the wires, or faulty slide memory sensor (see page 23-387)

YES

Check voltage between the DPMS control unit 12-P connector GRN/WHT and BLK¹ wires.

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

Does voltage pulse between 1 V or less and 5 V or more with the recline motor running?

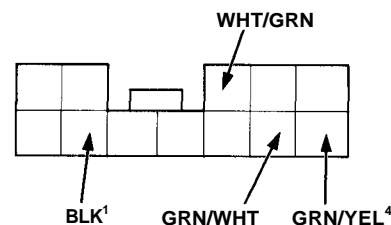
NO

Open or short in the wires, or faulty recline memory sensor (see page 23-387)

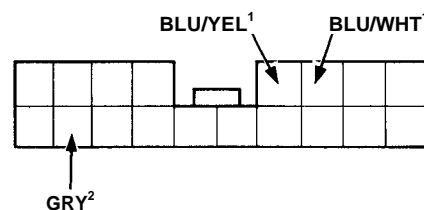
YES

(To page 23-348)

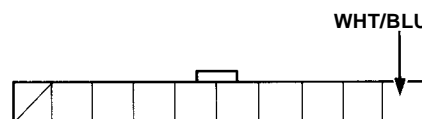
DPMS control unit
12-P connector (C248)



DPMS control unit
18-P connector (C249)



Power seat control unit
10-P connector (C705)



(cont'd)

Troubleshooting

Flowcharts (cont'd)

(From page 23-347)

Check voltage between the DPMS control unit 12-P connector GRN/RED³ and BLK¹ wires.
NOTE: All DPMS and PS control unit connectors must be connected.

Does voltage pulse between 1 V or less and 5 V or more with the front up-down motor running?

NO

Open or short in the wires, or faulty front up-down memory sensor (see page 23-387)

YES

Check voltage between the DPMS control unit 12-P connector GRN/BLU² and BLK¹ wires.
NOTE: All DPMS and PS control unit connectors must be connected.

Does voltage pulse between 1 V or less and 5 V or more with the rear up-down motor running?

NO

Open or short in the wires, or faulty rear up-down memory sensor (see page 23-387)

YES

Check voltage between the BLU⁴ wire of the driver's seat harness slide motor connector and ground, and between the BLU/YEL⁴ wire and ground. There should be about 12 V with the slide switch pushed forward and back, and no voltage with the switch in neutral.

Are voltages as specified?

NO

Faulty PS control unit, open or short in the wires, or faulty slide switch (see page 23-385)

YES

Check voltage between the YEL³ wire of the driver's seat harness recline motor connector and ground, and between the YEL/GRN³ wire and ground. There should be about 12 V with the recline switch pushed forward and back, and no voltage with the switch in neutral.

Are voltages as specified?

NO

Faulty PS control unit, open or short in the wires, or faulty recline switch (see page 23-385)

YES

Check voltage between the GRN⁴ wire of the driver's seat harness front up-down motor connector and ground, and between the GRN/YEL⁴ wire and ground. There should be about 12 V with the front up-down switch pushed up and down, and no voltage with the switch in neutral.

Are voltages as specified?

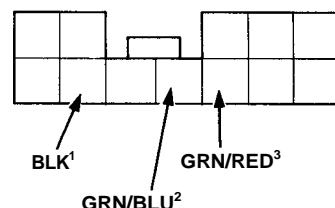
NO

Faulty PS control unit, open or short in the wires, or faulty front up-down switch (see page 23-385)

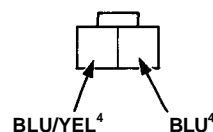
YES

(To page 23-349)

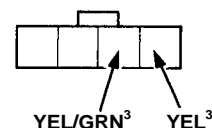
DPMS control unit
12-P connector (C248)



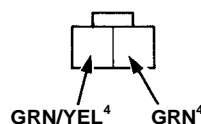
Driver's seat harness
slide motor 2-P connector (C709)



Driver's seat harness
recline motor 4-P connector (C715)



Driver's seat harness
front up-down motor 2-P
connector (C711)





(From page 23-348)

Check voltage between the RED⁴ wire of the driver's seat harness rear up-down motor connector and ground, and between the RED/YEL⁴ wire and ground. There should be about 12 V with the rear up-down switch pushed up and down, and no voltage with the switch in neutral.

Are voltages as specified?

NO

Faulty PS control unit, open or short in the wires, or faulty rear up-down switch (see page 23-385)

YES

Test the power seat slide motor (see page 23-386).

Does the motor run smoothly without noise?

NO

Open in the BLU⁴ or BLU/YEL⁴ motor wire, or faulty slide motor

YES

Test the power seat recline motor (see page 23-386).

Does the motor run smoothly without noise?

NO

Open in the YEL³ or YEL/GRN³ motor wire, or faulty recline motor

YES

Test the power seat front up-down motor (see page 23-386).

Does the motor run smoothly without noise?

NO

Open in the GRN⁴ or GRN/YEL⁴ motor wire, or faulty front up-down motor

YES

Test the power seat rear up-down motor (see page 23-386).

Does the motor run smoothly without noise?

NO

Open in the RED⁴ or RED/YEL⁴ motor wire, or faulty rear up-down motor

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?

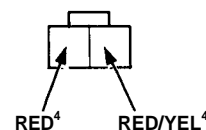
NO

Open in the wire or faulty DPMS control unit

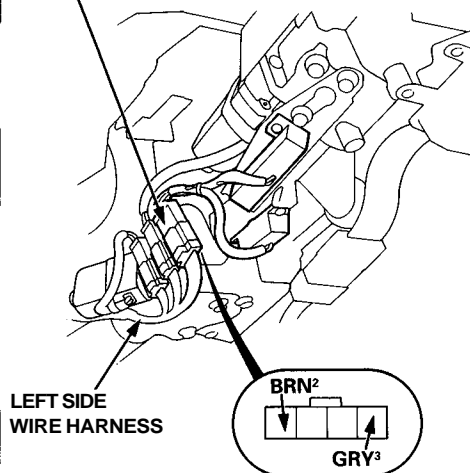
YES

(To page 23-350)

Driver's seat harness rear up-down motor 2-P connector (C710)

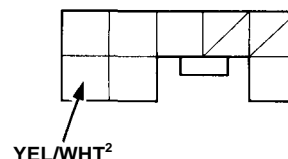


STEERING COLUMN MEMORY SENSOR CONNECTOR



LEFT SIDE WIRE HARNESS

Steering column control unit 8-P connector (C242)



(cont'd)

Troubleshooting

Flowcharts (cont'd)

(From page 23-349)

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)

