

A/T Gear Position Indicator

Indicator Input Test

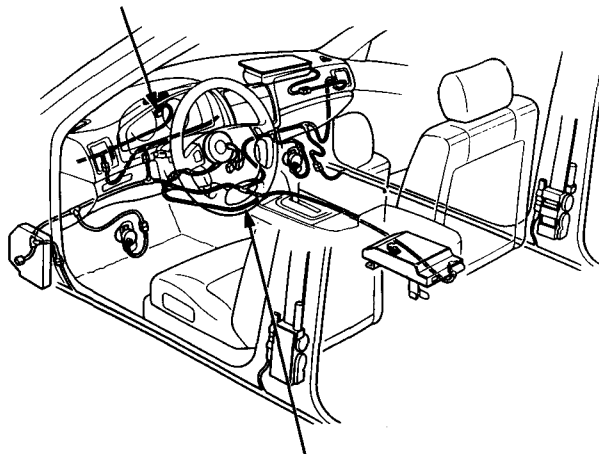
CAUTION:

- All SRS wiring harnesses are covered with yellow outer insulation.
- Before disconnecting any part of the SRS wire harness, install the short connectors (see page 23-407).
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.
- After installing the gauge assembly, recheck the operation of the SRS indicator light.

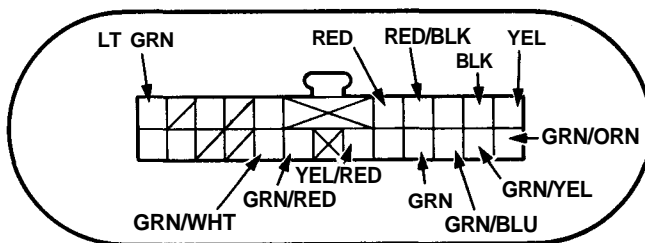
Remove the gauge assembly from the dashboard, and disconnect the 22-P connector from the gauge assembly. Inspect the connector terminals to be sure they are all making good contact.

- 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 indicator must be faulty; replace printed circuit board A and the odo/trip meter.

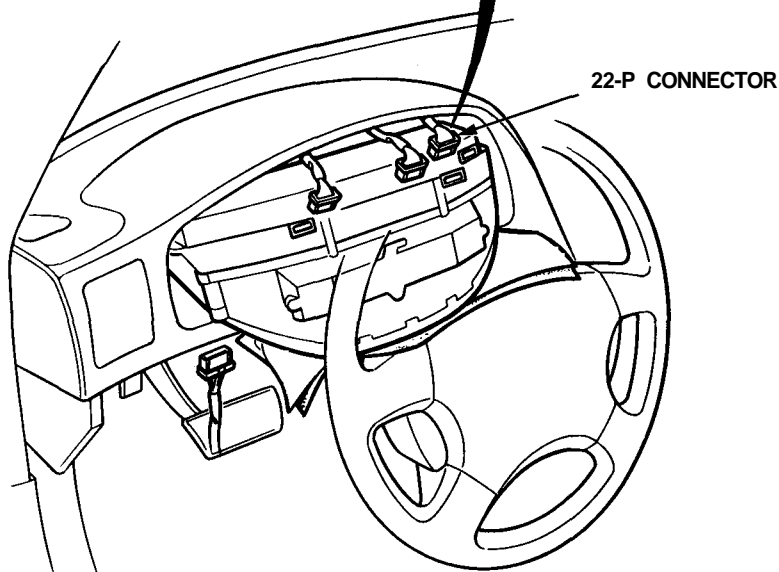
CONNECTOR "B" (Carries the SRS indicator signal)



SRS MAIN HARNESS
(Covered with yellow outer insulation)



View from wire side





No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditons	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	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No.13 (7.5 A) fuse • An open in the wire
3	GRN/WHT	Shift lever in P NOTE: Don't push the brake pedal.	Check for continuity to ground: There should be continuity. There should be no continuity in any other position.	<ul style="list-style-type: none"> • Faulty A/T gear position switch • Poor ground (G501) • An open in the wire
	GRN/RED	Shift lever in R		
	GRN	Shift lever in N		
	GRN/BLU	Shift lever in D₃		
	GRN/YEL	Shift lever in 2		
	GRN/ORN	Shift lever in 1		
4	YEL/RED	Ignition switch ON (II) and shift lever in D₄	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Faulty A/T gear position switch • Faulty PCM • Poor ground (G501) • An open in the wire
5	RED/BLK and RED	Combination light switch ON and dash lights brightness control dial on full bright	Check for voltage between RED/BLK and RED terminals: There should be battery voltage.	<ul style="list-style-type: none"> • Faulty dash lights brightness control system • An open in the wire
6	YEL/RED	Ignition switch ON (II) and shift lever in any position except D₄	Check for voltage to ground: There should be battery voltage for two seconds after the ignition switch is turned ON (II), and less than 1 V two seconds later.	<ul style="list-style-type: none"> • Faulty PCM • Faulty A/T gear position switch • An open in the wire
7	LT GRN	Ignition switch ON (II)	Check for voltage to ground: There should be more than 11 V.	<ul style="list-style-type: none"> • Faulty PCM • An open in the wire

PCM: Powertrain control module