

(From page 23-360)

Check for continuity between the DPMS control unit 18-P connector BLU/WHT<sup>1</sup> wire and GRY<sup>2</sup> wire. There should be continuity with position button 1 pushed, and there should be no continuity with the button released.

Is continuity as specified?

NO

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

YES

Check for continuity between the DPMS control unit 18-P connector BLU/YEL<sup>1</sup> wire and GRY<sup>2</sup> wire. There should be continuity with position button 2 pushed, and there should be no continuity with the button released.

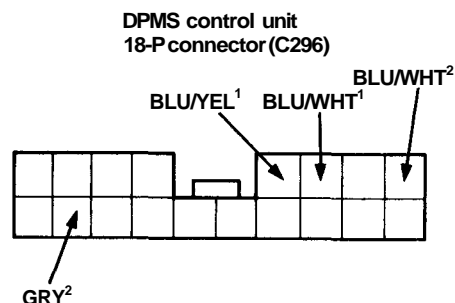
Is continuity as specified?

NO

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

YES

Faulty DPMS control unit



#### Flowchart No. 17

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 there should be 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 23-209)

YES

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

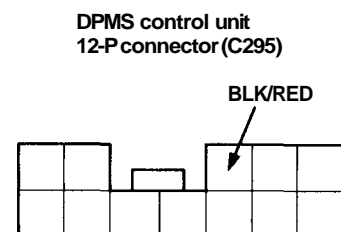
Are voltages as specified?

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 23-80)

YES

Faulty DPMS control unit



#### Flowchart No. 18

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.

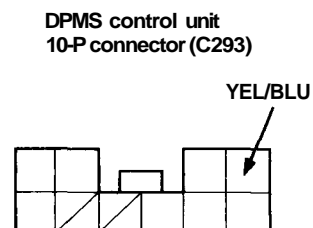
Is there continuity?

YES

Short in the wires

NO

Faulty DPMS control unit or faulty switches



(cont'd)