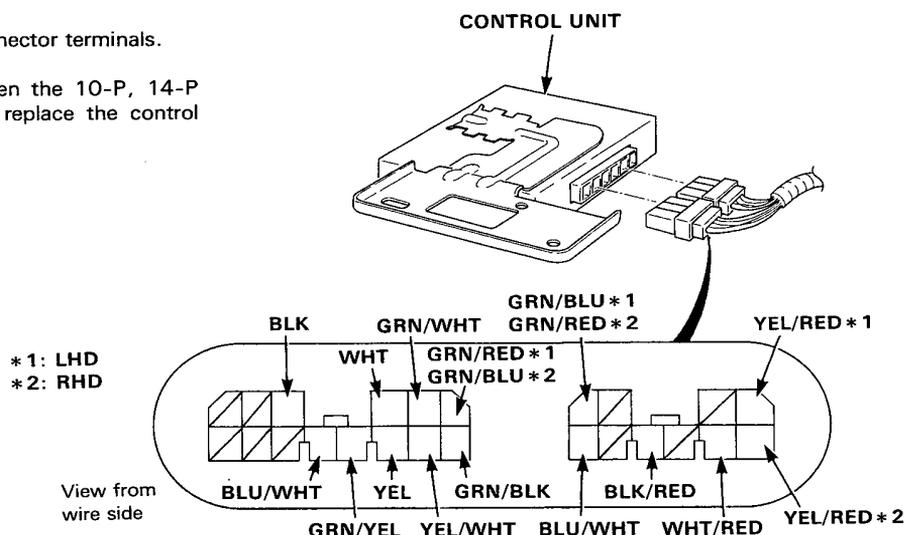




Control Unit Input Test

Slide the left front seat forward to disconnect the 10-P and 14-P connectors from the control unit.
Make the following input test at the connector terminals.

NOTE: Recheck the connections between the 10-P, 14-P connectors and the control unit, then replace the control unit if all input tests prove OK.



No.	Terminal	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions.	Check for continuity to ground: should be continuity.	<ul style="list-style-type: none"> • Poor ground (G501). • An open in the wire.
2	WHT	Under all conditions.	Check for voltage to ground: should be battery voltage.	<ul style="list-style-type: none"> • Blown No.27 (20 A) fuse. • An open in the wire.
3	BLU/WHT	Driver's door lock knob in LOCK.	Check for continuity to ground: should be continuity.	<ul style="list-style-type: none"> • Faulty door lock knob switch. • Poor ground (G501). • An open in the wire.
4	BLK/RED	Driver's door lock knob in UNLOCK.		
5	YEL/RED and WHT/RED	Connect the WHT terminal to the WHT/RED terminal, and the YEL/RED terminal to the BLK terminal momentarily.	Check door lock operation: all doors should lock as the battery is connected momentarily.	<ul style="list-style-type: none"> • Faulty actuators. • An open in the wire.
		Connect the WHT terminal to the YEL/RED terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door lock operation: all doors should unlock as the battery is connected momentarily.	

CAUTION: To prevent damage to the motor, apply battery voltage momentarily.

(cont'd)