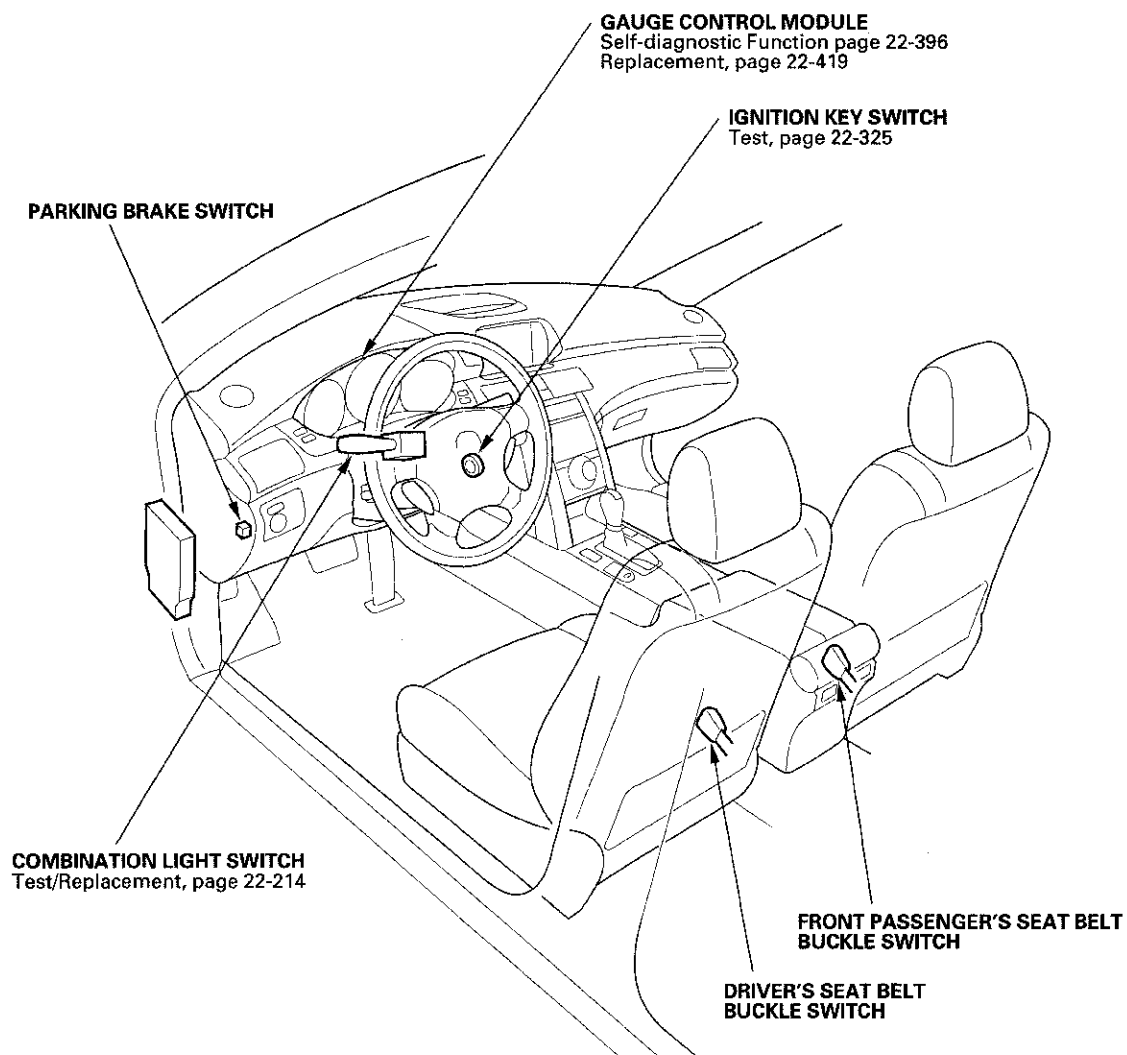


Reminder Systems

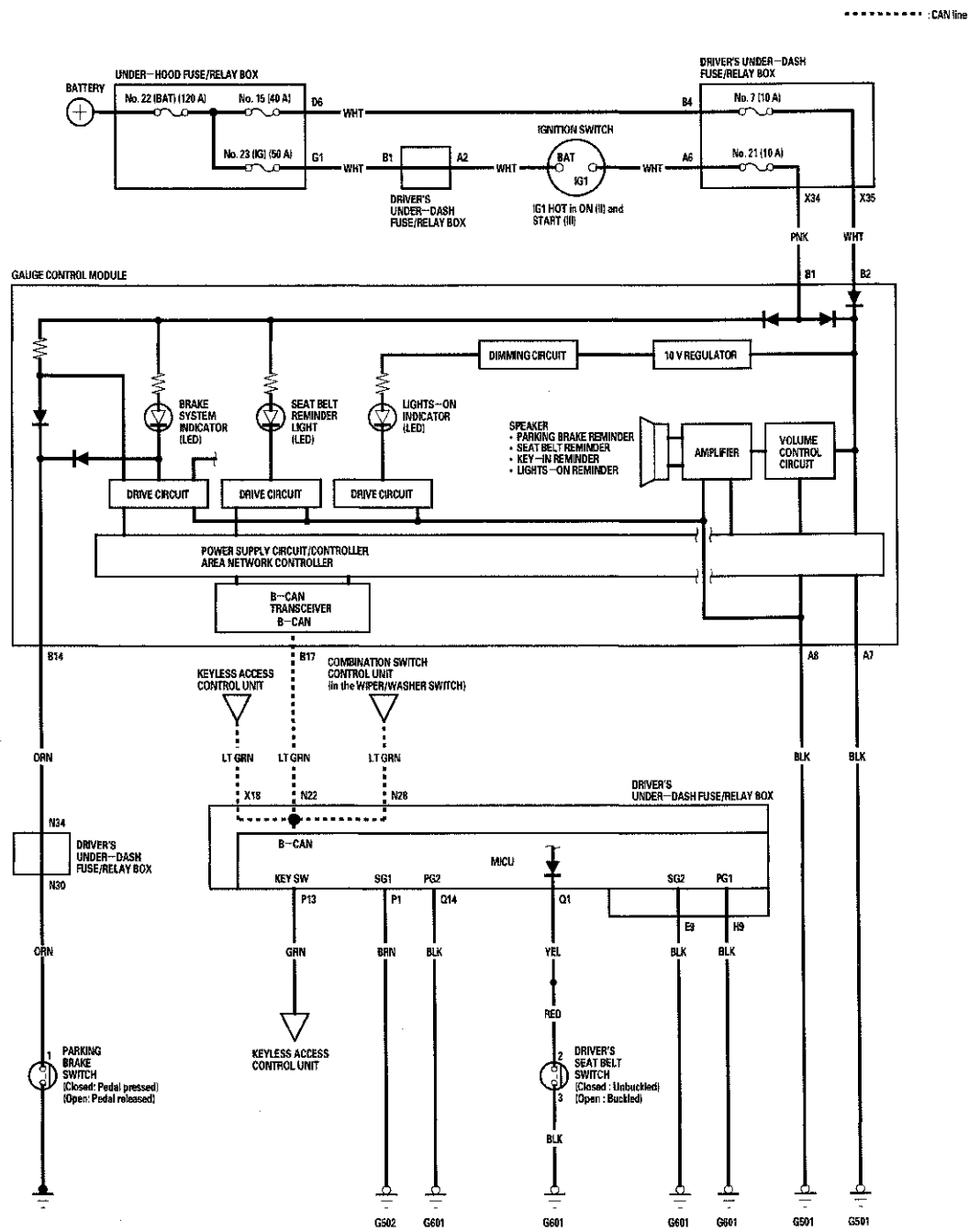


Component Location Index



Reminder Systems

Circuit Diagram



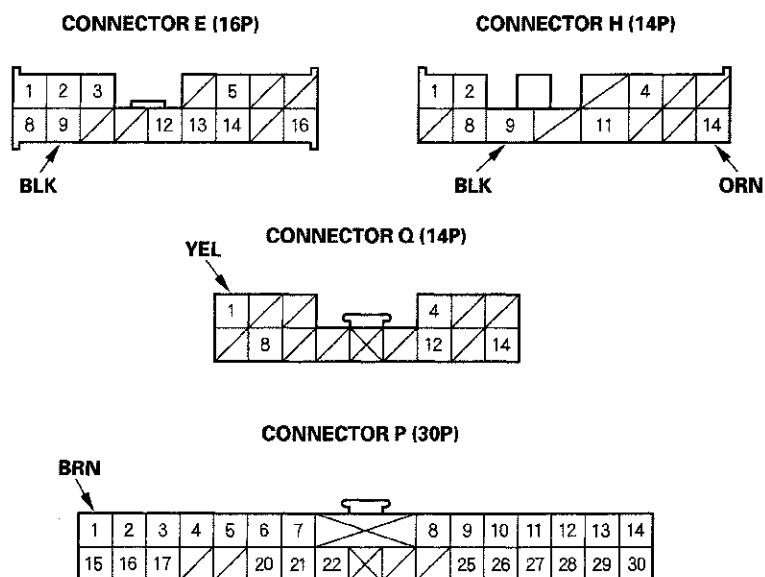


Control Unit Input Test

Multiplex Integrated Control Unit

1. Turn the ignition switch to LOCK (0).
2. Remove the left kick panel (see page 20-67).
3. Disconnect the driver's under-dash fuse/relay box connectors.

NOTE: All connectors are wire side of female terminals.



4. Inspect the connector and socket 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 are OK, go to step 5.

(cont'd)

Reminder Systems

Control Unit Input Test (cont'd)

5. Do these input tests at the following connectors.

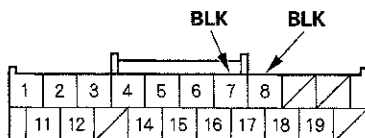
- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, go to step 6.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
E9-H9-Q14	BLK	Under all conditions	Measure the voltage to ground:	• Poor ground (G601)
P1	BRN		There should be less than 0.2 V.	• An open in the wire
Q1	YEL	Ignition switch ON (II), driver's seat belt is buckled.	Measure the voltage to ground:	• Poor ground (G502)
		Ignition switch ON (II), driver's seat belt is unbuckled.	There should be at least 5 V.	• An open in the wire
			Measure the voltage to ground:	• Faulty driver's seat belt buckle switch
			There should be less than 0.2 V.	• A short to ground in the wire
				• Poor ground (G601)
				• Faulty driver's seat belt buckle switch
				• An open in the wire

Gauge Control Module

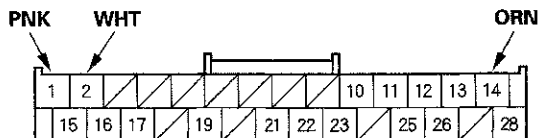
- Turn the ignition switch to LOCK (0).
- Remove the gauge control module (see page 22-419).
- Disconnect gauge control module connectors A (20P) and B (28P).

GAUGE CONTROL MODULE CONNECTOR A (20P)



Wire side of female terminals

GAUGE CONTROL MODULE CONNECTOR B (28P)



Wire side of female terminals



9. Inspect the connector and socket 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, go to step 10.

10. Reconnect the connectors to the gauge control module, and do these input tests at the following connectors.

- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, go to step 11.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
A7	BLK	Under all conditions	Measure the voltage to ground: There should be less than 0.2 V.	• Poor ground (G501) • An open in the wire
A8	BLK			• Poor ground (G501) • An open in the wire
B1	PNK	Ignition switch ON (II)	Measure the voltage to ground: There should be battery voltage.	• Blown No. 21 (10 A) fuse in the driver's under-dash fuse/relay box • An open in the wire
B2	WHT	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 15 (40 A) fuse in the under-hood fuse/relay box • Blown No. 7 (10 A) fuse in the driver's under-dash fuse/relay box • An open in the wire
B14	ORN	Ignition switch ON (II), parking brake pedal pressed	Measure the voltage to ground: There should be less than 0.2 V.	• Faulty parking brake switch • An open in the wire
		Ignition switch ON (II), parking brake pedal released	Measure the voltage to ground: There should be battery voltage.	• Faulty parking brake switch • A short to ground in the wire

11. Do the gauge self-diagnostic procedure (see page 22-396).

- If the beeper sounds and the seat belt reminder light flashes, go to step 12.
- If the beeper does not sound or the seat belt reminder light does not flash, replace the gauge control module (see page 22-419).

12. Substitute a known-good gauge control module, and recheck the system.

- If the symptom is gone, the gauge control module is faulty; replace it (see page 22-419).
- If the symptom is still present, the multiplex integrated control unit (MICU) is faulty; replace the driver's under-dash fuse/relay box (see page 22-88).