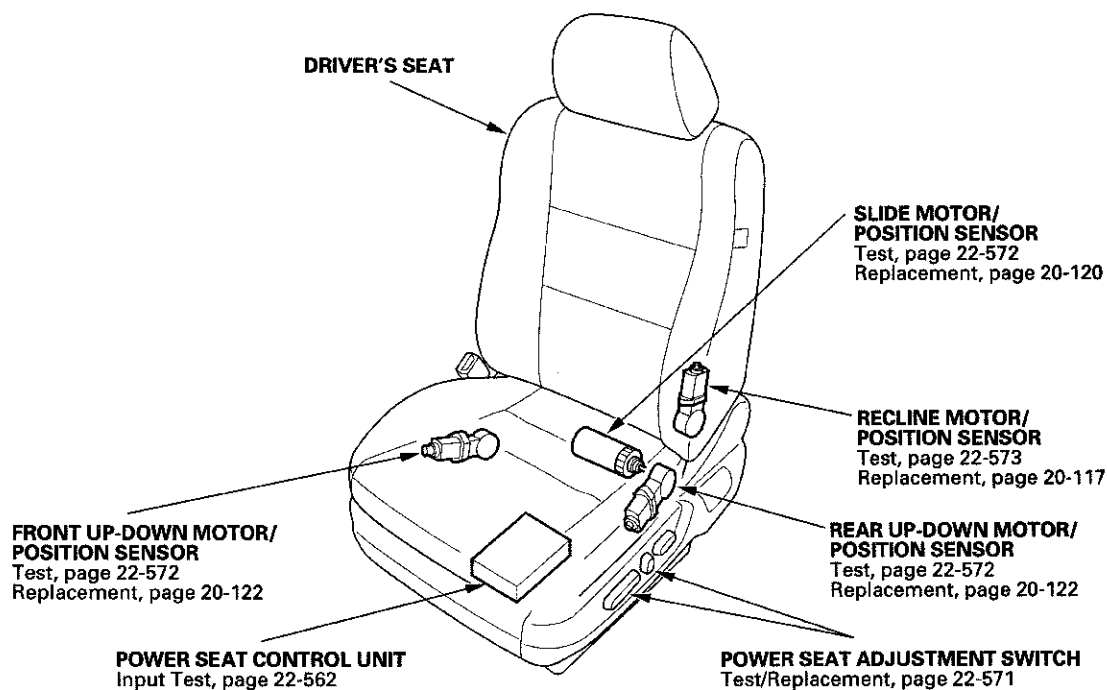
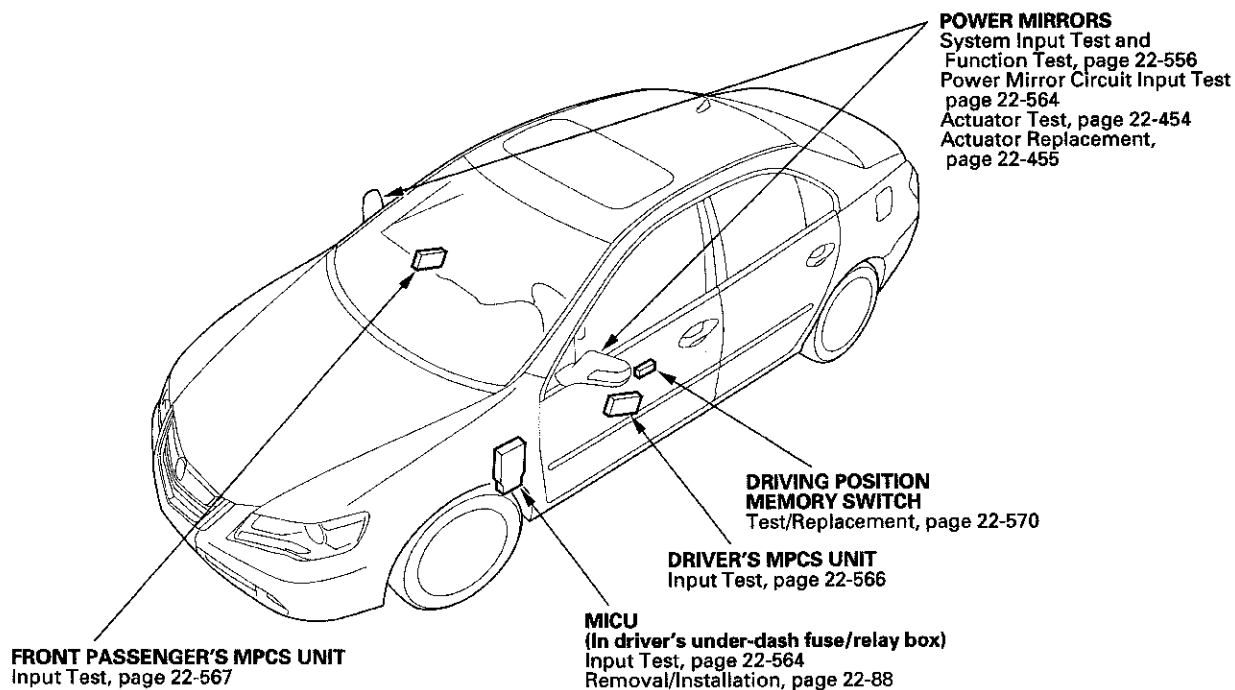
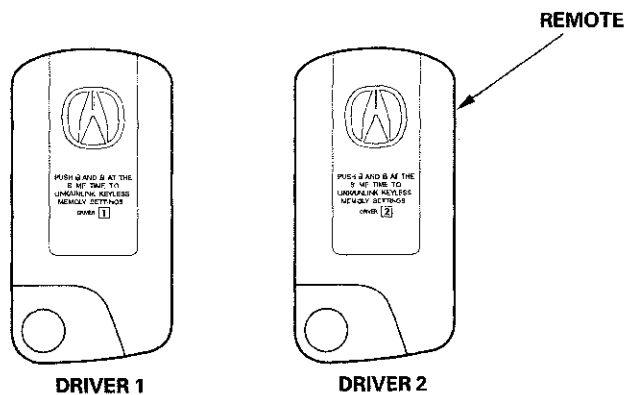
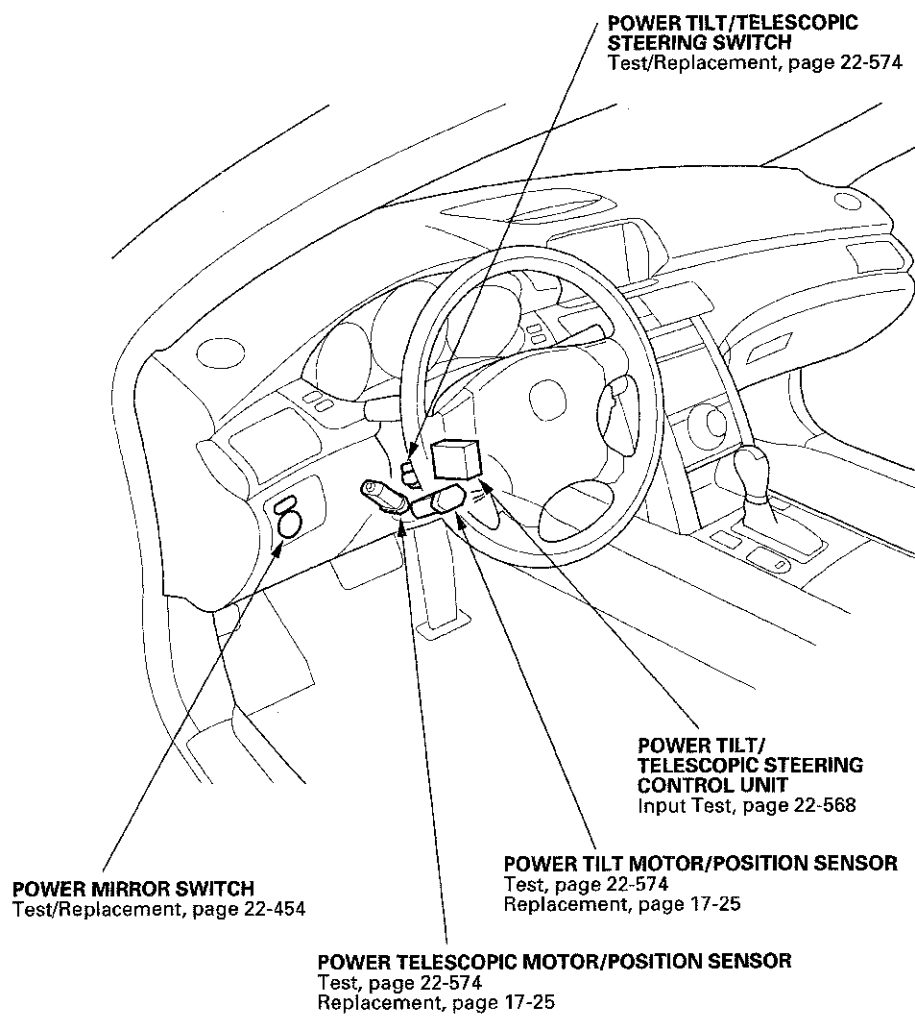


# Driving Position Memory System (DPMS)

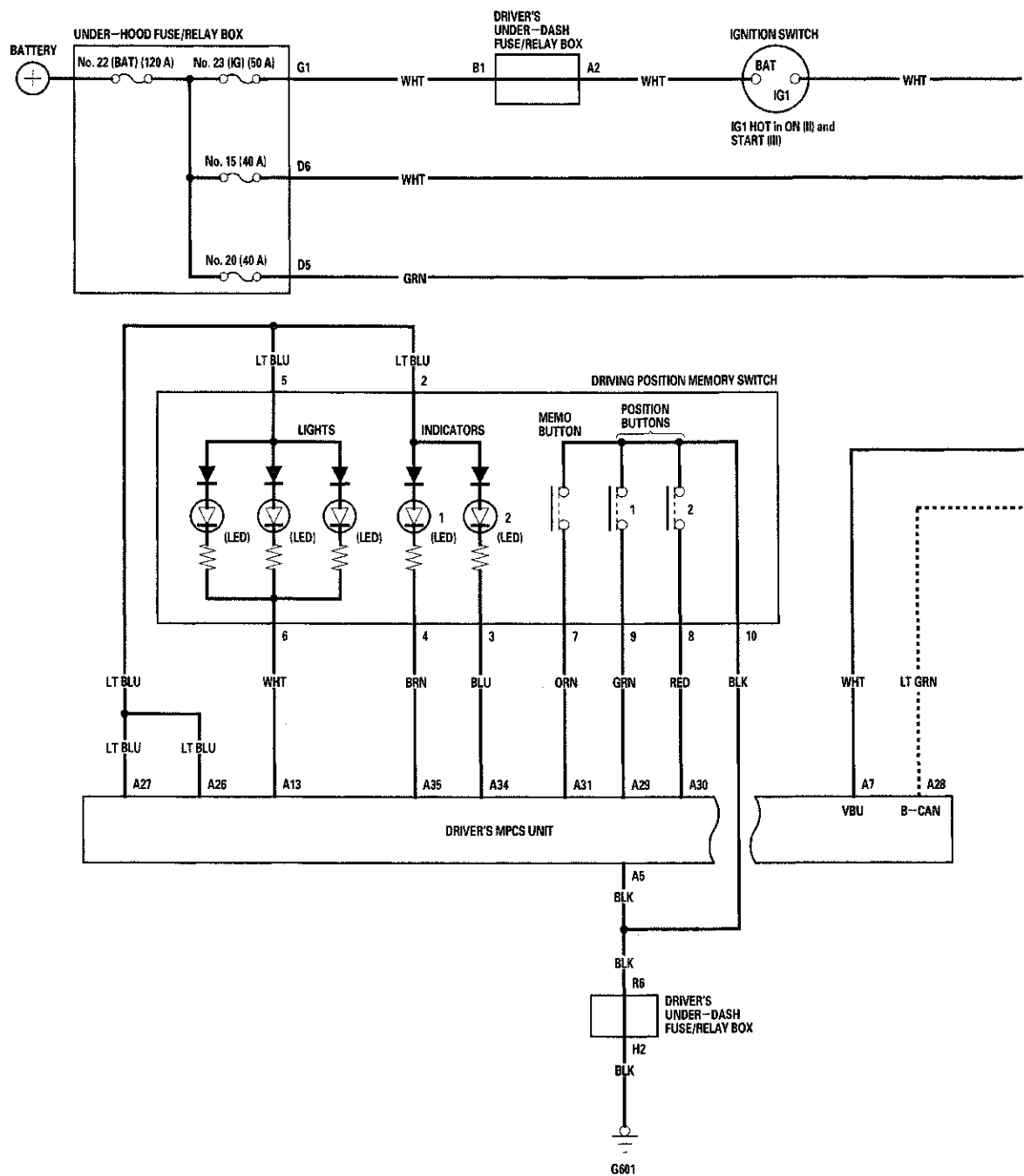
## Component Location Index

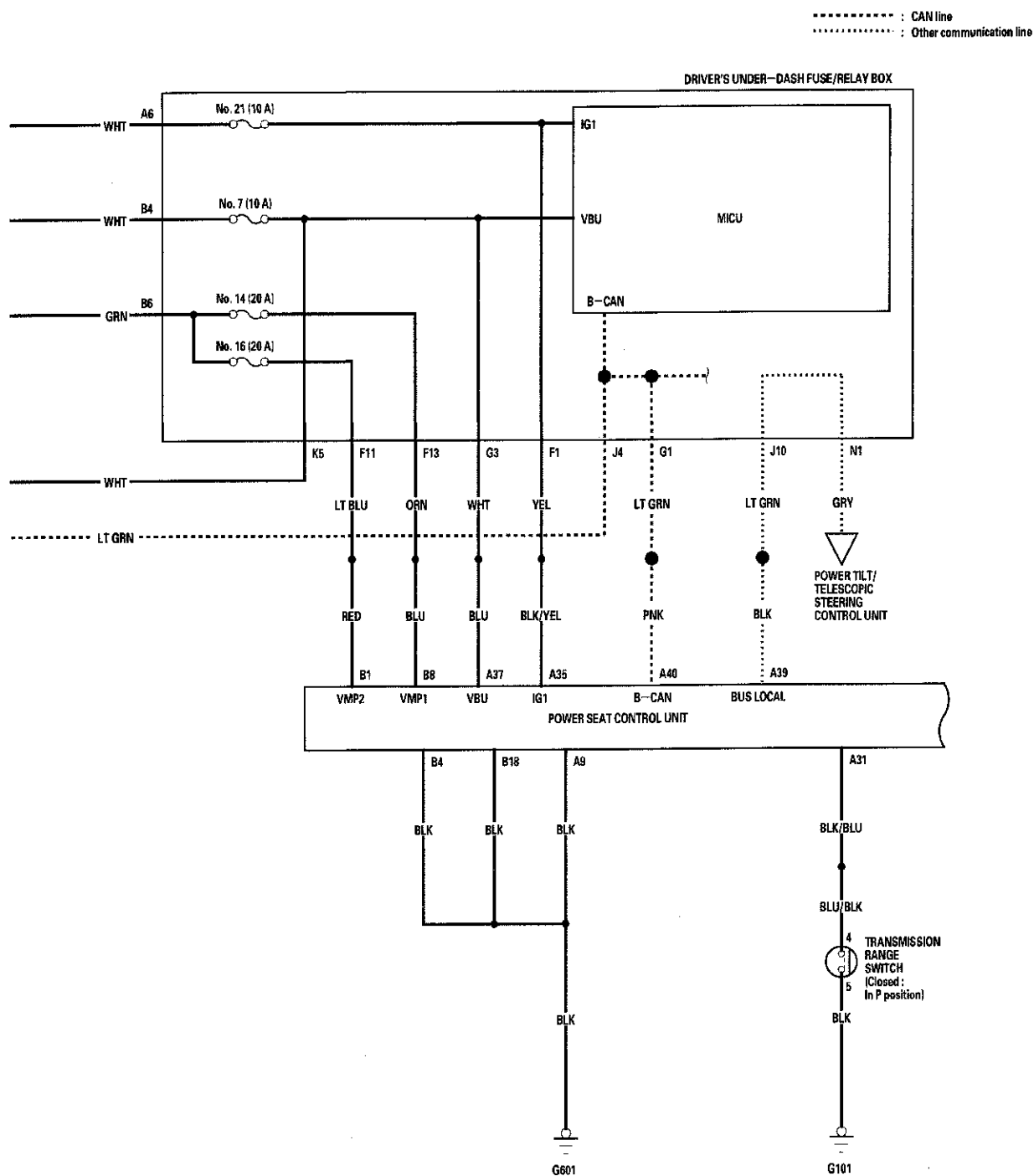




# Driving Position Memory System (DPMS)

## Circuit Diagram - Power Seat

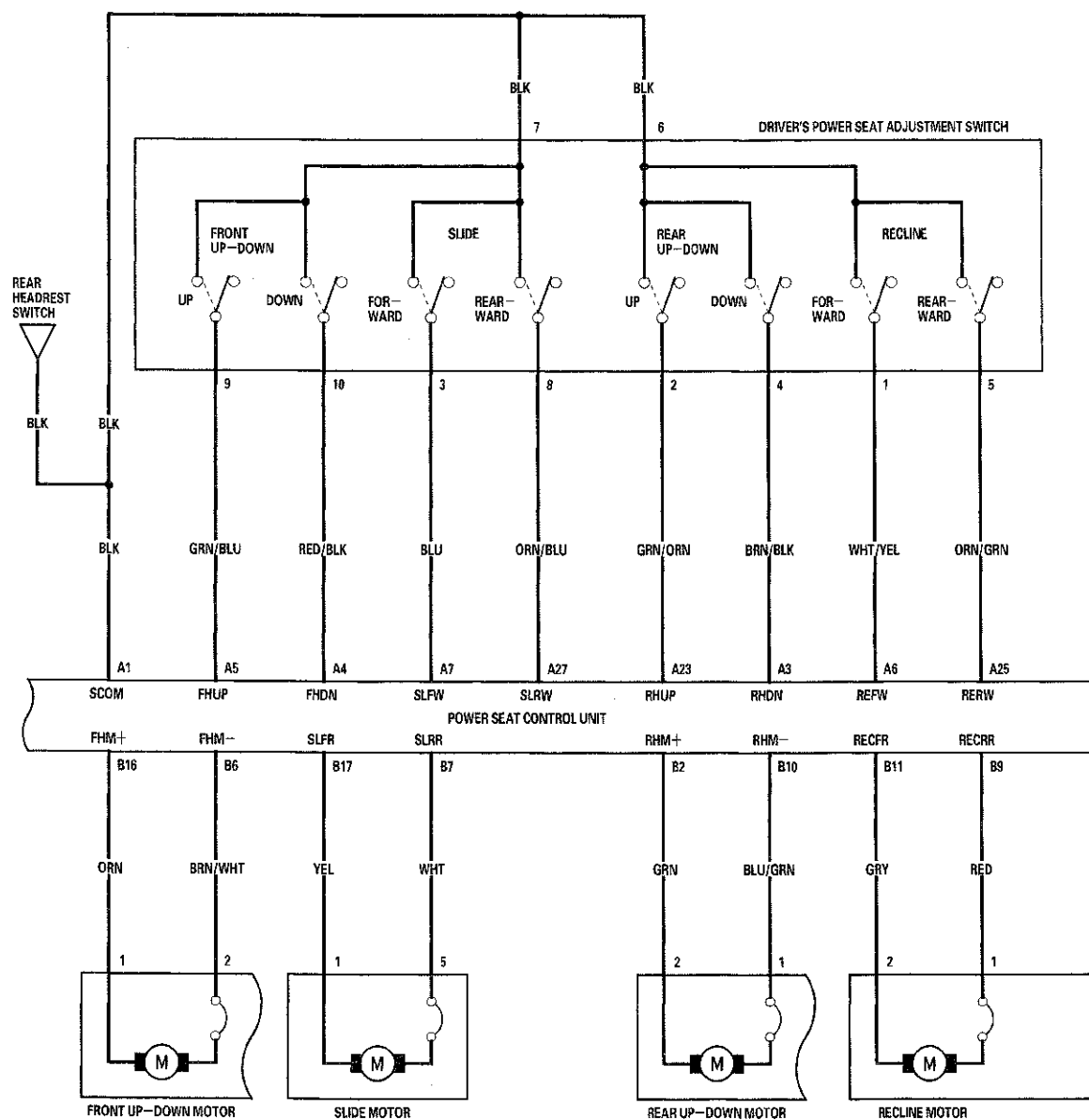




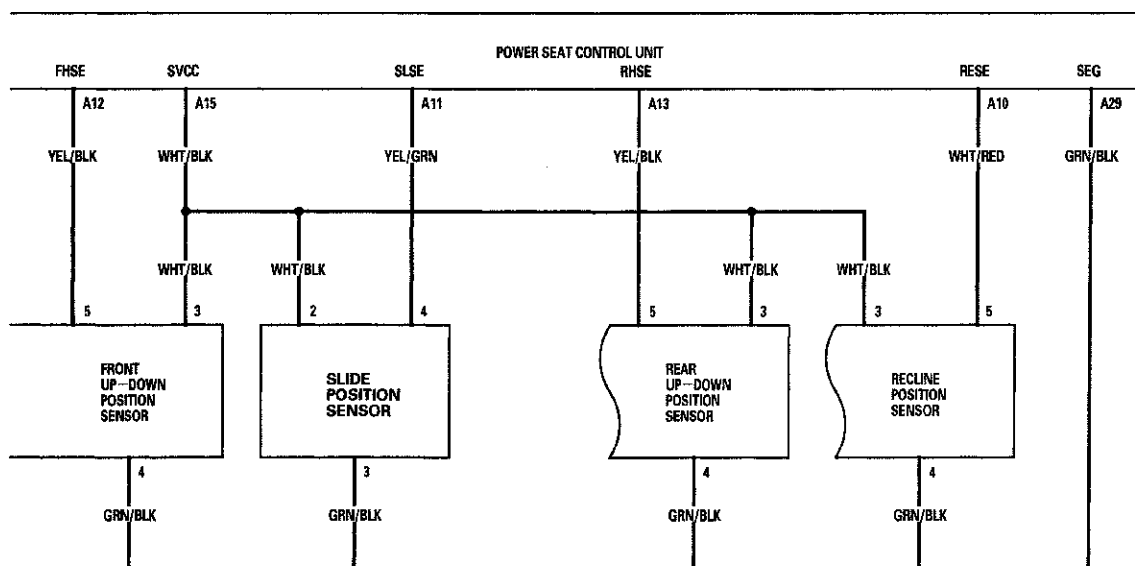
(cont'd)

# Driving Position Memory System (DPMS)

## Circuit Diagram - Power Seat (cont'd)

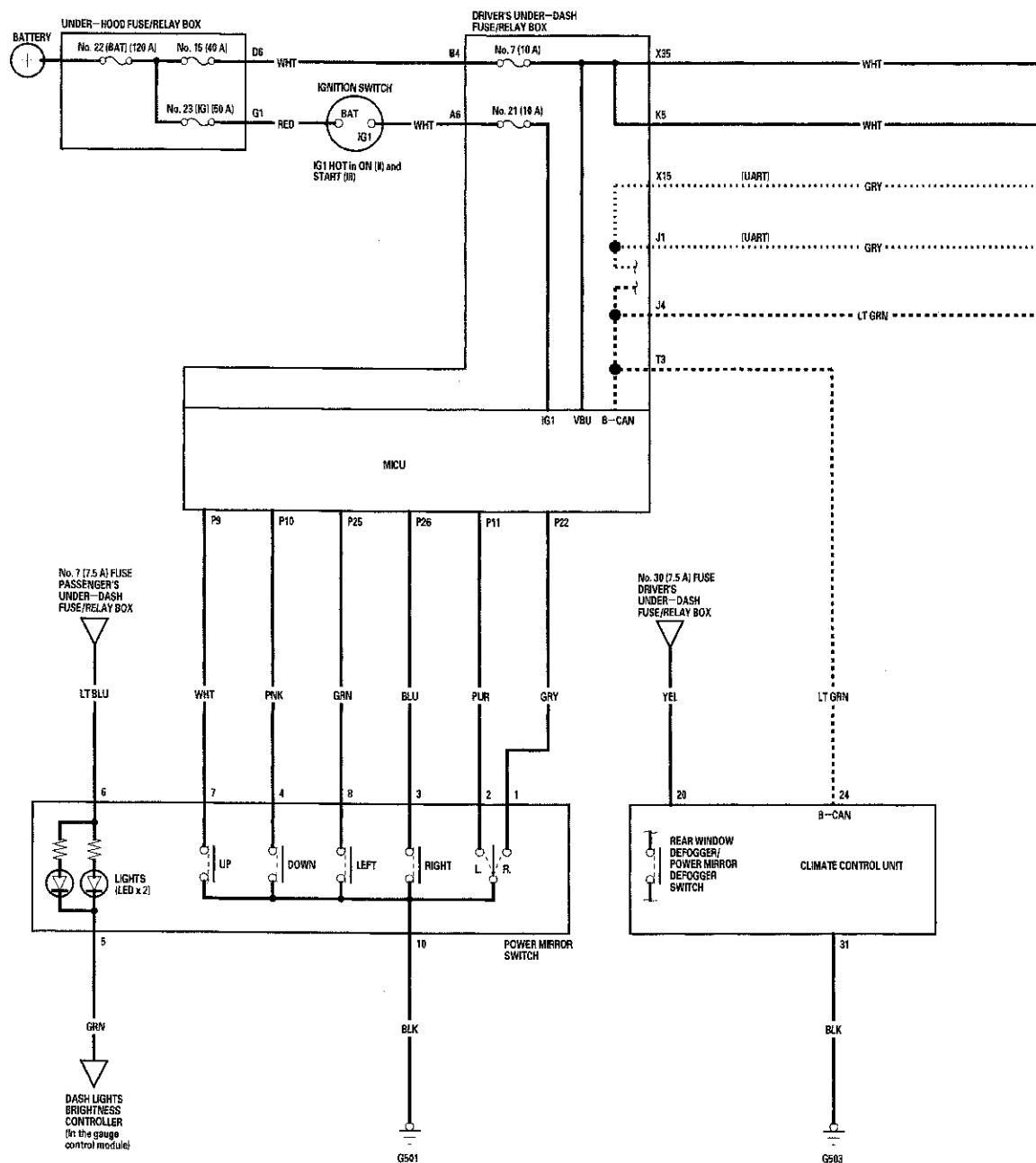


cardiagn.com



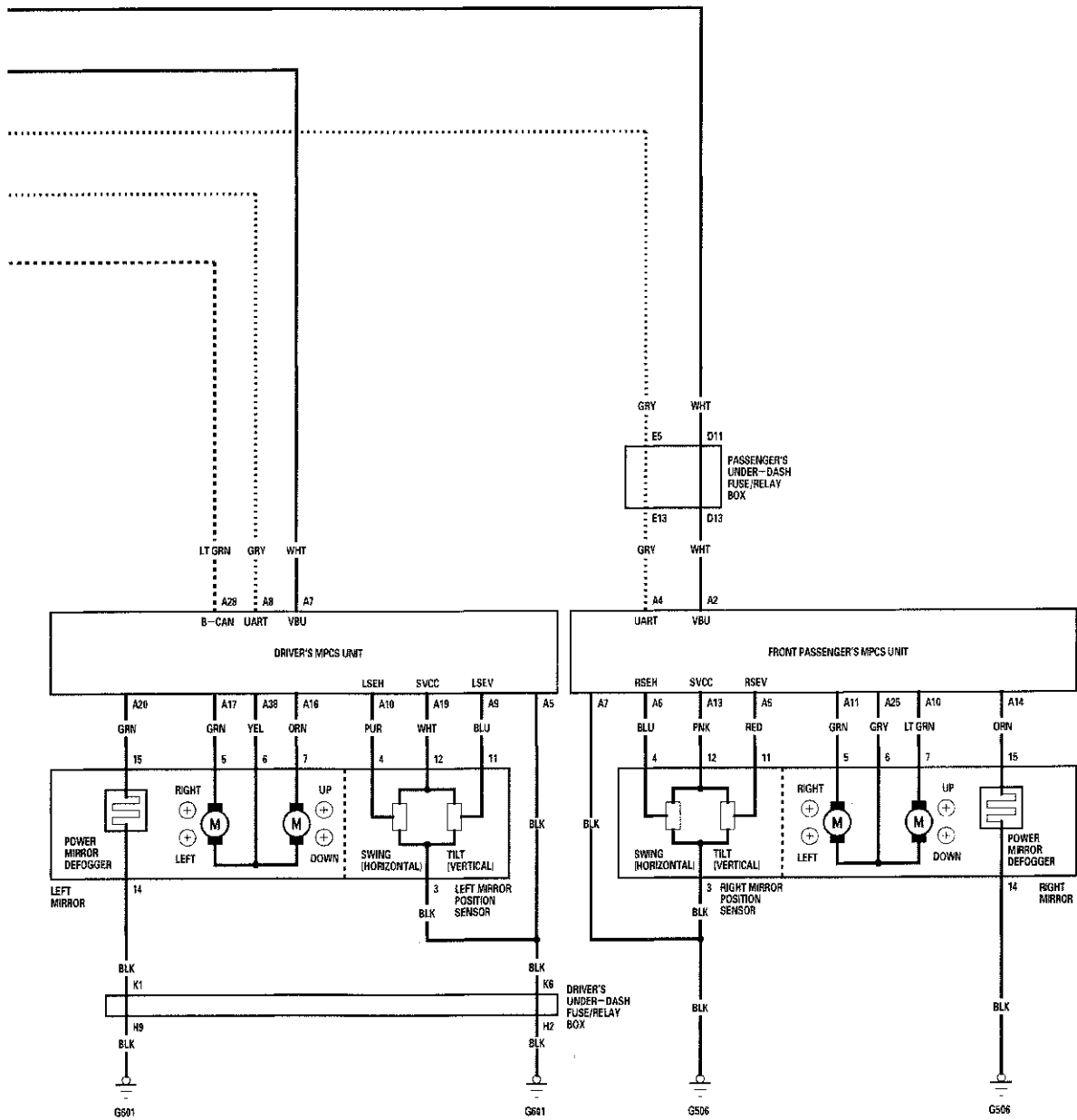
# Driving Position Memory System (DPMS)

## Circuit Diagram - Power Mirror



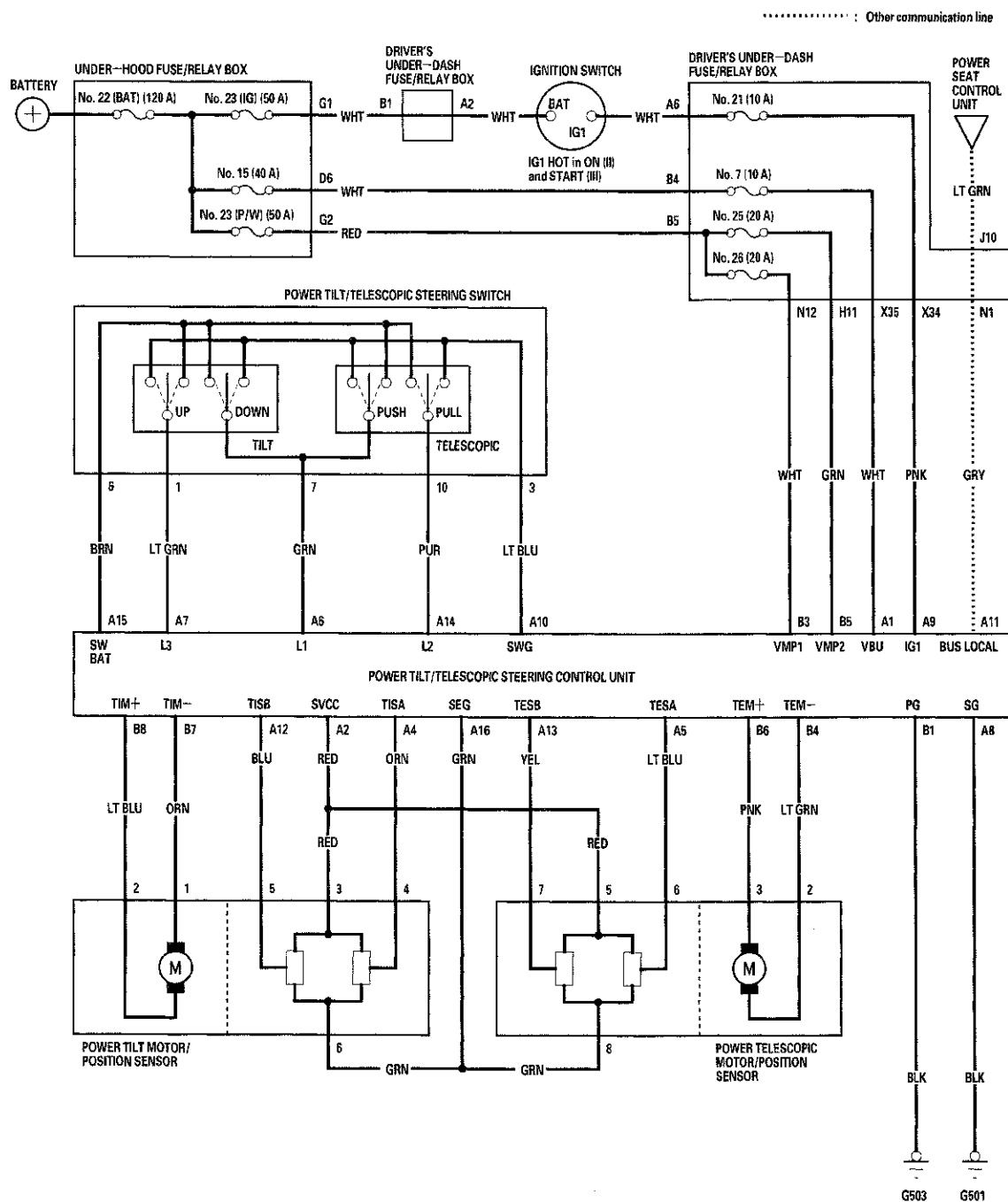


----- : CAN line  
..... : Other communication line



# Driving Position Memory System (DPMS)

## Circuit Diagram - Power Tilt/Telescopic Steering





## DTC Troubleshooting

### DTC B1802: Power Seat Control Unit Internal (EEPROM) Error

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Wait for at least 6 seconds.
4. Check for DTCs with the HDS.

*Is DTC B1802 indicated?*

**YES**—Replace the power seat control unit. ■

**NO**—Intermittent failure, the system is OK at this time. ■

### DTC B1805: Power Seat Control Unit Lost Communication With Gauge Control Module (VSP/NE Message)

### DTC B1808: Power Seat Control Unit Lost Communication With Gauge Control Module (A/T Message)

**NOTE:** If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Wait for at least 6 seconds.
4. Check for DTCs with the HDS.

*Is DTC B1805 and/or B1808 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the system is OK at this time. Check for loose or poor connections between the power seat control unit and gauge control module. ■

5. Check for DTCs with the HDS.

*Are DTCs B1011, B1060, B1205, B2106, and B2160 also indicated?*

**YES**—Do the gauge control module input test (see page 22-155). ■

**NO**—Replace the power seat control unit. ■

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

**DTC B1806:** Power Seat Control Unit Lost Communication With MICU (MICU Message)

**DTC B1810:** Power Seat Control Unit Lost Communication With MICU (MIRRORSW Message)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Wait for at least 6 seconds.
4. Check for DTCs with the HDS.

*Is DTC B1806 and/or B1810 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the system is OK at this time. Check for loose or poor connection between the power seat control unit and MICU. ■

5. Check for DTCs with the HDS.

*Are DTCs B1055, B1157, B1255, B1605, B2107, B2155, and/or B2156 also indicated?*

**YES**—Do the MICU input test (see page 22-152). ■

**NO**—Do the power seat control unit input test (see page 22-562). ■

**DTC B1811:** Power Seat Control Unit Lost Communication With Driver's MPCs Unit (DOORSW Message)

**DTC B1812:** Power Seat Control Unit Lost Communication With Driver's MPCs Unit (MEMSW Message)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Wait for at least 6 seconds.
4. Check for DTCs with the HDS.

*Is DTC B1811 and/or B1812 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the system is OK at this time. Check for loose or poor connections between the power seat control unit and driver's MPCs unit. ■

5. Check for DTCs with the HDS.

*Are DTCs B1014, B1064, B1181, and/or B1613 also indicated?*

**YES**—Do the driver's MPCs unit input test (see page 22-159). ■

**NO**—Do the power seat control unit input test (see page 22-562). ■



## DTC B1825: Power Seat Slide Motor Pulse Error

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Operate the power seat adjustment switch in all directions for at least 1 second each.

NOTE: DTC B1825 is stored when the slide switch is operated more than 1 second after the seat moves to the most forward or most rearward position, even when the system is OK.

4. Check for DTCs with the HDS.

*Is DTC B1825 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the slide position sensor is OK at this time. Check for loose or poor connections at the power seat control unit connectors. ■

5. Check for DTCs with the HDS.

*Is DTC B1836 also indicated?*

**YES**—Troubleshoot DTC B1836 first (see page 22-535).

**NO**—Go to step 6.

6. Check for DTCs with the HDS.

*Are DTCs B1826, B1827, and/or B1828 also indicated?*

**YES**—Go to step 18.

**NO**—Go to step 7.

7. Clear the DTCs with the HDS.

8. Turn the ignition switch to LOCK (0), and then back to ON (II).

9. Operate the slide switch for at least 2 seconds, and check the slide motor operation.

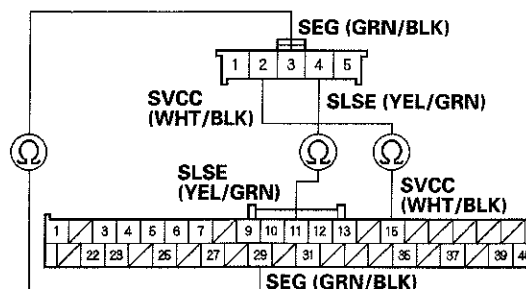
*Does the slide motor run smoothly?*

**YES**—Go to step 10.

**NO**—Go to step 25.

10. Turn the ignition switch to LOCK (0).
11. Disconnect power seat control unit connector A (40P).
12. Disconnect the slide motor/position sensor 5P connector.
13. Check for continuity between power seat control unit connector A (40P) terminals No. 11, No. 15, and No. 29 and slide motor 5P connector terminals No. 2, No. 3, and No. 4 respectively.

**SLIDE MOTOR/POSITION SENSOR 5P CONNECTOR**  
Wire side of female terminals



**POWER SEAT CONTROL UNIT CONNECTOR A (40P)**  
Wire side of female terminals

*Is there continuity?*

**YES**—Go to step 14.

**NO**—Repair an open in the wire. ■

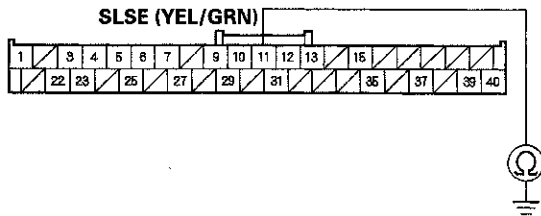
(cont'd)

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

14. Check for continuity between power seat control unit connector A (40P) terminal No. 11 and body ground.

### POWER SEAT CONTROL UNIT CONNECTOR A (40P)



Wire side of female terminals

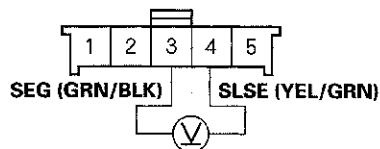
*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 15.

15. Reconnect power seat control unit connector A (40P).
16. Turn the ignition switch to ON (II).
17. Measure the voltage between slide motor/position sensor 5P connector terminals No. 4 and No. 5.

### SLIDE MOTOR/POSITION SENSOR 5P CONNECTOR



Wire side of female terminals

*Is there about 5 V?*

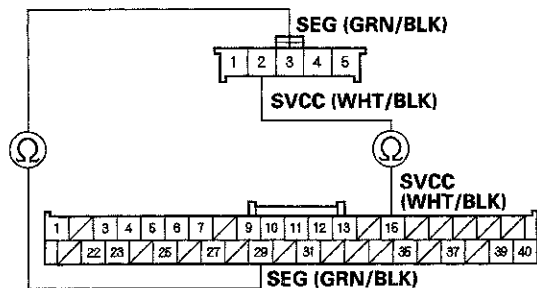
**YES**—Faulty slide motor/position sensor, replace the slide motor assembly (see page 20-120). ■

**NO**—If there is no voltage, replace the power seat control unit. If there is battery voltage, repair a short in the wire (sensor line). ■

18. Turn ignition switch to LOCK (0).
19. Disconnect power seat control unit connector A (40P).
20. Disconnect the slide motor/position sensor 5P connector.
21. Check for continuity between power seat control unit connector A (40P) terminals No. 15 and No. 29 and slide motor 5P connector terminals No. 2 and No. 3 respectively.

### SLIDE MOTOR/POSITION SENSOR 5P CONNECTOR

Wire side of female terminals



### POWER SEAT CONTROL UNIT CONNECTOR A (40P)

Wire side of female terminals

*Is there continuity?*

**YES**—Go to step 22.

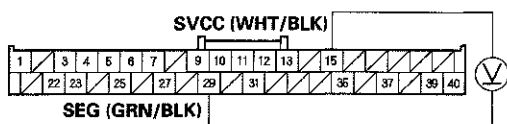
**NO**—Repair an open in the wire. ■

22. Reconnect power seat control unit connector A (40P).
23. Turn the ignition switch to ON (II).



24. Measure the voltage between power seat control unit connector A (40P) terminals No. 15 and No. 29.

**POWER SEAT CONTROL UNIT CONNECTOR A (40P)**



Wire side of female terminals

*Is there battery voltage when the slide switch is operated?*

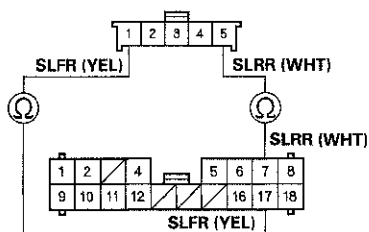
**YES**—Faulty slide motor/position sensor, replace the slide motor assembly (see page 20-120) and recheck for DTCs. ■

**NO**—Replace the power seat control unit. ■

25. Turn the ignition switch to LOCK (0).
26. Disconnect power seat control unit connector B (18P).
27. Disconnect the slide motor/position 5P connector.
28. Check for continuity between power seat control unit connector B (18P) terminals No. 7 and No. 17 and slide motor/position sensor 5P connector terminals No. 1 and No. 5 respectively.

**SLIDE MOTOR/POSITION SENSOR 5P CONNECTOR**

Wire side of female terminals



**POWER SEAT CONTROL UNIT CONNECTOR B (18P)**

Wire side of female terminals

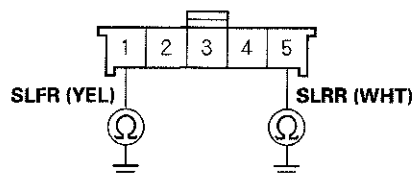
*Is there continuity?*

**YES**—Go to step 29.

**NO**—Repair an open in the wire. ■

29. Check for continuity between body ground and slide/position sensor 5P connector terminals No. 1 and No. 5 individually.

**SLIDE MOTOR/POSITION SENSOR 5P CONNECTOR**



Wire side of female terminals

*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 30.

30. Do the slide motor test (see page 22-572).

*Is the motor OK?*

**YES**—Replace the power seat control unit. ■

**NO**—Replace the slide motor assembly (see page 20-120). ■

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

### DTC B1826: Power Seat Front Up-down Motor Pulse Error

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Operate the power seat adjustment switch in each direction for at least 1 second each.

NOTE: DTC B1826 is stored when the front up-down switch is operated more than 1 second after the seat moves to the most up or most down position, even when the system is OK.

4. Check for the DTCs with the HDS.

*Is DTC B1826 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the front up-down position sensor is OK at this time. Check for loose or poor connections at the power seat control unit connectors. ■

5. Check for DTCs with the HDS.

*Is DTC B1836 also indicated?*

**YES**—Troubleshoot DTC B1836 first (see page 22-535).

**NO**—Go to step 6.

6. Check for DTCs with the HDS.

*Are DTCs B1825, B1827 and/or B1828 also indicated?*

**YES**—Go to step 18.

**NO**—Go to step 7.

7. Clear the DTCs with the HDS.

8. Turn the ignition switch to LOCK (0), and then back to ON (II).

9. Operate the front up-down switch for at least 2 seconds, and check the front up-down motor operation.

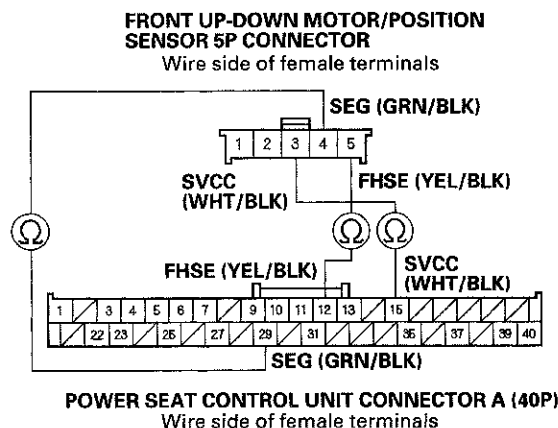
*Does the front up-down motor run smoothly?*

**YES**—Go to step 10.

**NO**—Go to step 25.

10. Turn the ignition switch to LOCK (0).

11. Disconnect power seat control unit connector A (40P).
12. Disconnect the front up-down motor/position sensor 5P connector.
13. Check for continuity between power seat control unit connector A (40P) terminals No. 12, No. 15, and No. 29 and front up-down motor/position sensor 5P connector terminals No. 3, No. 4, and No. 5 respectively.



*Is there continuity?*

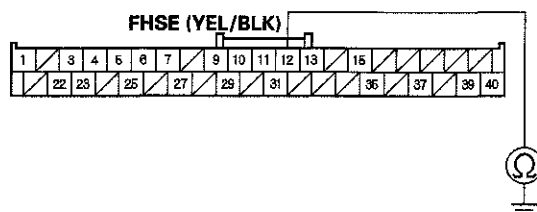
**YES**—Go to step 14.

**NO**—Repair an open in the wire. ■



14. Check for continuity between power seat control unit connector A (40P) terminal No. 12 and body ground.

**POWER SEAT CONTROL UNIT CONNECTOR A (40P)**



Wire side of female terminals

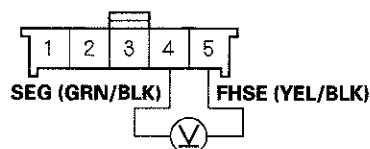
*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 15.

15. Reconnect power seat control unit connector A (40P).
16. Turn the ignition switch to ON (II).
17. Measure the voltage between front up-down motor/position sensor 5P connector terminals No. 4 and No. 5.

**FRONT UP-DOWN MOTOR/POSITION SENSOR 5P CONNECTOR**



Wire side of female terminals

*Is there about 5 V?*

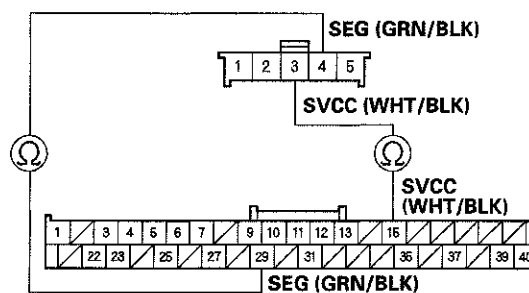
**YES**—Replace the front up-down motor/position sensor (see page 20-122). ■

**NO**—If there is no voltage, replace the power seat control unit. If there is battery voltage, repair a short in the wire (sensor line). ■

18. Turn the ignition switch to LOCK (0).
19. Disconnect power seat control unit connector A (40P).
20. Disconnect the front up-down motor/position sensor 5P connector.
21. Check for continuity between power seat control unit connector A (40P) terminals No. 15 and No. 29 and front up-down motor/position sensor 5P connector terminals No. 3 and No. 4 respectively.

**FRONT UP-DOWN MOTOR/POSITION SENSOR 5P CONNECTOR**

Wire side of female terminals



**POWER SEAT CONTROL UNIT CONNECTOR A (40P)**

Wire side of female terminals

*Is there continuity?*

**YES**—Go to step 22.

**NO**—Repair an open in the wire. ■

22. Reconnect power seat control unit connector A (40P).
23. Turn the ignition switch to ON (II).

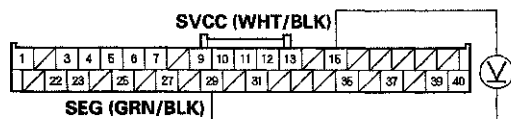
(cont'd)

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

24. Measure the voltage between power seat control unit connector A (40P) terminals No. 15 and No. 29.

POWER SEAT CONTROL UNIT CONNECTOR A (40P)



Wire side of female terminals

*Is there battery voltage when the front up-down switch is operated?*

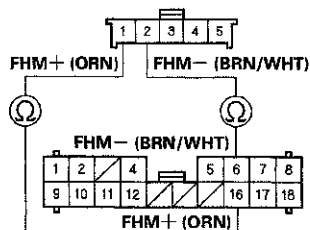
**YES**—Replace the front up-down motor/position sensor, and recheck for DTCs. ■

**NO**—Replace the power seat control unit. ■

25. Turn the ignition switch to LOCK (0).
26. Disconnect power seat control unit connector B (18P).
27. Disconnect the front up-down motor/position sensor 5P connector.
28. Check for continuity between power seat control unit connector B (18P) terminals No. 6 and No. 16 and front up-down motor/position sensor 5P connector terminals No. 1 and No. 2 respectively.

FRONT UP-DOWN MOTOR/POSITION SENSOR 5P CONNECTOR

Wire side of female terminals



POWER SEAT CONTROL UNIT CONNECTOR B (18P)

Wire side of female terminals

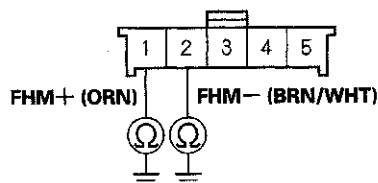
*Is there continuity?*

**YES**—Go to step 29.

**NO**—Repair an open in the wire. ■

29. Check for continuity between front up-down motor/position sensor 5P connector terminals No. 1 and No. 2 and body ground.

FRONT UP-DOWN MOTOR/POSITION SENSOR 5P CONNECTOR



Wire side of female terminals

*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 30.

30. Do the front up-down motor test (see page 22-572).

*Is the motor OK?*

**YES**—Replace the power seat control unit. ■

**NO**—Replace the front-up-down motor/position sensor (see page 20-122). ■



## DTC B1827: Power Seat Rear Up-down Motor Pulse Error

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Operate the power seat adjustment switch in each direction for at least 1 second.

NOTE: DTC B1827 is stored when the rear up-down switch is operated more than 1 second after the seat moves to the most up or most down position, even when the system is OK.

4. Check for the DTCs with the HDS.

*Is DTC B1827 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the rear up-down motor/position sensor is OK at this time. Check for loose or poor connections at the power seat control unit connectors. ■

5. Check for DTCs with the HDS.

*Is DTC B1836 also indicated?*

**YES**—Troubleshoot DTC B1836 first (see page 22-535).

**NO**—Go to step 6.

6. Check for DTCs with the HDS.

*Are DTCs B1825, B1826, and/or B1828 also indicated?*

**YES**—Go to step 18.

**NO**—Go to step 7.

7. Clear the DTCs with the HDS.

8. Turn the ignition switch to LOCK (0), and then back to ON (II).

9. Operate the rear up-down switch for at least 2 seconds, and check the rear up-down motor operation.

*Does the rear up-down motor run smoothly?*

**YES**—Go to step 10.

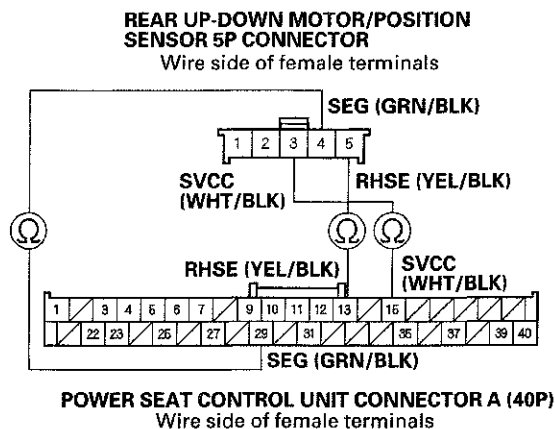
**NO**—Go to step 25.

10. Turn the ignition switch to LOCK (0).

11. Disconnect power seat control unit connector A (40P).

12. Disconnect the rear up-down motor/position sensor 5P connector.

13. Check for continuity between power seat control unit connector A (40P) terminals No. 13, No. 15, and No. 29 and rear up-down motor/position sensor 5P connector terminals No. 3, No. 4, and No. 5 respectively.



*Is there continuity?*

**YES**—Go to step 14.

**NO**—Repair an open in the wire. ■

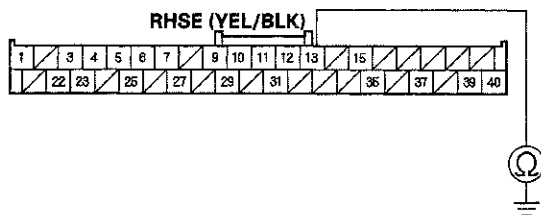
(cont'd)

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

14. Check for continuity between power seat control unit connector A (40P) terminal No. 13 and body ground.

**POWER SEAT CONTROL UNIT CONNECTOR A (40P)**



Wire side of female terminals

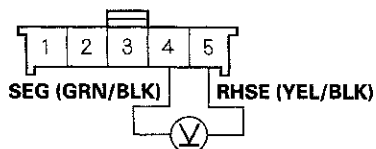
*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 15.

15. Reconnect power seat control unit connector A (40P).
16. Turn the ignition switch to ON (II).
17. Measure the voltage between rear up-down motor/position sensor 5P connector terminals No. 4 and No. 5.

**REAR UP-DOWN MOTOR/POSITION SENSOR 5P CONNECTOR**



Wire side of female terminals

*Is there about 5 V?*

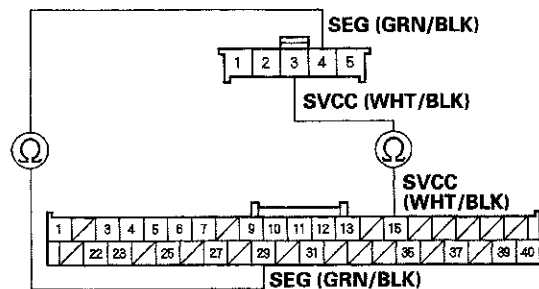
**YES**—Replace the rear up-down motor/position sensor (see page 20-122). ■

**NO**—If there is no voltage, replace the power seat control unit. If there is battery voltage, repair a short in the wire (sensor line). ■

18. Turn the ignition switch to LOCK (0).
19. Disconnect power seat control unit connector A (40P).
20. Disconnect the rear up-down motor/position sensor 5P connector.
21. Check for continuity between power seat control unit connector A (40P) terminals No. 15 and No. 29 and rear up-down motor/position sensor 5P connector terminals No. 3 and No. 4 respectively.

**REAR UP-DOWN MOTOR/POSITION SENSOR 5P CONNECTOR**

Wire side of female terminals



**POWER SEAT CONTROL UNIT CONNECTOR A (40P)**

Wire side of female terminals

*Is there continuity?*

**YES**—Go to step 22.

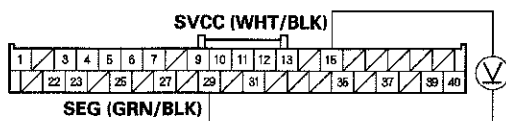
**NO**—Repair an open in the wire. ■

22. Reconnect power seat control unit connector A (40P).
23. Turn the ignition switch to ON (II).



24. Measure the voltage between power seat control unit connector A (40P) terminals No. 15 and No. 29.

**POWER SEAT CONTROL UNIT CONNECTOR A (40P)**



Wire side of female terminals

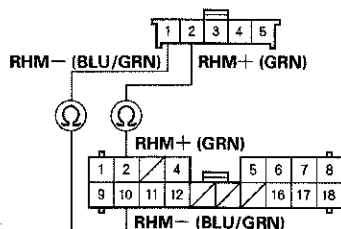
*Is there battery voltage when the rear up-down switch is operated?*

**YES**—Replace the rear up-down motor/position sensor (see page 20-122), and recheck for DTCs. ■

**NO**—Replace the power seat control unit. ■

25. Turn the ignition switch to LOCK (0).
26. Disconnect power seat control unit connector B (18P).
27. Disconnect the rear up-down motor/position sensor 5P connector.
28. Check for continuity between power seat control unit connector B (18P) terminals No. 2 and No. 10 and rear up-down motor/position sensor 5P connector terminals No. 1 and No. 2 respectively.

**REAR UP-DOWN MOTOR/POSITION SENSOR 5P CONNECTOR**  
Wire side of female terminals



**POWER SEAT CONTROL UNIT CONNECTOR B (18P)**  
Wire side of female terminals

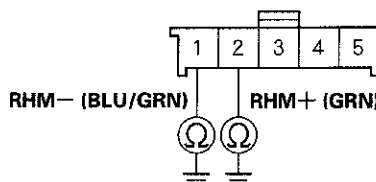
*Is there continuity?*

**YES**—Go to step 29.

**NO**—Repair an open in the wire. ■

29. Check for continuity between body ground and rear up-down motor/position sensor 5P connector terminals No. 1 and No. 2 individually.

**REAR UP-DOWN MOTOR/POSITION SENSOR 5P CONNECTOR**



Wire side of female terminals

*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 30.

30. Do the rear up-down motor test (see page 22-572).

*Is the motor OK?*

**YES**—Replace the power seat control unit. ■

**NO**—Replace the rear up-down motor/position sensor. ■

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

### DTC B1828: Power Seat Recline Motor Pulse Error

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Operate the power seat adjustment switch in each direction for at least 1 second each.

NOTE: DTC B1828 is stored when the recline switch is operated more than 1 second after the seat back reclines to the most forward or most rearward position, even when the system is OK.

4. Check for the DTCs with the HDS.

*Is DTC B1828 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the recline motor/position sensor is OK at this time. Check for loose or poor connections at the power seat control unit connectors. ■

5. Check for DTCs with the HDS.

*Is DTC B1836 also indicated?*

**YES**—Troubleshoot DTC B1836 first (see page 22-535).

**NO**—Go to step 6.

6. Check for DTCs with the HDS.

*Are DTCs B1825, B1826, and/or B1827 also indicated?*

**YES**—Go to step 18.

**NO**—Go to step 7.

7. Clear the DTCs with the HDS.

8. Turn the ignition switch to LOCK (0), and then back to ON (II).

9. Operate the recline switch for at least 2 seconds, and check the recline motor operation.

*Does the recline motor run smoothly?*

**YES**—Go to step 10.

**NO**—Go to step 25.

10. Turn the ignition switch to LOCK (0).

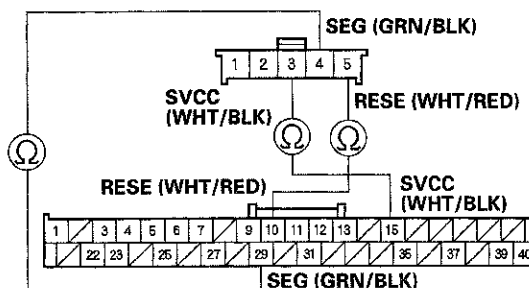
11. Disconnect power seat control unit connector A (40P).

12. Disconnect the recline motor/position sensor 5P connector.

13. Check for continuity between power seat control unit connector A (40P) terminals No. 10, No. 15, and No. 29 and recline motor/position sensor 5P connector terminals No. 3, No. 4, and No. 5 respectively.

#### RECLINE MOTOR/POSITION SENSOR 5P CONNECTOR

Wire side of female terminals



#### POWER SEAT CONTROL UNIT CONNECTOR A (40P)

Wire side of female terminals

*Is there continuity?*

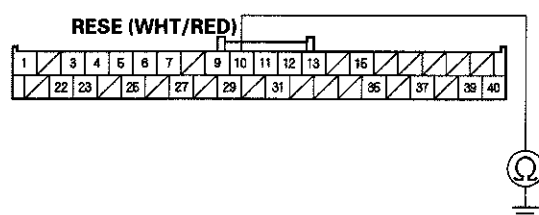
**YES**—Go to step 14.

**NO**—Repair an open in the wire. ■



14. Check for continuity between power seat control unit connector A (40P) terminal No. 10 and body ground.

#### POWER SEAT CONTROL UNIT CONNECTOR A (40P)



Wire side of female terminals

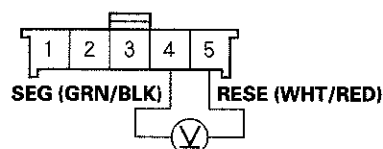
*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 15.

15. Reconnect power seat control unit connector A (40P).
16. Turn the ignition switch to ON (II).
17. Measure the voltage between recline motor/position sensor 5P connector terminals No. 4 and No. 5.

#### RECLINE MOTOR/POSITION SENSOR 5P CONNECTOR



Wire side of female terminals

*Is there about 5 V?*

**YES**—Replace the recline motor/position sensor (see page 20-117). ■

**NO**—If there is no voltage, replace the power seat control unit. If there is battery voltage, repair a short in the wire (sensor line). ■

18. Turn the ignition switch to LOCK (0).

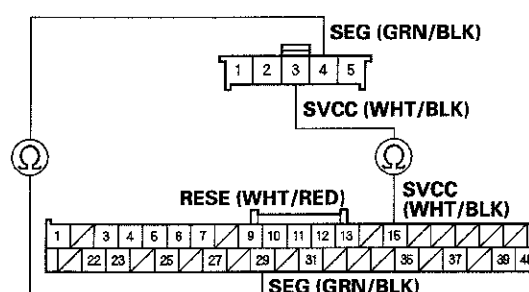
19. Disconnect power seat control unit connector A (40P).

20. Disconnect the recline motor/position sensor 5P connector.

21. Check for continuity between power seat control unit connector A (40P) terminals No. 15 and No. 29 and recline motor/position sensor 5P connector terminals No. 3 and No. 4 respectively.

#### RECLINE MOTOR/POSITION SENSOR 5P CONNECTOR

Wire side of female terminals



#### POWER SEAT CONTROL UNIT CONNECTOR A (40P)

Wire side of female terminals

*Is there continuity?*

**YES**—Go to step 22.

**NO**—Repair an open in the wire. ■

22. Reconnect power seat control unit connector A (40P).
23. Turn the ignition switch to ON (II).

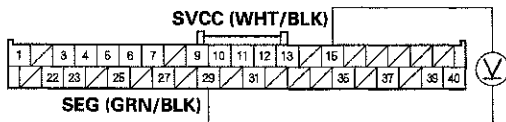
(cont'd)

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

24. Measure the voltage between power seat control unit connector A (40P) terminals No. 15 and No. 29.

POWER SEAT CONTROL UNIT CONNECTOR A (40P)



Wire side of female terminals

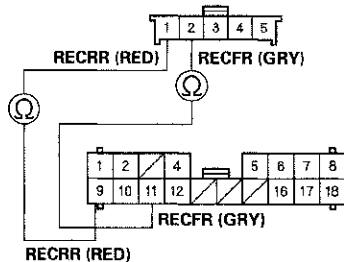
*Is there battery voltage when the recline switch is operated?*

**YES**—Replace the recline motor/position sensor (see page 20-117), and recheck for DTCs. ■

**NO**—Replace the power seat control unit. ■

25. Turn the ignition switch to LOCK (0).
26. Disconnect power seat control unit connector B (18P).
27. Disconnect the recline motor/position sensor 5P connector.
28. Check for continuity between power seat control unit connector B (18P) terminals No. 9 and No. 11 and recline motor/position sensor 5P connector terminals No. 1 and No. 2 respectively.

RECLINE MOTOR/POSITION SENSOR 5P CONNECTOR  
Wire side of female terminals



POWER SEAT CONTROL UNIT CONNECTOR B (18P)  
Wire side of female terminals

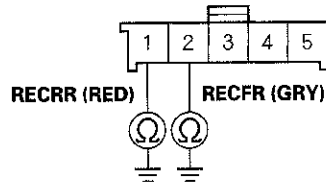
*Is there continuity?*

**YES**—Go to step 29.

**NO**—Repair an open in the wire. ■

29. Check for continuity between body ground and recline /position sensor 5P connector terminals No. 1 and No. 2 individually.

RECLINE MOTOR/POSITION SENSOR 5P CONNECTOR



Wire side of female terminals

*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 30.

30. Do the recline motor test (see page 22-572).

*Is the motor OK?*

**YES**—Replace the power seat control unit. ■

**NO**—Replace the recline motor/position sensor (see page 20-117). ■



### **DTC B1829: A/T P Signal and VSS Signal Mismatch**

**NOTE:** If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Start the engine.
3. Test drive at 6 mph (10 km/h) for 10 seconds.
4. Check for the DTCs with the HDS.

*Is DTC B1829 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure. The system is OK at this time. Check for loose or poor connections at the power seat control unit connectors. ■

5. Check the D indicator of the A/T gear position indicator.

*Is the D indicator blinking?*

**YES**—Go to the automatic transmission system troubleshooting. ■

**NO**—Go to step 6.

6. Check for the gauge control module DTCs with the HDS.

*Are there any DTCs indicated?*

**YES**—Go to the gauge control module indicated DTCs troubleshooting. ■

**NO**—Do the power seat control unit input test (see page 22-562). ■

### **DTC B1835: Tilt/Telescopic Switch Signal Input Error**

**NOTE:** If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTC with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Operate the tilt/telescopic switch in each direction for at least 3 seconds each.
4. Check for DTCs with the HDS.

*Is DTC B1835 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the power tilt/telescopic steering system is OK at this time. Check for loose or poor connections at the tilt/telescopic switch connector and at the power tilt/telescopic control unit connectors. ■

5. Turn the ignition switch to LOCK (0).
6. Do the tilt/telescopic switch test (see page 22-574).

*Is the switch OK?*

**YES**—Go to step 7.

**NO**—Replace the switch. ■

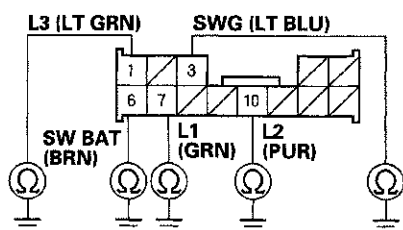
(cont'd)

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

7. Disconnect power tilt/telescopic steering control unit connector A (16P).
8. Disconnect the tilt/telescopic switch 13P connector.
9. Check for continuity between body ground and tilt/telescopic switch 13P connector terminals No. 1, No. 3, No. 6, No. 7, and No. 10 individually.

**TILT/TELESCOPIC SWITCH 13P CONNECTOR**



Wire side of female terminals

*Is there continuity?*

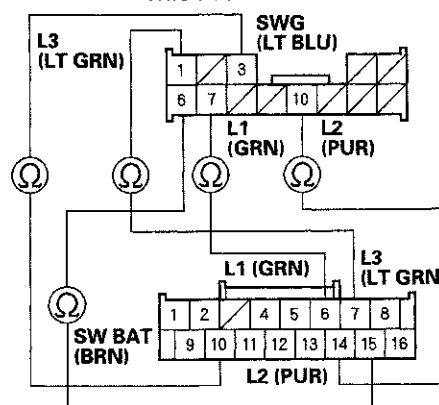
**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 10.

10. Check for continuity between power tilt/telescopic steering control unit connector A (16P) terminals and tilt/telescopic switch 13P connector terminals as shown:

| TILT/TELESCOPIC SWITCH 13P CONNECTOR | POWER TILT/TELESCOPIC STEERING CONTROL UNIT CONNECTOR A (16P) |
|--------------------------------------|---------------------------------------------------------------|
| No. 1                                | No. 7                                                         |
| No. 3                                | No. 10                                                        |
| No. 6                                | No. 15                                                        |
| No. 7                                | No. 6                                                         |
| No. 10                               | No. 14                                                        |

**TILT/TELESCOPIC SWITCH 13P CONNECTOR**  
Wire side of female terminals



**POWER TILT/TELESCOPIC STEERING CONTROL UNIT CONNECTOR A (16P)**  
Wire side of female terminals

*Is there continuity?*

**YES**—Replace the power tilt/telescopic steering control unit. ■

**NO**—Repair an open in the wire. ■



## DTC B1836: Power Seat Position Sensor Circuit Short

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTC with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Operate the power seat adjustment switch in each direction for at least 1 second each.
4. Check for DTCs with the HDS.

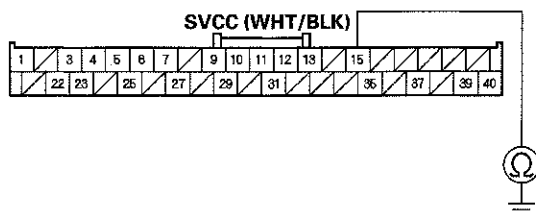
*Is DTC B1836 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the driving position memory system is OK at this time. Check for loose or poor connections at the power seat control unit connectors. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect power seat control unit connector A (40P).
7. Disconnect each 5P connector from the slide motor/position sensor, the recline motor/position sensor, the front up-down motor/position sensor, and the rear up-down motor/position sensor.
8. Check for continuity between power seat control unit connector A (40P) terminal No. 15 and body ground.

### POWER SEAT CONTROL UNIT CONNECTOR A (40P)



Wire side of female terminals

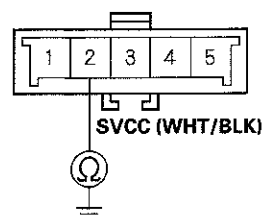
*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 9.

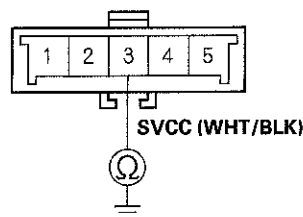
9. At the sensor side, check for continuity between the SVCC terminal of each position sensor and body ground (motor body).

### SLIDE MOTOR/POSITION SENSOR 5P CONNECTOR



Terminal side of male terminals

### FRONT UP-DOWN MOTOR/POSITION SENSOR 5P CONNECTOR REAR UP-DOWN MOTOR/POSITION SENSOR 5P CONNECTOR RECLINE MOTOR/POSITION SENSOR 5P CONNECTOR



Terminal side of male terminals

*Is there continuity?*

**YES**—Replace the motor/position sensor that has continuity. ■

**NO**—Replace the power seat control unit. ■

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

### DTC B1837: Driving Position Memory Recall Timeout

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTC with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Move the steering position to the full tilt up and full telescopic out positions with the power tilt/telescopic steering switch.
4. Move both power mirrors to the full up and full left positions with the power mirror switch.
5. Move the power seat to the full front up and full rear up positions, then slide the seat all the way back and completely recline the seat-back rearward with the power seat adjustment switch.
6. Put this seating position into memory with the driving position memory switch.
7. Manually move the seat to the complete opposite of the positions just memorized.
8. Recall the memory positions with the driving position memory switch.
9. Wait for at least 3 minutes.
10. Check for DTCs with the HDS.

*Are any DTCs indicated?*

**YES**—Go to step 11.

**NO**—Intermittent failure, the driving position memory system is OK at this time. Check for loose or poor connections at each DPMS connector. ■

11. Check for DTCs with the HDS.

*Are any DTCs other than B1837 indicated?*

**YES**—Go to the indicated DTCs troubleshooting. ■

**NO**—Go to step 12.

12. Clear the DTCs with the HDS.

13. Wait for at least 6 seconds.

14. Move the motors shown one at a time, and check their operation.

- Steering tilt motor up and down
- Steering telescopic motor pulled and pushed
- Power mirror actuator (up, down, left, right)
- Power seat (slide forward/backward, recline forward/rearward, front up-down, rear up-down)

*Does any motor fail to run smoothly?*

**YES**—Go to the failed motor test:

- Power tilt/telescopic motor test (see page 22-574).
- Power mirror actuator test (see page 22-454).
- Power seat motor test (see page 22-572).

If the motor is OK, check the engagement of the motor gear. ■

**NO**—Go to the each input test:

- Power seat control unit input test (see page 22-562). ■
- Power tilt/telescopic steering control unit input test (see page 22-568). ■
- Driver's MPCS unit input test (see page 22-159). ■



## DTC B1840: Tilt Motor Pulse Error

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Operate the tilt switch in each direction for at least 1 second.
4. Check for DTCs with the HDS.

*Is DTC B1840 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the tilt position sensor is OK at this time. Check for loose or poor connections at the power tilt motor/position sensor connector and at the power tilt/telescopic steering control unit connector. ■

5. Check for DTCs with the HDS.

*Is DTC B1841 also indicated?*

**YES**—Go to step 17.

**NO**—Go to step 6.

6. Clear the DTCs with the HDS.

7. Turn the ignition switch to LOCK (0), and then back to ON (II).

8. Operate the tilt switch for 2 seconds, and check the tilt motor operation.

*Does the tilt motor run smoothly?*

**YES**—Go to step 9.

**NO**—Go to step 26.

9. Turn the ignition switch to LOCK (0).

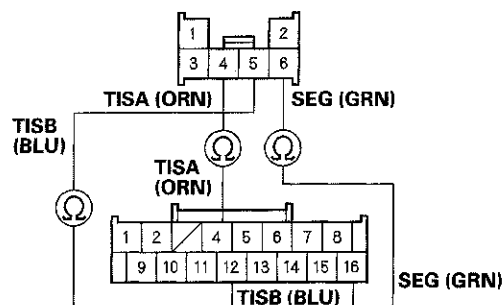
10. Disconnect power tilt/telescopic steering control unit connector A (16P).

11. Disconnect the power tilt motor/position sensor 6P connector.

12. Check for continuity between power tilt/telescopic steering control unit connector A (16P) terminals No. 4, No. 12, and No. 16 and power tilt motor/position sensor 6P connector terminals No. 4, No. 5, and No. 6 respectively.

### POWER TILT MOTOR/POSITION SENSOR 6P CONNECTOR

Wire side of female terminals



### POWER TILT/TELESCOPIC STEERING CONTROL UNIT CONNECTOR A (16P)

Wire side of female terminals

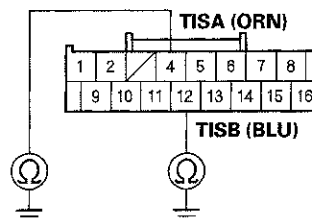
*Is there continuity?*

**YES**—Go to step 13.

**NO**—Repair an open in the wire. ■

13. Check for continuity between body ground and power tilt/telescopic steering control unit connector A (16P) terminals No. 4 and No. 12 individually.

### POWER TILT/TELESCOPIC CONTROL UNIT CONNECTOR A (16P)



Wire side of female terminals

*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 14.

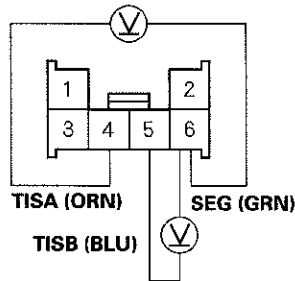
(cont'd)

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

14. Reconnect power tilt/telescopic steering control unit connector A (16P).
15. Turn the ignition switch to ON (II).
16. Measure the voltage between power tilt motor/position sensor 6P connector terminals No. 4 and No. 6 and between terminals No. 5 and No. 6.

**POWER TILT MOTOR/POSITION SENSOR 6P CONNECTOR**



Wire side of female terminals

*Is there about 5 V?*

**YES**—Replace the steering column assembly (see page 17-25). ■

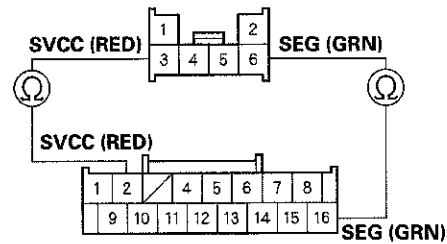
**NO**—If there is no voltage, replace the power tilt/telescopic steering control unit. If there is battery voltage, repair a short in the wire. ■

17. Turn the ignition switch to LOCK (0).
18. Disconnect power tilt/telescopic steering control unit connector A (16P).
19. Disconnect the power tilt motor/position sensor 6P connector.

20. Check for continuity between power tilt/telescopic steering control unit connector A (16P) terminals No. 2 and No. 16 and power tilt motor/position sensor 6P connector terminals No. 3 and No. 6 respectively.

**POWER TILT MOTOR/POSITION SENSOR 6P CONNECTOR**

Wire side of female terminals



**POWER TILT/TELESCOPIC STEERING CONTROL UNIT CONNECTOR A (16P)**

Wire side of female terminals

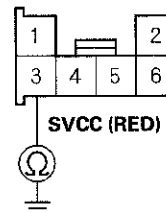
*Is there continuity?*

**YES**—Go to step 21.

**NO**—Repair an open in the wire. ■

21. Disconnect the power telescopic motor/position sensor 8P connector.
22. Check for continuity between power tilt motor/position sensor 6P connector terminal No. 3 and body ground.

**POWER TILT MOTOR/POSITION SENSOR 6P CONNECTOR**



Wire side of female terminals

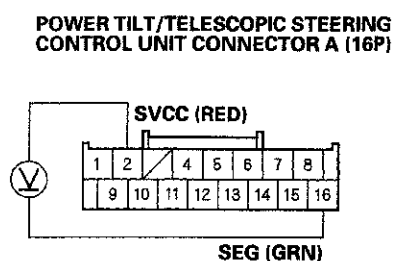
*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 23.



23. Reconnect power tilt/telescopic steering control unit connector A (16P).
24. Turn the ignition switch to ON (II).
25. Measure the voltage between power tilt/telescopic steering control unit connector A (16P) terminals No. 2 and No. 16.



Wire side of female terminals

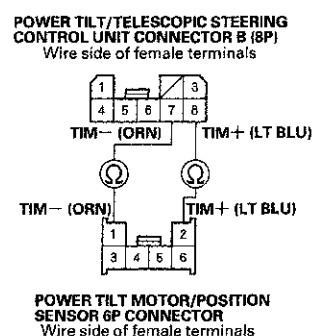
*Is there battery voltage when the tilt switch is operated?*

**YES**—Replace the steering column assembly (see page 17-25). ■

**NO**—Replace the power tilt/telescopic steering control unit. ■

26. Turn the ignition switch to LOCK (0).
27. Disconnect power tilt/telescopic steering control unit connector B (8P).
28. Disconnect the power tilt motor/position sensor 6P connector.

29. Check for continuity between power tilt/telescopic steering control unit connector B (8P) terminals No. 7 and No. 8 and power tilt motor/position sensor 6P connector terminals No. 1 and No. 2 respectively.

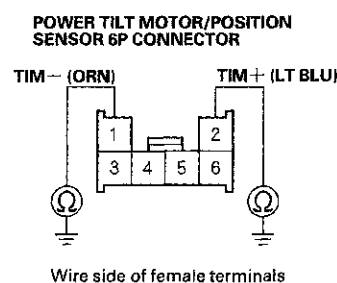


*Is there continuity?*

**YES**—Go to step 30.

**NO**—Repair an open in the wire. ■

30. Check for continuity between body ground and power tilt motor/position sensor 6P connector terminals No. 1 and No. 2 individually.



*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 31.

31. Do the tilt motor test (see page 22-574).

*Is the motor OK?*

**YES**—Replace the power tilt/telescopic steering control unit. ■

**NO**—Replace the steering column assembly (see page 17-25). ■

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

### DTC B1841: Telescopic Motor Pulse Error

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Operate the telescopic switch in each direction for at least 1 second.
4. Check for DTCs with the HDS.

*Is DTC B1841 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the telescopic position sensor is OK at this time. Check for loose or poor connections at the power telescopic motor/position sensor connector and at the power tilt/telescopic steering control unit connector. ■

5. Clear the DTCs with the HDS.

*Is DTC B1840 also indicated?*

**YES**—Go to step 17.

**NO**—Go to step 6.

6. Clear the DTCs with the HDS.
7. Turn the ignition switch to LOCK (0), and then back to ON (II).
8. Operate the telescopic switch for at least 2 seconds, and check the telescopic motor operation.

*Does the telescopic motor run smoothly?*

**YES**—Go to step 9.

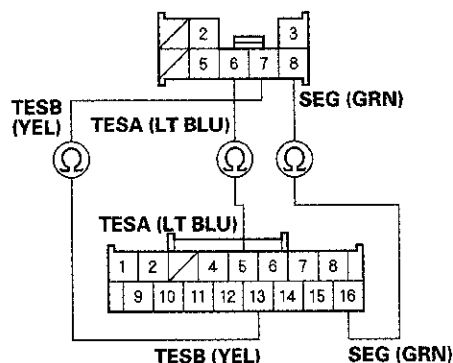
**NO**—Go to step 26.

9. Turn the ignition switch to LOCK (0).
10. Disconnect power tilt/telescopic steering control unit connector A (16P).
11. Disconnect the power telescopic motor/position sensor 8P connector.

12. Check for continuity between power tilt/telescopic steering control unit connector A (16P) terminals No. 5, No. 13, and No. 16 and power telescopic motor/position sensor 8P connector terminals No. 6, No. 7, and No. 8 respectively.

#### POWER TELESCOPIC MOTOR/POSITION SENSOR 8P CONNECTOR

Wire side of female terminals



#### POWER TILT/TELESCOPIC STEERING CONTROL UNIT CONNECTOR A (16P)

Wire side of female terminals

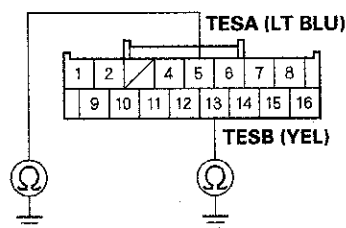
*Is there continuity?*

**YES**—Go to step 13.

**NO**—Repair an open in the wire. ■

13. Check for continuity between body ground and power tilt/telescopic steering control unit connector A (16P) terminals No. 5 and No. 13 individually.

#### POWER TILT/TELESCOPIC STEERING CONTROL UNIT CONNECTOR A (16P)



Wire side of female terminals

*Is there continuity?*

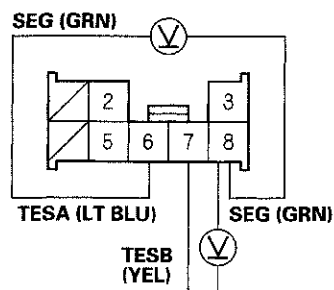
**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 14.



14. Reconnect power tilt/telescopic steering control unit connector A (16P).
15. Turn the ignition switch to ON (II).
16. Measure the voltage between power telescopic motor/position sensor 8P connector terminals No. 6 and No. 8 and between terminals No. 7 and No. 8.

**POWER TELESCOPIC MOTOR/POSITION SENSOR 8P CONNECTOR**



Wire side of female terminals

*Is there about 5 V?*

**YES**—Replace the steering column assembly (see page 17-25). ■

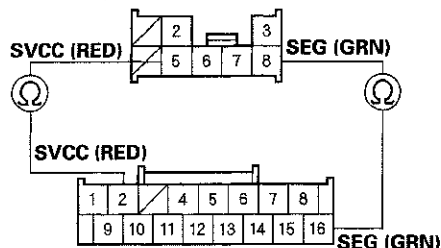
**NO**—If there is no voltage, replace the power tilt/telescopic steering control unit. If there is battery voltage, repair a short in the wire. ■

17. Turn the ignition switch to LOCK (0).
18. Disconnect power tilt/telescopic steering control unit connector A (16P).
19. Disconnect the power telescopic motor/position sensor 8P connector.

20. Check for continuity between power tilt/telescopic steering control unit connector A (16P) terminals No. 2 and No. 16 and power telescopic motor/position sensor 8P connector terminals No. 5 and No. 8 respectively.

**POWER TELESCOPIC MOTOR/POSITION SENSOR 8P CONNECTOR**

Wire side of female terminals



**POWER TILT/TELESCOPIC STEERING CONTROL UNIT CONNECTOR A (16P)**

Wire side of female terminals

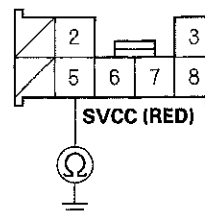
*Is there continuity?*

**YES**—Go to step 21.

**NO**—Repair an open in the wire. ■

21. Disconnect the power tilt motor/position sensor 6P connector.
22. Check for continuity between power telescopic motor/position sensor 8P connector terminal No. 5 and body ground.

**POWER TELESCOPIC MOTOR/POSITION SENSOR 8P CONNECTOR**



Wire side of female terminals

*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

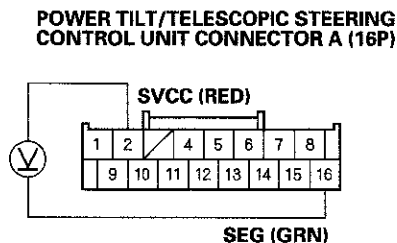
**NO**—Go to step 23.

(cont'd)

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

23. Reconnect power tilt/telescopic steering control unit connector A (16P).
24. Turn the ignition switch to ON (II).
25. Measure the voltage between power tilt/telescopic steering control unit connector A (16P) terminals No. 2 and No. 16.



Wire side of female terminals

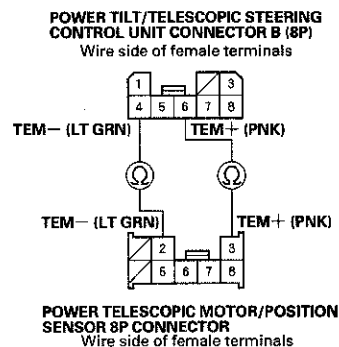
*Is there battery voltage when the telescopic switch is operated?*

**YES**—Replace the steering column assembly (see page 17-25). ■

**NO**—Replace the power tilt/telescopic steering control unit. ■

26. Turn the ignition switch to LOCK (0).
27. Disconnect power tilt/telescopic steering control unit connector B (8P).
28. Disconnect the power telescopic motor/position sensor 8P connector.

29. Check for continuity between power tilt/telescopic steering control unit connector B (8P) terminals No. 4 and No. 6 and power telescopic motor/position sensor 8P connector terminals No. 2 and No. 3 respectively.

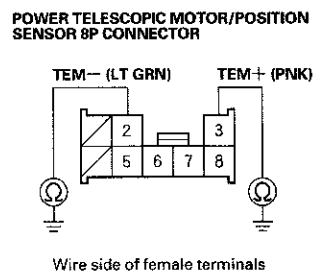


*Is there continuity?*

**YES**—Go to step 30.

**NO**—Repair an open in the wire. ■

30. Check for continuity between body ground and power telescopic motor/position sensor 8P connector terminals No. 2 and No. 3 individually.



*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 31.

31. Do the telescopic motor test (see page 22-574).

*Is the motor OK?*

**YES**—Replace the power tilt/telescopic steering control unit. ■

**NO**—Replace the steering column assembly (see page 17-25). ■



# **DTC B1842: Power Tilt/Telescopic Position Sensor Power Supply Circuit (SVCC Line) Short**

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Operate the tilt/telescopic switch in each direction for at least 1 second.
4. Check for DTCs with the HDS.

*Is DTC B1842 indicated?*

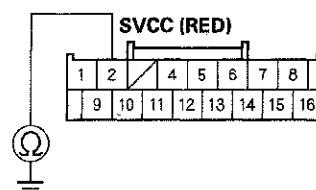
**YES**—Go to step 5.

**NO**—Intermittent failure, the system is OK at this time. Check for loose or poor connections at the power tilt motor/position sensor connector, at the power telescopic motor/position sensor connector, and at the power tilt/telescopic steering control unit connector. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect power tilt/telescopic steering control unit connector A (16P).
7. Disconnect the power telescopic motor/position sensor 8P connector.
8. Disconnect the power tilt motor/position sensor 6P connector.

9. Check for continuity between power tilt/telescopic steering control unit connector A (16P) terminal No. 2 and body ground.

## **POWER TILT/TELESCOPIC STEERING CONTROL UNIT CONNECTOR A (16P)**



Wire side of female terminals

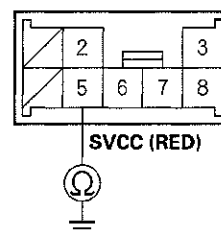
*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 10.

10. At the sensor side, check for continuity between power telescopic motor/position sensor 8P connector terminal No. 5 and body ground (motor body).

## **POWER TELESCOPIC MOTOR/POSITION SENSOR 8P CONNECTOR**



Terminal side of male terminals

*Is there continuity?*

**YES**—Repair a short in the wire. ■

**NO**—Go to step 11.

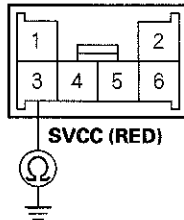
(cont'd)

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

11. At the sensor side, check for continuity between power tilt motor/position sensor 6P connector terminal No. 3 and body ground (motor body).

**POWER TILT MOTOR/POSITION SENSOR 6P CONNECTOR**



Terminal side of male terminals

*Is there continuity?*

**YES**—Replace the power tilt motor/position sensor (see page 17-25). ■

**NO**—Replace the power tilt/telescopic steering control unit. ■

### **DTC B1843: Power Seat Control Unit Lost Communication With Power Tilt/Telescopic Steering Control Unit (UART Line)**

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Check for DTCs with the HDS.

*Is DTC B1843 indicated?*

**YES**—Go to step 4.

**NO**—Intermittent failure, the system is OK at this time. Check for loose or poor connections at the power seat control unit. ■

4. Move the tilt/telescopic steering in each direction with the tilt/telescopic switch.

*Does the tilt/telescopic steering move in each direction smoothly?*

**YES**—Go to step 5.

**NO**—Go to step 10.

5. Turn the ignition switch to LOCK (0).
6. Disconnect power seat control unit connector A (40P).
7. Disconnect power tilt/telescopic steering control unit connector A (16P).

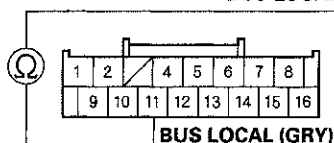


8. Check for continuity between power seat control unit connector A (40P) terminal No. 39 and power tilt/telescopic steering control unit connector A (16P) terminal No. 11.

**POWER SEAT CONTROL UNIT CONNECTOR A (40P)**  
Wire side of female terminals



**BUS LOCAL (BLK)**



**POWER TILT/TELESCOPIC STEERING CONTROL UNIT CONNECTOR A (16P)**  
Wire side of female terminals

*Is there continuity?*

**YES**—Go to step 9.

**NO**—Repair an open in the wire. ■

9. Check for continuity between power seat control unit connector A (40P) terminal No. 39 and body ground.

**POWER SEAT CONTROL UNIT CONNECTOR A (40P)**



**BUS LOCAL (BLK)**



Wire side of female terminals

*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Substitute a known-good power tilt/telescopic steering control unit, and recheck. If DTC B1843 is still indicated, replace the power seat control unit. ■

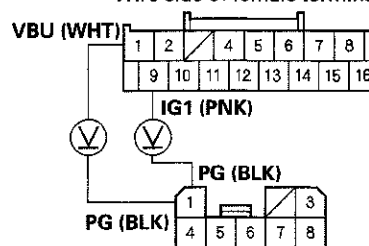
10. Turn the ignition switch to LOCK (0).

11. Disconnect power tilt/telescopic steering control unit connectors A (16P) and B (8P).

12. Turn the ignition switch to ON (II).

13. Measure the voltage between power tilt/telescopic steering control unit connector A (16P) terminal No. 9 and connector B (8P) terminal No. 1, and between connector A (16P) terminal No. 1 and connector B (8P) terminal No. 1.

**POWER TILT/TELESCOPIC STEERING CONTROL UNIT CONNECTOR A (16P)**  
Wire side of female terminals



**POWER TILT/TELESCOPIC STEERING CONTROL UNIT CONNECTOR B (8P)**  
Wire side of female terminals

*Is there battery voltage?*

**YES**—Replace the power tilt/telescopic steering control unit. ■

**NO**—Do the power tilt/telescopic steering control unit input test (see page 22-568). ■

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

### DTC B1844: Power Seat Slide Switch Circuit Malfunction

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Operate the slide switch in each direction for at least 1 second.
4. Check for DTCs with the HDS.

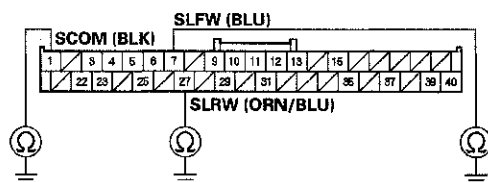
*Is DTC B1844 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the driving position memory system is OK at this time. Check for loose or poor connections at the power seat control unit connectors. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect power seat control unit connector A (40P).
7. Disconnect the power seat adjustment switch 12P connector and C901 under the driver's seat.
8. Check for continuity between body ground and power seat control unit connector A (40P) terminals No. 1, No. 7, and No. 27 individually.

POWER SEAT CONTROL UNIT CONNECTOR A (40P)



Wire side of female terminals

*Is there continuity?*

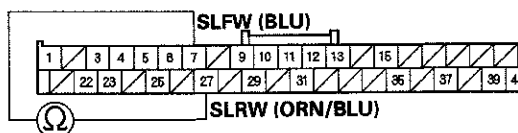
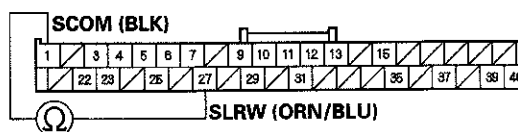
**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 9.

9. Check for continuity between these power seat control unit connector A (40P) terminals:

- No. 1 and No. 7
- No. 1 and No. 27
- No. 7 and No. 27

POWER SEAT CONTROL UNIT CONNECTOR A (40P)



Wire side of female terminals

*Is there continuity?*

**YES**—Repair a short in the wire. ■

**NO**—Go to step 10.

10. Do the power seat adjustment switch test (see page 22-571).

*Is the switch OK?*

**YES**—Replace the power seat control unit. ■

**NO**—Replace the power seat adjustment switch. ■



## DTC B1845: Power Seat Recline Switch Circuit Malfunction

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Operate the recline switch in each direction for at least 1 second.
4. Check for DTCs with the HDS.

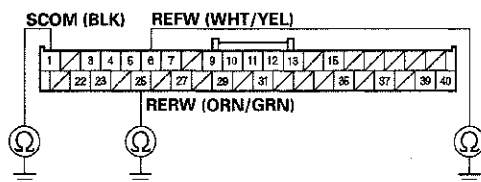
*Is DTC B1845 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the driving position memory system is OK at this time. Check for loose or poor connections at the power seat control unit connectors. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect power seat control unit connector A (40P).
7. Disconnect the power seat adjustment switch 12P connector and C901 under the driver's seat.
8. Check for continuity between body ground and power seat control unit connector A (40P) terminals No. 1, No. 6, and No. 25 individually.

POWER SEAT CONTROL UNIT CONNECTOR A (40P)



Wire side of female terminals

*Is there continuity?*

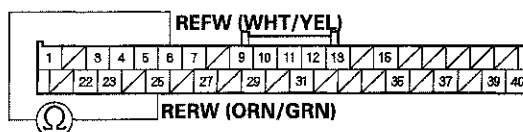
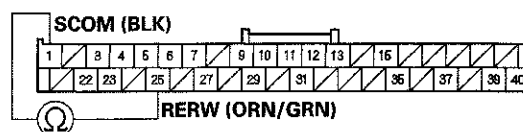
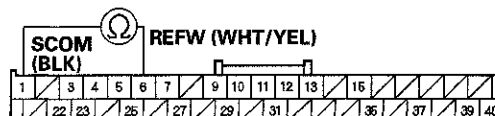
**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 9.

9. Check for continuity between these power seat control unit connector A (40P) terminals:

- No. 1 and No. 6
- No. 1 and No. 25
- No. 6 and No. 25

POWER SEAT CONTROL UNIT CONNECTOR A (40P)



Wire side of female terminals

*Is there continuity?*

**YES**—Repair a short in the wire. ■

**NO**—Go to step 10.

10. Do the power seat adjustment switch test (see page 22-571).

*Is the switch OK?*

**YES**—Replace the power seat control unit. ■

**NO**—Replace the power seat adjustment switch. ■

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

### DTC B1846: Power Seat Front Up-Down Switch Circuit Malfunction

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

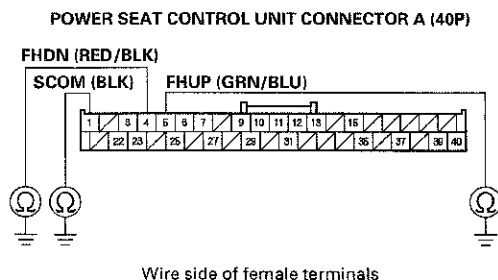
1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Operate the front up-down switch in each direction for at least 1 second.
4. Check for DTCs with the HDS.

*Is DTC B1846 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the driving position memory system is OK at this time. Check for loose or poor connections at the power seat control unit connectors. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect power seat control unit connector A (40P).
7. Disconnect the power seat adjustment switch 12P connector and C901 under the driver's seat.
8. Check for continuity between body ground and power seat control unit connector A (40P) terminals No. 1, No. 4, and No. 5 individually.



*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 9.

9. Check for continuity between these power seat control unit connector A (40P) terminals:

- No. 1 and No. 4
- No. 1 and No. 5
- No. 4 and No. 5

#### POWER SEAT CONTROL UNIT CONNECTOR A (40P)



Wire side of female terminals

*Is there continuity?*

**YES**—Repair a short in the wire. ■

**NO**—Go to step 10.

10. Do the power seat adjustment switch test (see page 22-571).

*Is the switch OK?*

**YES**—Replace the power seat control unit. ■

**NO**—Replace the power seat adjustment switch. ■



## DTC B1847: Power Seat Rear Up-Down Switch Circuit Malfunction

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Operate the rear up-down switch in each direction for at least 1 second.
4. Check for DTCs with the HDS.

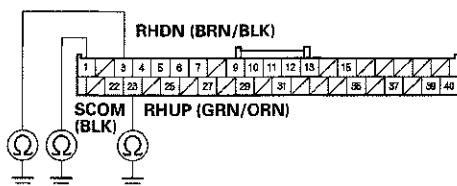
*Is DTC B1847 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the driving position memory system is OK at this time. Check for loose or poor connections at the power seat control unit connectors. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect power seat control unit connector A (40P).
7. Disconnect the power seat adjustment switch 12P connector and C901 under the driver's seat.
8. Check for continuity between body ground and power seat control unit connector A (40P) terminals No. 1, No. 3, and No. 23 individually.

POWER SEAT CONTROL UNIT CONNECTOR A (40P)



Wire side of female terminals

*Is there continuity?*

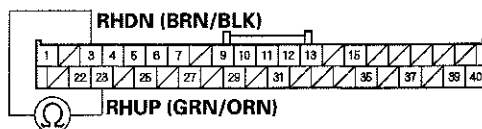
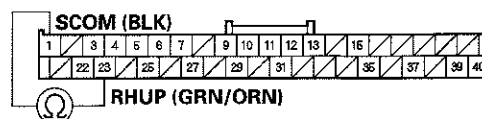
**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 9.

9. Check for continuity between these power seat control unit connector A (40P) terminals:

- No. 1 and No. 3
- No. 1 and No. 23
- No. 3 and No. 23

POWER SEAT CONTROL UNIT CONNECTOR A (40P)



Wire side of female terminals

*Is there continuity?*

**YES**—Repair a short in the wire. ■

**NO**—Go to step 10.

10. Do the power seat adjustment switch test (see page 22-571).

*Is the switch OK?*

**YES**—Replace the power seat control unit. ■

**NO**—Replace the power seat adjustment switch. ■

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

### DTC B2182: Left Power Mirror Horizontal Sensor Signal Error

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Move the left power mirror in each direction with the power mirror switch.
4. Check for DTCs with the HDS.

*Is DTC B2182 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Select POWER SEAT/POWER MIRROR from the BODY ELECTRICAL menu, and enter DATA LIST.
6. Check the NORMAL/ABNORMAL information of the DRIVER DOOR MIRROR HORIZONTAL SENSOR in DATA LIST.

*Is the information indicator ABNORMAL?*

**YES**—Go to step 7.

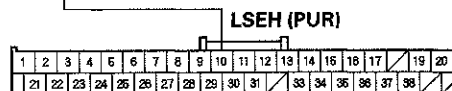
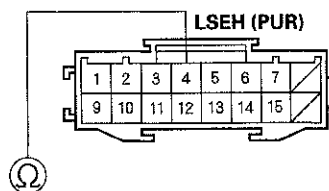
**NO**—Replace the driver's MPCS unit. ■

7. Turn the ignition switch to LOCK (0).
8. Disconnect driver's MPCS unit connector A (40P).
9. Disconnect the left power mirror 16P connector.

10. Check for continuity between driver's MPCS unit connector A (40P) terminal No. 10 and left power mirror 16P connector terminal No. 4.

#### LEFT POWER MIRROR 16P CONNECTOR

Terminal side of male terminals



#### DRIVER'S MPCS UNIT CONNECTOR A (40P)

Wire side of female terminals

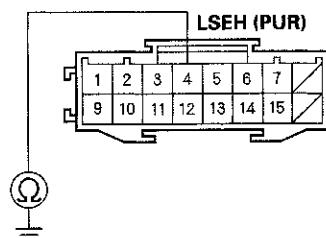
*Is there continuity?*

**YES**—Go to step 11.

**NO**—Repair an open in the wire. ■

11. Check for continuity between left power mirror 16P connector terminal No. 4 and body ground.

#### LEFT POWER MIRROR 16P CONNECTOR



Terminal side of male terminals

*Is there continuity?*

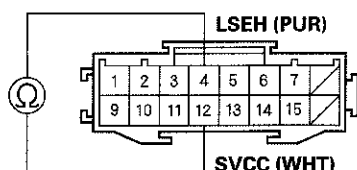
**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 12.



12. Check for continuity between left power mirror 16P connector terminals No. 4 and No. 12.

**LEFT POWER MIRROR 16P CONNECTOR**



Terminal side of male terminals

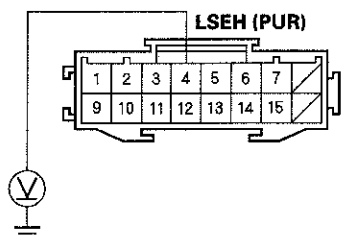
*Is there continuity?*

**YES**—Repair a short in the wires. ■

**NO**—Go to step 13.

13. Reconnect driver's MPCS unit connector A (40P).  
14. Turn the ignition switch to ON (II).  
15. Measure the voltage between left power mirror 16P connector terminal No. 4 and body ground.

**LEFT POWER MIRROR 16P CONNECTOR**



Terminal side of male terminals

*Is there about 5 V?*

**YES**—Replace the left power mirror. ■

**NO**—Replace the driver's MPCS unit. ■

**DTC B2183: Left Power Mirror Vertical Sensor Signal Error**

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Move the left power mirror in each direction with the power mirror switch.
4. Check for DTCs with the HDS.

*Is DTC B2183 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Select POWER SEAT/POWER MIRROR from the BODY ELECTRICAL menu, and enter DATA LIST.
6. Check the NORMAL/ABNORMAL information of the DRIVER DOOR MIRROR VERTICAL SENSOR in DATA LIST.

*Is the information indicator ABNORMAL?*

**YES**—Go to step 7.

**NO**—Replace the driver's MPCS unit. ■

7. Turn the ignition switch to LOCK (0).
8. Disconnect driver's MPCS unit connector A (40P).
9. Disconnect the left power mirror 16P connector.

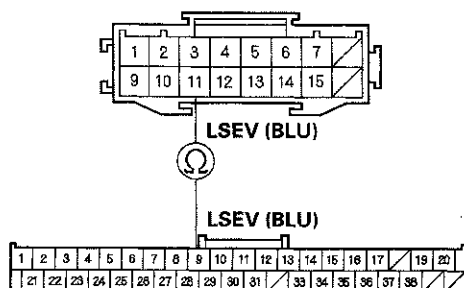
(cont'd)

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

10. Check for continuity between driver's MPCS unit connector A (40P) terminal No. 9 and left power mirror 16P connector terminal No. 11.

**LEFT POWER MIRROR 16P CONNECTOR**  
Terminal side of male terminals



**DRIVER'S MPCS UNIT CONNECTOR A (40P)**  
Wire side of female terminals

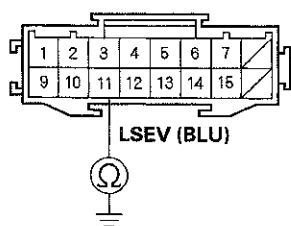
*Is there continuity?*

**YES**—Go to step 11.

**NO**—Repair an open in the wire. ■

11. Check for continuity between left power mirror 16P connector terminal No. 11 and body ground.

**LEFT POWER MIRROR 16P CONNECTOR**



Terminal side of male terminals

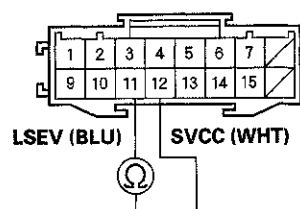
*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 12.

12. Check for continuity between left power mirror 16P connector terminals No. 11 and No. 12.

**LEFT POWER MIRROR 16P CONNECTOR**



Terminal side of male terminals

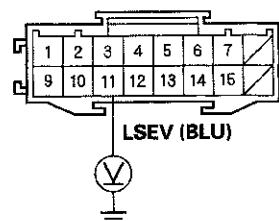
*Is there continuity?*

**YES**—Repair a short in the wires. ■

**NO**—Go to step 13.

13. Reconnect driver's MPCS unit connector A (40P).
14. Turn the ignition switch to ON (II).
15. Measure the voltage between left power mirror 16P connector terminal No. 11 and body ground.

**LEFT POWER MIRROR 16P CONNECTOR**



Terminal side of male terminals

*Is there about 5 V?*

**YES**—Replace the left power mirror. ■

**NO**—Replace the driver's MPCS unit. ■



### DTC B2184: Right Power Mirror Horizontal Sensor Signal Error

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Move the right power mirror in each direction with the power mirror switch.
4. Check for DTCs with the HDS.

*Is DTC B2184 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Select POWER SEAT/POWER MIRROR from the BODY ELECTRICAL menu, and enter DATA LIST.
6. Check the NORMAL/ABNORMAL information of the ASSISTANT DOOR MIRROR HORIZONTAL SENSOR in DATA LIST.

*Is the information indicator ABNORMAL?*

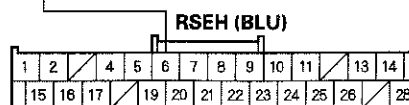
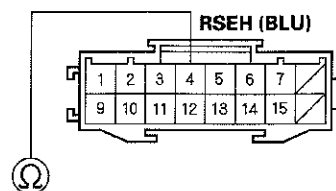
**YES**—Go to step 7.

**NO**—Replace the front passenger's MPCS unit. ■

7. Turn the ignition switch to LOCK (0).
8. Disconnect front passenger's MPCS unit connector A (28P).
9. Disconnect the right power mirror 16P connector.

10. Check for continuity between front passenger's MPCS unit connector A (28P) terminal No. 6 and right power mirror 16P connector terminal No. 4.

**RIGHT POWER MIRROR 16P CONNECTOR**  
Terminal side of male terminals



**FRONT PASSENGER'S MPCS UNIT CONNECTOR A (28P)**  
Wire side of female terminals

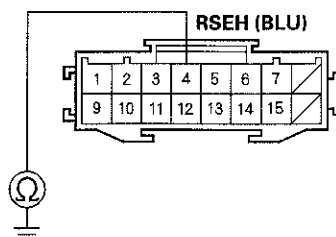
*Is there continuity?*

**YES**—Go to step 11.

**NO**—Repair an open in the wire. ■

11. Check for continuity between right power mirror 16P connector terminal No. 4 and body ground.

**RIGHT POWER MIRROR 16P CONNECTOR**



Terminal side of male terminals

*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 12.

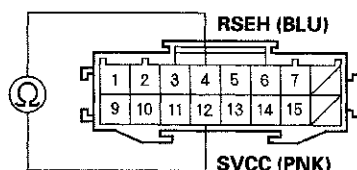
(cont'd)

# Driving Position Memory System (DPMS)

## DTC Troubleshooting (cont'd)

12. Check for continuity between right power mirror 16P connector terminals No. 4 and No. 12.

RIGHT POWER MIRROR 16P CONNECTOR



Terminal side of male terminals

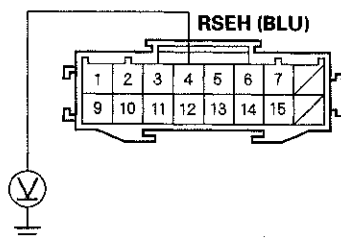
*Is there continuity?*

**YES**—Repair a short in the wires. ■

**NO**—Go to step 13.

13. Reconnect front passenger's MPCS unit connector A (28P).
14. Turn the ignition switch to ON (II).
15. Measure the voltage between right power mirror 16P connector terminal No. 4 and body ground.

RIGHT POWER MIRROR 16P CONNECTOR



Terminal side of male terminals

*Is there about 5 V?*

**YES**—Replace the right power mirror. ■

**NO**—Replace the front passenger's MPCS unit. ■

## DTC B2185: Right Power Mirror Vertical Sensor Signal Error

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Move the right power mirror in each direction with the power mirror switch.
4. Check for DTCs with the HDS.

*Is DTC B2185 indicated?*

**YES**—Go to step 5.

**NO**—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Select POWER SEAT/POWER MIRROR from the BODY ELECTRICAL menu, and enter DATA LIST.
6. Check the NORMAL/ABNORMAL information of the ASSISTANT DOOR MIRROR VERTICAL SENSOR in DATA LIST.

*Is the information indicator ABNORMAL?*

**YES**—Go to step 7.

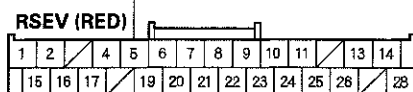
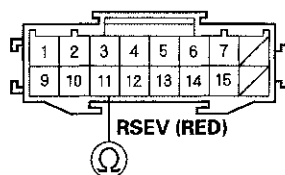
**NO**—Replace the front passenger's MPCS unit. ■

7. Turn the ignition switch to LOCK (0).
8. Disconnect front passenger's MPCS unit connector A (28P).
9. Disconnect the right power mirror 16P connector.



10. Check for continuity between front passenger's MPCS unit connector A (28P) terminal No. 5 and right power mirror 16P connector terminal No. 11.

**RIGHT POWER MIRROR 16P CONNECTOR**  
Terminal side of male terminals



**FRONT PASSENGER'S MPCS UNIT CONNECTOR A (28P)**  
Wire side of female terminals

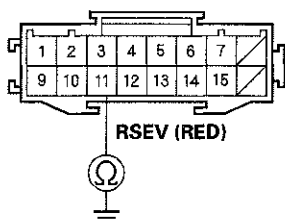
*Is there continuity?*

**YES**—Go to step 11.

**NO**—Repair an open in the wire. ■

11. Check for continuity between right power mirror 16P connector terminal No. 11 and body ground.

**RIGHT POWER MIRROR 16P CONNECTOR**



Terminal side of male terminals

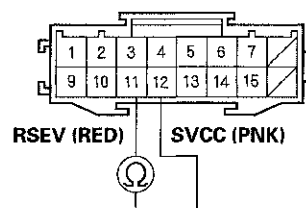
*Is there continuity?*

**YES**—Repair a short to ground in the wire. ■

**NO**—Go to step 12.

12. Check for continuity between right power mirror 16P connector terminals No. 11 and No. 12.

**RIGHT POWER MIRROR 16P CONNECTOR**



Terminal side of male terminals

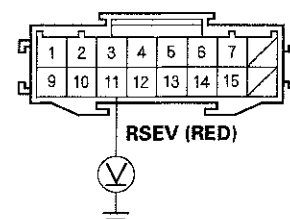
*Is there continuity?*

**YES**—Repair a short in the wires. ■

**NO**—Go to step 13.

13. Reconnect front passenger's MPCS unit connector A (28P).  
14. Turn the ignition switch to ON (II).  
15. Measure the voltage between right power mirror 16P connector terminal No. 11 and body ground.

**RIGHT POWER MIRROR 16P CONNECTOR**



Terminal side of male terminals

*Is there about 5 V?*

**YES**—Replace the right power mirror. ■

**NO**—Replace the front passenger's MPCS unit. ■

# Driving Position Memory System (DPMS)

## System Input Test and Function Test

1. Connect the HDS to the DLC.
2. Turn the ignition switch to ON (II).
3. From the BODY ELECTRICAL menu, select POWER SEAT/POWER MIRROR, then DTCs.
  - If DTCs are found, troubleshoot the DTCs using B-CAN System Diagnosis Test Mode A (see page 22-131).
  - If no DTCs are found, go to step 4.
4. Exit the DTC mode, and select the DATA LIST from the POWER SEAT/POWER MIRROR TEST MODE MENU.
5. Test each input and monitor each output:
  - If the data list indication is correct, continue to the next switch. If all switches are OK, go to step 6.
  - If the data list indication is not correct, do the appropriate test at the control unit and terminal indicated in the table.
    - Voltage drop tests should be done with the ignition switch to ON (II), all the connectors connected, and the meter negative test lead attached to a good body ground.
    - Continuity tests should be done with the ignition switch to LOCK (0) and the indicated terminals disconnected.

| Data List Input/<br>Command                 | Condition: Data List<br>Indication                                                                                  | Control Unit/Terminal<br>Number/Test (If<br>applicable)                     | Possible cause if desired result<br>is not obtained                                                                                                                                   |
|---------------------------------------------|---------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Door Mirror UP<br>Switch                    | Mirror select switch in LEFT,<br>then RIGHT<br>Mirror up switch pressed:<br>ON<br>Mirror up switch released:<br>OFF | MICU/P9 (WHT)<br>Mirror select switch UP:<br>0 V<br>Center or DOWN: 5 V     | <ul style="list-style-type: none"><li>• Faulty switch (see page 22-454)</li><li>• An open in the wire</li><li>• A short to ground in the wire</li><li>• Faulty control unit</li></ul> |
| Door Mirror<br>Select in LEFT<br>selection  | Mirror select switch in LEFT<br>position: ON<br>Select switch in CENTER or<br>RIGHT position: OFF                   | MICU/P11 (PUR)<br>Mirror select switch<br>LEFT: 0 V<br>Center or RIGHT: 5 V | <ul style="list-style-type: none"><li>• Faulty switch (see page 22-454)</li><li>• An open in the wire</li><li>• A short to ground in the wire</li><li>• Faulty control unit</li></ul> |
| Door Mirror<br>DOWN Switch                  | Mirror select switch in LEFT,<br>then RIGHT<br>Mirror down switch<br>pressed: ON<br>Mirror switch released: OFF     | MICU/P10 (PNK)<br>Mirror select switch<br>DOWN: 0 V<br>Center or UP: 5 V    | <ul style="list-style-type: none"><li>• Faulty switch (see page 22-454)</li><li>• An open in the wire</li><li>• A short to ground in the wire</li><li>• Faulty control unit</li></ul> |
| Door Mirror<br>Select in Right<br>selection | Mirror select switch in<br>RIGHT position: ON<br>Select switch in CENTER or<br>LEFT position: OFF                   | MICU/P22 (GRY)<br>Mirror select switch<br>RIGHT: 0 V<br>Center or LEFT: 5 V | <ul style="list-style-type: none"><li>• Faulty switch (see page 22-454)</li><li>• An open in the wire</li><li>• A short to ground in the wire</li><li>• Faulty control unit</li></ul> |
| Door Mirror<br>LEFT Switch                  | Mirror select switch in LEFT,<br>then RIGHT<br>Mirror left switch pressed:<br>ON<br>Mirror switch released: OFF     | MICU/P25 (GRN)<br>Mirror select switch<br>LEFT: 0 V<br>Center or RIGHT: 5 V | <ul style="list-style-type: none"><li>• Faulty switch (see page 22-454)</li><li>• An open in the wire</li><li>• A short to ground in the wire</li><li>• Faulty control unit</li></ul> |
| Door Mirror<br>RIGHT Switch                 | Mirror select switch in LEFT,<br>then RIGHT<br>Mirror right switch pressed:<br>ON<br>Mirror switch released: OFF    | MICU/P26 (BLU)<br>Mirror select switch<br>RIGHT: 0 V<br>Center or LEFT: 5 V | <ul style="list-style-type: none"><li>• Faulty switch (see page 22-454)</li><li>• An open in the wire</li><li>• A short to ground in the wire</li><li>• Faulty control unit</li></ul> |



| Data List Input/<br>Command            | Condition: Data List<br>Indication                                         | Control Unit/Terminal Number/<br>Test (If applicable)                                                    | Possible cause if desired result is not<br>obtained                                                                                                                                                            |
|----------------------------------------|----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Slide Switch Forward                   | Slide switch forward: ON<br>Switch released: OFF                           | Power seat control unit/A1, A7<br>(BLU)<br>Slide switch forward: 0 V<br>Switch released: 5 V             | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-571)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                             |
| Slide Switch Rearward                  | Slide switch rearward: ON<br>Switch released: OFF                          | Power seat control unit/A1, A27<br>(ORN/BLU)<br>Slide switch rearward: 0 V<br>Switch released: 5 V       | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-571)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                             |
| Recline Switch Forward                 | Recline switch forward: ON<br>Switch released: OFF                         | Power seat control unit/A1, A6<br>(WHT/YEL)<br>Recline switch forward: 0 V<br>Switch released: 5 V       | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-571)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                             |
| Recline Switch Rearward                | Recline switch rearward: ON<br>Switch released: OFF                        | Power seat control unit/A1, A25<br>(ORN/GRN)<br>Recline switch rearward: 0 V<br>Switch released: 5 V     | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-571)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                             |
| Front Up-Down Switch Up                | Front up-down switch up: ON<br>Switch released: OFF                        | Power seat control unit/A1, A5<br>(GRN/BLU)<br>Front up-down switch up: 0 V<br>Switch released: 5 V      | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-571)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                             |
| Front Up-Down Switch Down              | Front up-down switch down: ON<br>Switch released: OFF                      | Power seat control unit/A1, A4<br>(RED/BLK)<br>Front up-down switch down: 0 V<br>Switch released: 5 V    | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-571)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                             |
| Rear Up-Down Switch Up                 | Rear up-down switch up: ON<br>Switch released: OFF                         | Power seat control unit/A1, A23<br>(GRN/ORN)<br>Rear up-down switch up: 0 V<br>Switch released: 5 V      | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-571)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                             |
| Rear Up-Down Switch Down               | Rear up-down switch down: ON<br>Switch released: OFF                       | Power seat control unit/A1, A3<br>(BRN/BLK)<br>Rear up-down switch up: 0 V<br>Switch released: 5 V       | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-571)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                             |
| Ignition Switch for Power Seat Control | Ignition switch ON (II): ON<br>Ignition switch LOCK (0): OFF               | Power seat control unit/A35<br>(BLK/YEL)<br>Ignition switch ON (II): 12 V                                | <ul style="list-style-type: none"> <li>Blown No. 21 (10 A) fuse in the driver's under-dash fuse/relay box</li> <li>An open in the wire</li> <li>Faulty control unit</li> </ul>                                 |
| A/T Gear Position Switch (P)           | Transmission range switch P position: ON<br>Any other position than P: OFF | Power seat control unit/A31<br>(BLK/BLU)<br>Transmission range switch P: 0 V                             | <ul style="list-style-type: none"> <li>Faulty transmission range switch</li> <li>An open in the wire</li> <li>Faulty control unit</li> </ul>                                                                   |
| Seat MEMO Switch                       | Seat MEMO switch pressed: ON<br>Switch released: OFF                       | Driver's MPCS unit/A31 (ORN)<br>Seat MEMO switch pressed: 0 V<br>Switch released: at least 5 V           | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-570)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> <li>Poor ground (G601)</li> </ul> |
| Driver 1 Position Switch               | Driver position 1 switch pressed: ON<br>Switch released: OFF               | Driver's MPCS unit/A29 (GRN)<br>Driver's position 1 switch pressed: 0 V<br>Switch released: at least 5 V | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-570)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> <li>Poor ground (G601)</li> </ul> |
| Driver 2 Position Switch               | Driver position 2 switch pressed: ON<br>Switch released: OFF               | Driver's MPCS unit/A30 (RED)<br>Driver's position 2 switch pressed: 0 V<br>Switch released: at least 5 V | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-570)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> <li>Poor ground (G601)</li> </ul> |

(cont'd)

# Driving Position Memory System (DPMS)

## System Input Test and Function Test (cont'd)

| Data List Input/<br>Command      | Condition: Data List<br>Indication                                  | Control Unit/Terminal Number/<br>Test (If applicable)                                                                                           | Possible cause if desired result is not<br>obtained                                                                                                                                |
|----------------------------------|---------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Column Tilt Up<br>Switch         | Steering tilt switch up: ON<br>Switch released: OFF                 | Power tilt/telescopic steering<br>control unit/A15 (BRN), A7 (LT<br>GRN)<br>Switch in TILT UP: 0 V<br>Switch released: Battery voltage          | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-574)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul> |
| Column Tilt Down<br>Switch       | Steering tilt switch down: ON<br>Switch released: OFF               | Power tilt/telescopic steering<br>control unit/A15 (BRN), A6<br>(GRN)<br>Switch in TILT DOWN: 0 V<br>Switch released: Battery voltage           | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-574)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul> |
| Column Telescopic<br>Pull Switch | Steering telescopic switch pull:<br>ON<br>Switch released: OFF      | Power tilt/telescopic steering<br>control unit/A15 (BRN), A14<br>(PUR)<br>Switch in TELESCOPIC PULL:<br>0 V<br>Switch released: Battery voltage | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-574)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul> |
| Column Telescopic<br>Push Switch | Steering telescopic switch push:<br>ON<br>Switch released: OFF      | Power tilt/telescopic steering<br>control unit/A15 (BRN), A6<br>(GRN)<br>Switch in TELESCOPIC PUSH:<br>0 V<br>Switch released: Battery voltage  | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-574)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul> |
| Ignition Switch (ETS)            | Ignition switch ON (II): ON<br>Ignition switch LOCK (0): OFF        | Power tilt/telescopic steering<br>control unit/A9 (PNK)<br>Ignition switch ON (II): Battery<br>voltage                                          | <ul style="list-style-type: none"> <li>Blown No. 21 (10 A) fuse in the driver's<br/>under-dash fuse/relay box</li> <li>An open in the wire</li> <li>Faulty control unit</li> </ul> |
| Slide Sensor                     | Seat moving forward or<br>rearward: ON<br>Seat not moving: OFF      | Power seat control unit/A11<br>(YEL/GRN)<br>Pulses as seat moves: 2.5 V<br>average                                                              | <ul style="list-style-type: none"> <li>Faulty sensor</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                   |
| Front Up-Down<br>Sensor          | Seat front moving up/down: ON<br>Seat not moving: OFF               | Power seat control unit/A12<br>(YEL/BLK)<br>Pulses as seat moves: 2.5 V<br>average                                                              | <ul style="list-style-type: none"> <li>Faulty sensor</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                   |
| Recline Sensor                   | Seat-back moving forward or<br>rearward: ON<br>Seat not moving: OFF | Power seat control unit/A10<br>(WHT/RED)<br>Pulses as seat moves: 2.5 V<br>average                                                              | <ul style="list-style-type: none"> <li>Faulty sensor</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                   |
| Rear Up-Down<br>Sensor           | Seat rear moving up/down: ON<br>Seat not moving: OFF                | Power seat control unit/A13<br>(YEL/BLK)<br>Pulses as seat moves: 2.5 V<br>average                                                              | <ul style="list-style-type: none"> <li>Faulty sensor</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                   |
| Column Tilt Sensor               | Steering tilting up/down: ON<br>Steering not moving: OFF            | Power tilt/telescopic steering<br>control unit/A4 (ORN), A12<br>(BLU)<br>Pulses as steering moves: 2.5 V<br>average                             | <ul style="list-style-type: none"> <li>Faulty sensor</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                   |
| Column Telescopic<br>Sensor      | Steering telescopic pull/push:<br>ON<br>Steering not moving: OFF    | Power tilt/telescopic steering<br>control unit/A5 (LT BLU), A13<br>(YEL)<br>Pulses as steering moves: 2.5 V<br>average                          | <ul style="list-style-type: none"> <li>Faulty sensor</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul>                   |



| Data List Input/<br>Command            | Condition: Data List<br>Indication                                                | Control Unit/Terminal Number/<br>Test (if applicable)                                                                                                          | Possible cause if desired result is not<br>obtained                                                                                                                                |
|----------------------------------------|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Left Mirror Horizontal<br>Sensor       | Left mirror moves left/right:<br>NORMAL<br>Left mirror does not move:<br>ABNORMAL | Driver's MPCS unit/A10 (PUR),<br>A19 (WHT)<br>Left mirror moving from full left<br>to full right: A10 (about 0.1 V to<br>4.5 V), A19 (5 V)                     | <ul style="list-style-type: none"> <li>Faulty sensor</li> <li>An open in the wire</li> <li>Faulty control unit</li> </ul>                                                          |
| Left Mirror Vertical<br>Sensor         | Left mirror moves up/down:<br>NORMAL<br>Left mirror stopped:<br>ABNORMAL          | Driver's MPCS unit/A9 (BLU),<br>A19 (WHT)<br>Left mirror moving from full<br>down to full up: A9 (about 0.1 V<br>to 4.5 V), A19 (5 V)                          | <ul style="list-style-type: none"> <li>Faulty sensor</li> <li>An open in the wire</li> <li>Faulty control unit</li> </ul>                                                          |
| Right Door Mirror<br>Horizontal Sensor | Right mirror moves left/right:<br>NORMAL<br>Right mirror stopped:<br>ABNORMAL     | Front passenger's MPCS unit/A6<br>(BLU), A13 (PNK)<br>Right mirror moving from full<br>left to full right: A6 (about 0.1 V<br>to 4.5 V), A13 (5 V)             | <ul style="list-style-type: none"> <li>Faulty sensor</li> <li>An open in the wire</li> <li>Faulty control unit</li> </ul>                                                          |
| Right Door Mirror<br>Vertical Sensor   | Right mirror moves up/down:<br>NORMAL<br>Right mirror stopped:<br>ABNORMAL        | Front passenger's MPCS unit/A5<br>(RED), A13 (PNK)<br>Right mirror moving from full<br>down to full up: A5 (about 0.1 V<br>to 4.5 V), A13 (5 V)                | <ul style="list-style-type: none"> <li>Faulty sensor</li> <li>An open in the wire</li> <li>Faulty control unit</li> </ul>                                                          |
| DPMS MEM Switch                        | Driving position memory switch<br>MEMO button pushed: ON<br>Switch released: OFF  | Driver's MPCS unit/A31 (ORN)<br>Driving position memory switch<br>MEMO button pushed: A31<br>(about 1 V or less)<br>MEMO button released: A31<br>(5 V or more) | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-570)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul> |
| DPMS POS1 Switch                       | Driving position memory switch<br>POS1 button pushed: ON<br>Switch released: OFF  | Driver's MPCS unit/A29 (GRN)<br>Driving position memory switch<br>POS1 button pushed: A29<br>(about 1 V or more)<br>POS1 button released: A29 (5 V<br>or more) | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-570)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul> |
| DPMS POS2 Switch                       | Driving position memory switch<br>POS2 button pushed: ON<br>Switch released: OFF  | Driver's MPCS unit/A30 (RED)<br>Driving position memory switch<br>POS2 button pushed: A30<br>(about 1 V or more)<br>POS2 button released: A30 (5 V<br>or more) | <ul style="list-style-type: none"> <li>Faulty switch (see page 22-570)</li> <li>An open in the wire</li> <li>A short to ground in the wire</li> <li>Faulty control unit</li> </ul> |

(cont'd)

# Driving Position Memory System (DPMS)

## System Input Test and Function Test (cont'd)

6. Exit the data list, and select function test.

7. Do each of the function tests listed in the table shown. The appropriate output should occur.

- If the function operates normally, go to the next function test. If all function tests operate normally, the system is OK.
- If the function does not occur, do the appropriate test at the control unit and terminal indicated in the table.
  - Voltage drop tests should be done with the ignition switch to ON (II) and all the connectors connected.
  - Continuity tests should be done with the ignition switch to LOCK (0) and the indicated terminals disconnected.
  - Jumper tests should be done according to the instructions indicated.
- If the test indicates that the component operates normally, but the function will not operate by doing the function test or the normal use of the component, the control unit that operates that function must be faulty; replace it.
- If the test indicates that the component does not operate normally, check for an open or short in the harnesses between the component and control unit. If the harness is OK, replace the component.

| Function Test                             | Component and Operation  | Control Unit/Terminal Number/Test (if applicable)                                                                                                                                                      | Possible cause if desired result is not obtained                                                                                     |
|-------------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Power Seat: Slide Motor-Full Forward      | Seat slides forward      | Power seat control unit/B8 (BLU), A9 (BLK), B7 (WHT), B17 (YEL)<br>Disconnect power seat control unit connectors A and B. Connect B8 to B17 and B7 to A9; driver's seat should slide forward.          | <ul style="list-style-type: none"><li>• Faulty motor</li><li>• An open in the wire</li><li>• A short to ground in the wire</li></ul> |
| Power Seat: Slide Motor-Full Rearward     | Seat slides rearward     | Power seat control unit/B8 (BLU), A9 (BLK), B7 (WHT), B17 (YEL)<br>Disconnect power seat control unit connectors A and B. Connect B8 to B7 and B17 to A9; driver's seat should slide rearward.         | <ul style="list-style-type: none"><li>• Faulty motor</li><li>• An open in the wire</li><li>• A short to ground in the wire</li></ul> |
| Power Seat: Front UP-DOWN Motor-Full Up   | Front of seat moves up   | Power seat control unit/B8 (BLU), A9 (BLK), B6 (BRN/WHT), B16 (ORN)<br>Disconnect power seat control unit connectors A and B. Connect B8 to B16 and B6 to A9; front of driver's seat should move up.   | <ul style="list-style-type: none"><li>• Faulty motor</li><li>• An open in the wire</li><li>• A short to ground in the wire</li></ul> |
| Power Seat: Front UP-DOWN Motor-Full Down | Front of seat moves down | Power seat control unit/B8 (BLU), A9 (BLK), B6 (BRN/WHT), B16 (ORN)<br>Disconnect power seat control unit connectors A and B. Connect B8 to B6 and B16 to A9; front of driver's seat should move down. | <ul style="list-style-type: none"><li>• Faulty motor</li><li>• An open in the wire</li><li>• A short to ground in the wire</li></ul> |
| Power Seat: Rear Up-Down Motor-Full Up    | Rear of seat moves up    | Power seat control unit/B1 (RED), A9 (BLK), B2 (GRN), B10 (BLU/GRN)<br>Disconnect power seat control unit connectors A and B. Connect B1 to B2 and B10 to A9; rear of driver's seat should move up.    | <ul style="list-style-type: none"><li>• Faulty motor</li><li>• An open in the wire</li><li>• A short to ground in the wire</li></ul> |
| Power Seat: Rear Up-Down Motor-Full Down  | Rear of seat moves down  | Power seat control unit/B1 (RED), A9 (BLK), B2 (GRN), B10 (BLU/GRN)<br>Disconnect power seat control unit connectors A and B. Connect B1 to B10 and B2 to A9; rear of driver's seat should move down.  | <ul style="list-style-type: none"><li>• Faulty motor</li><li>• An open in the wire</li><li>• A short to ground in the wire</li></ul> |
| Power Seat: Recline Motor-Full Forward    | Seat back moves forward  | Power seat control unit/B1 (RED), A9 (BLK), B9 (RED), B11 (GRY)<br>Disconnect power seat control unit connectors A and B. Connect B1 to B11 and B9 to A9; driver's seat back should move forward.      | <ul style="list-style-type: none"><li>• Faulty motor</li><li>• An open in the wire</li><li>• A short to ground in the wire</li></ul> |
| Power Seat: Recline Motor-Full Rearward   | Seat back moves rearward | Power seat control unit/B1 (RED), A9 (BLK), B9 (RED), B11 (GRY)<br>Disconnect power seat control unit connectors A and B. Connect B1 to B9 and B11 to A9; driver's seat back should move rearward.     | <ul style="list-style-type: none"><li>• Faulty motor</li><li>• An open in the wire</li><li>• A short to ground in the wire</li></ul> |



| Function Test     | Component and Operation                        | Control Unit/Terminal Number/Test (If applicable)                                                                                                                                                                      | Possible cause if desired result is not obtained                                                                               |
|-------------------|------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| Column Tilt       | Power tilt/telescopic steering tilts up        | Power tilt/telescopic steering control unit/B1 (BLK), B3 (WHT), B7 (ORN), B8 (LT BLU)<br>Disconnect tilt/telescopic steering control unit connectors A and B. Connect B3 to B7 and B1 to B8; steering tilts down.      | <ul style="list-style-type: none"><li>Faulty motor</li><li>An open in the wire</li><li>A short to ground in the wire</li></ul> |
| Column Tilt       | Power tilt/telescopic steering tilts down      | Power tilt/telescopic steering control unit/B1 (BLK), B3 (WHT), B7 (ORN), B8 (LT BLU)<br>Disconnect tilt/telescopic steering control unit connectors A and B. Connect B3 to B8 and B1 to B7; steering tilts up.        | <ul style="list-style-type: none"><li>Faulty motor</li><li>An open in the wire</li><li>A short to ground in the wire</li></ul> |
| Column Telescopic | Power tilt/telescopic steering telescopic pull | Power tilt/telescopic steering control unit/B1 (BLK), B3 (WHT), B6 (PNK), B4 (LT GRN)<br>Disconnect tilt/telescopic steering control unit connectors A and B. Connect B3 to B4 and B1 to B6; steering telescopic pull. | <ul style="list-style-type: none"><li>Faulty motor</li><li>An open in the wire</li><li>A short to ground in the wire</li></ul> |
| Column Telescopic | Power tilt/telescopic steering telescopic push | Power tilt/telescopic steering control unit/B1 (BLK), B3 (WHT), B6 (PNK), B4 (LT GRN)<br>Disconnect tilt/telescopic steering control unit connectors A and B. Connect B3 to B6 and B1 to B4; steering telescopic push. | <ul style="list-style-type: none"><li>Faulty motor</li><li>An open in the wire</li><li>A short to ground in the wire</li></ul> |

# Driving Position Memory System (DPMS)

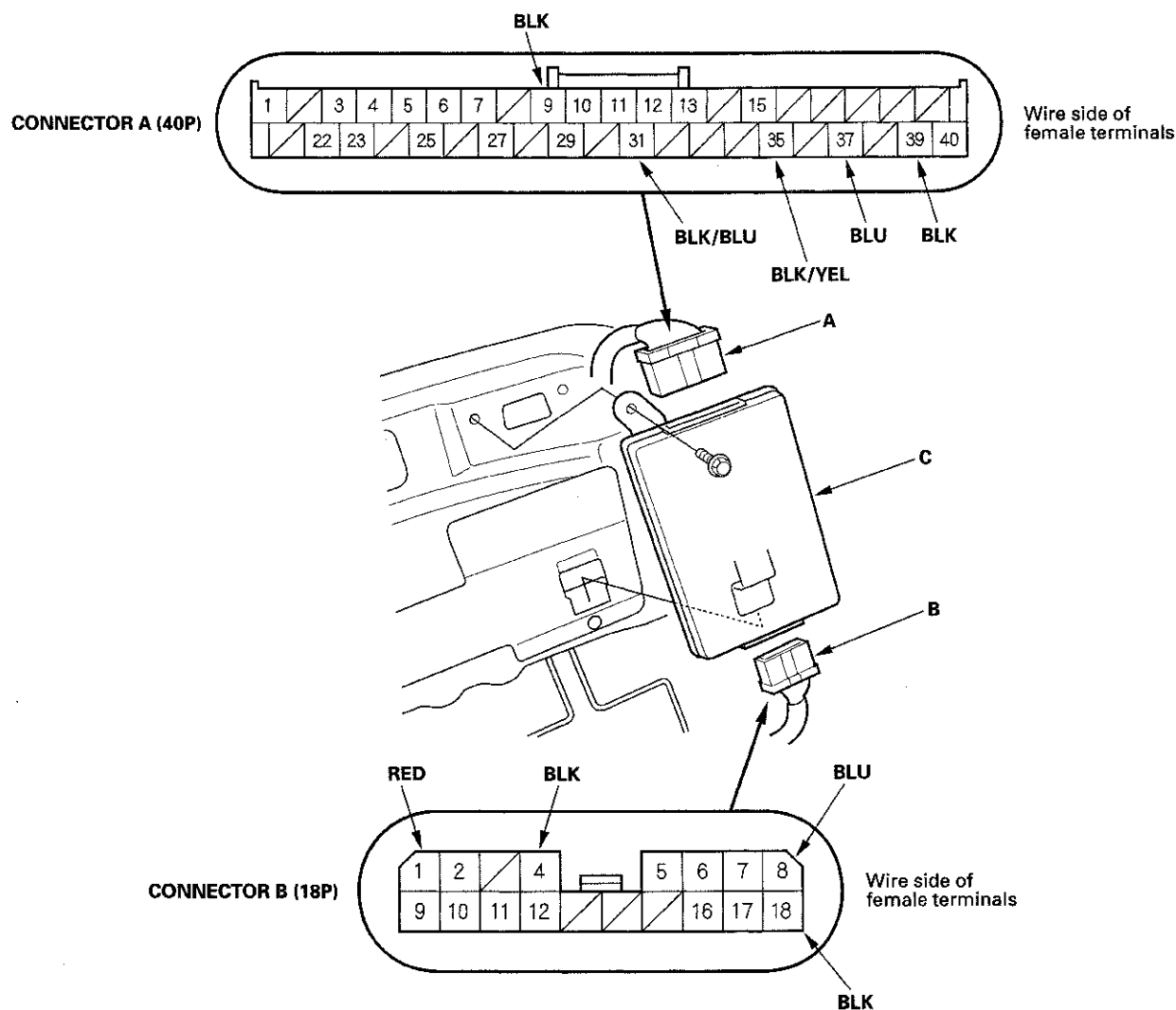
## Power Seat Control Unit Input Test

NOTE: Power Seat Control Unit appears as "MEMORY SEAT CONTROL UNIT" on HDS display screen.

1. Turn the ignition switch to LOCK (0).
2. Remove the driver's seat (see page 20-114).

NOTE: Be careful not to scratch the interior trim.

3. Disconnect the 40P connector (A) and 18P connector (B) from the power seat control unit (C).



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 look OK, go to step 5.



5. With the power seat control unit connectors still disconnected, disconnect power tilt/telescopic steering control unit connector A, 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 6.

| Cavity | Wire | Test condition       | Test: Desired result                                                                                                                                            | Possible cause if desired result is not obtained |
|--------|------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| A39    | BLK  | Under all conditions | Check for continuity between the terminal A39 and power tilt/telescopic steering control unit connector A (16P) terminal No. 11.<br>There should be continuity. | An open in the wire                              |

6. Reconnect the connectors and do these inputs tests at the following power seat control unit connectors.

- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, the control unit must be faulty; replace it.

| Cavity | Wire    | Test condition          | Test: Desired result                                               | Possible cause if desired result is not obtained                                                                                                                                                                           |
|--------|---------|-------------------------|--------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A9     | BLK     | Under all conditions    | Measure the voltage to ground:<br>There should be less than 0.2 V. | <ul style="list-style-type: none"> <li>• Poor ground (G601)</li> <li>• An open in the wire</li> </ul>                                                                                                                      |
| B4     | BLK     |                         |                                                                    |                                                                                                                                                                                                                            |
| B18    | BLK     |                         |                                                                    |                                                                                                                                                                                                                            |
| A35    | BLK/YEL | Ignition switch ON (II) | Measure the voltage to ground:<br>There should be battery voltage. | <ul style="list-style-type: none"> <li>• Blown No. 21 (10 A) fuse in the driver's under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>                                                                      |
| A37    | BLU     | Under all conditions    | Measure the voltage to ground:<br>There should be battery voltage. | <ul style="list-style-type: none"> <li>• Blown No. 15 (40 A) fuse in the under-hood fuse/relay box</li> <li>• Blown No. 7 (10 A) fuse in the driver's under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>  |
| B1     | RED     | Under all conditions    | Measure the voltage to ground:<br>There should be battery voltage. | <ul style="list-style-type: none"> <li>• Blown No. 20 (40 A) fuse in the under-hood fuse/relay box</li> <li>• Blown No. 16 (20 A) fuse in the driver's under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul> |
| B8     | BLU     | Under all conditions    | Measure the voltage to ground:<br>There should be battery voltage. | <ul style="list-style-type: none"> <li>• Blown No. 20 (40 A) fuse in the under-hood fuse/relay box</li> <li>• Blown No. 14 (20 A) fuse in the driver's under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul> |
| A31    | BLK/BLU | Shift lever in P        | Measure the voltage to ground:<br>There should be less than 0.2 V. | <ul style="list-style-type: none"> <li>• Faulty transmission range switch</li> <li>• An open in the wire</li> </ul>                                                                                                        |
|        |         | Shift lever out of P    | Measure the voltage to ground:<br>There should be at least 5 V.    | A short to ground in the wire                                                                                                                                                                                              |

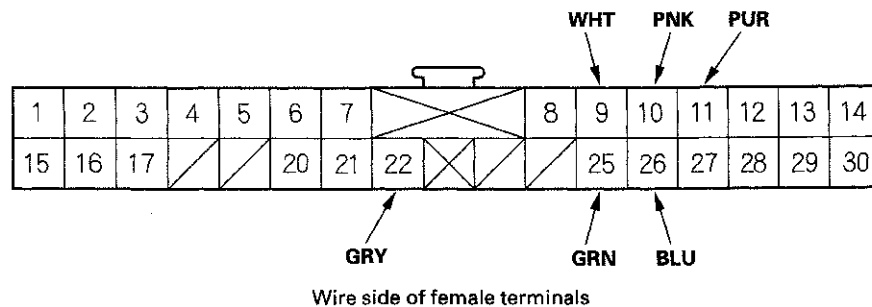
# Driving Position Memory System (DPMS)

## Power Mirror Circuit Input Test

### MICU

1. Turn the ignition switch to LOCK (0).
2. Remove the left kick panel (see page 20-67).
3. Disconnect driver's under-dash fuse/relay box connector P (30P).

DRIVER'S UNDER-DASH FUSE/RELAY BOX CONNECTOR P (30P)



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 look OK, go to step 5.



5. Reconnect the connector to the driver's under-dash fuse/relay box, turn the ignition switch to ON (II), and do these input tests at the following connector.

- 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                                                                                            |
|--------|------|-----------------------------------|--------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| P9     | WHT  | Power mirror switch in UP         | Measure the voltage to ground:<br>There should be less than 0.2 V. | <ul style="list-style-type: none"> <li>• Poor ground (G501)</li> <li>• Faulty power mirror switch</li> <li>• An open in the wire</li> </ul> |
|        |      | Power mirror switch released      | Measure the voltage to ground:<br>There should be at least 5 V.    | <ul style="list-style-type: none"> <li>• Faulty power mirror switch</li> <li>• Faulty MICU</li> </ul>                                       |
| P10    | PNK  | Power mirror switch in DOWN       | Measure the voltage to ground:<br>There should be less than 0.2 V. | <ul style="list-style-type: none"> <li>• Poor ground (G501)</li> <li>• Faulty power mirror switch</li> <li>• An open in the wire</li> </ul> |
|        |      | Power mirror switch released      | Measure the voltage to ground:<br>There should be at least 5 V.    | <ul style="list-style-type: none"> <li>• Faulty power mirror switch</li> <li>• Faulty MICU</li> </ul>                                       |
| P25    | GRN  | Power mirror switch in LEFT       | Measure the voltage to ground:<br>There should be less than 0.2 V. | <ul style="list-style-type: none"> <li>• Poor ground (G501)</li> <li>• Faulty power mirror switch</li> <li>• An open in the wire</li> </ul> |
|        |      | Power mirror switch released      | Measure the voltage to ground:<br>There should be at least 5 V.    | <ul style="list-style-type: none"> <li>• Faulty power mirror switch</li> <li>• Faulty MICU</li> </ul>                                       |
| P26    | BLU  | Power mirror switch in RIGHT      | Measure the voltage to ground:<br>There should be less than 0.2 V. | <ul style="list-style-type: none"> <li>• Poor ground (G501)</li> <li>• Faulty power mirror switch</li> <li>• An open in the wire</li> </ul> |
|        |      | Power mirror switch released      | Measure the voltage to ground:<br>There should be at least 5 V.    | <ul style="list-style-type: none"> <li>• Faulty power mirror switch</li> <li>• Faulty MICU</li> </ul>                                       |
| P11    | PUR  | Power mirror switch in L position | Measure the voltage to ground:<br>There should be less than 0.2 V. | <ul style="list-style-type: none"> <li>• Poor ground (G501)</li> <li>• Faulty power mirror switch</li> <li>• An open in the wire</li> </ul> |
|        |      | Power mirror switch released      | Measure the voltage to ground:<br>There should be at least 5 V.    | <ul style="list-style-type: none"> <li>• Faulty power mirror switch</li> <li>• Faulty MICU</li> </ul>                                       |
| P22    | GRY  | Power mirror switch in R position | Measure the voltage to ground:<br>There should be less than 0.2 V. | <ul style="list-style-type: none"> <li>• Poor ground (G501)</li> <li>• Faulty power mirror switch</li> <li>• An open in the wire</li> </ul> |
|        |      | Power mirror switch released      | Measure the voltage to ground:<br>There should be at least 5 V.    | <ul style="list-style-type: none"> <li>• Faulty power mirror switch</li> <li>• Faulty MICU</li> </ul>                                       |

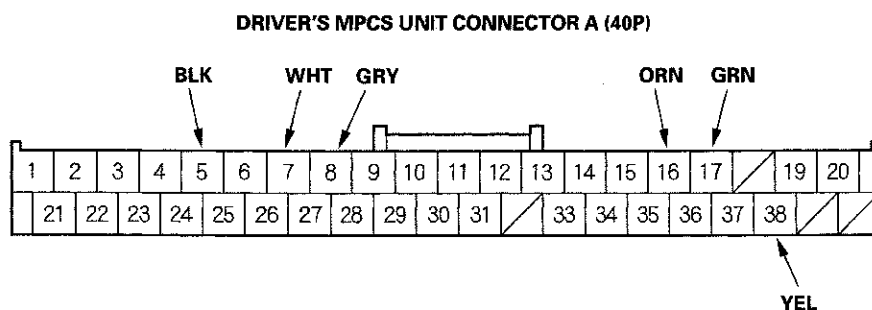
(cont'd)

# Driving Position Memory System (DPMS)

## Power Mirror Circuit Input Test (cont'd)

### Driver's MPCS Unit

6. Turn the ignition switch to LOCK (0), and remove the driver's door panel (see page 20-9).
7. Disconnect driver's MPCS unit connector A (40P).



Wire side of female terminals

8. Inspect the connector and socket terminal 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 9.
9. With the connector still disconnected, do these input tests at the following connector.
  - 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 10.

| Cavity     | Wire       | Test condition       | Test: Desired result                                                                                                                          | Possible cause if desired result is not obtained                                                                                                                                                                      |
|------------|------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A5*        | BLK        | Under all conditions | Measure the voltage to ground:<br>There should be less than 0.2 V.                                                                            | <ul style="list-style-type: none"><li>• Poor ground (G601)</li><li>• Faulty power mirror switch</li><li>• An open in the wire</li></ul>                                                                               |
| A7*        | WHT        | Under all conditions | Measure the voltage to ground:<br>There should be battery voltage.                                                                            | <ul style="list-style-type: none"><li>• Blown No. 15 (40 A) fuse in the under-hood fuse/relay box</li><li>• Blown No. 7 (10 A) fuse in the driver's under-dash fuse/relay box</li><li>• An open in the wire</li></ul> |
| A8         | GRY        | Under all conditions | Check for continuity between the terminal A8 and front passenger's MPCS unit connector A (28P) terminal No. 4:<br>There should be continuity. | <ul style="list-style-type: none"><li>• Faulty driver's under-dash fuse/relay box</li><li>• Faulty passenger's under-dash fuse/relay box</li><li>• An open in the wire</li></ul>                                      |
| A16<br>A38 | ORN<br>YEL | Under all conditions | Connect the terminals A7 and A16, and terminals A5 and A38:<br>The left power mirror moves UP.                                                | <ul style="list-style-type: none"><li>• Faulty left power mirror actuator</li><li>• An open in the wire</li></ul>                                                                                                     |
| A17<br>A38 | GRN<br>YEL | Under all conditions | Connect the terminals A7 and A17, and terminals A5 and A38:<br>The left power mirror swings LEFT.                                             | <ul style="list-style-type: none"><li>• Faulty left power mirror actuator</li><li>• An open in the wire</li></ul>                                                                                                     |

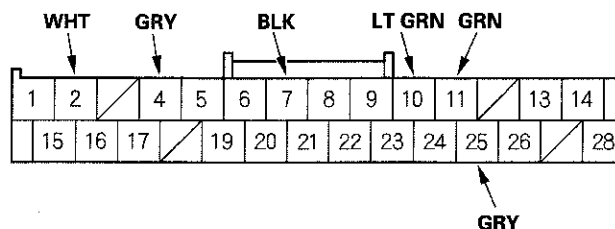
\* : Reconnect the connector to the driver's MPCS unit.



### Front Passenger's MPCS Unit

10. Remove the front passenger's door panel (see page 20-9).
11. Disconnect front passenger's MPCS unit connector A (28P).

#### FRONT PASSENGER'S MPCS UNIT CONNECTOR A (28P)



12. 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 13.
13. With the connector still disconnected, do these input tests at the following connector.
  - 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 14.

| 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:<br>There should be less than 0.2 V.                                                                   | <ul style="list-style-type: none"> <li>• Poor ground (G506)</li> <li>• Faulty power mirror switch</li> <li>• An open in the wire</li> </ul>                                                                               |
| A2         | WHT           | Under all conditions | Measure the voltage to ground:<br>There should be battery voltage.                                                                   | <ul style="list-style-type: none"> <li>• Blown No. 15 (40 A) fuse in the under-hood fuse/relay box</li> <li>• Blown No. 7 (10 A) fuse in the driver's under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul> |
| A4         | GRY           | Under all conditions | Check for continuity between the terminal A4 and driver's MPCS unit connector A (40P) terminal No. 8:<br>There should be continuity. | <ul style="list-style-type: none"> <li>• Faulty driver's under-dash fuse/relay box</li> <li>• Faulty passenger's under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>                                      |
| A10<br>A25 | LT GRN<br>GRY | Under all conditions | Connect the terminals A2 and A10, and terminals A7 and A25:<br>The right power mirror moves UP.                                      | <ul style="list-style-type: none"> <li>• Faulty right power mirror actuator</li> <li>• An open in the wire</li> </ul>                                                                                                     |
| A11<br>A25 | GRN<br>GRY    | Under all conditions | Connect the terminals A2 and A11, and terminals A7 and A25:<br>The right power mirror swings RIGHT.                                  | <ul style="list-style-type: none"> <li>• Faulty right power mirror actuator</li> <li>• An open in the wire</li> </ul>                                                                                                     |

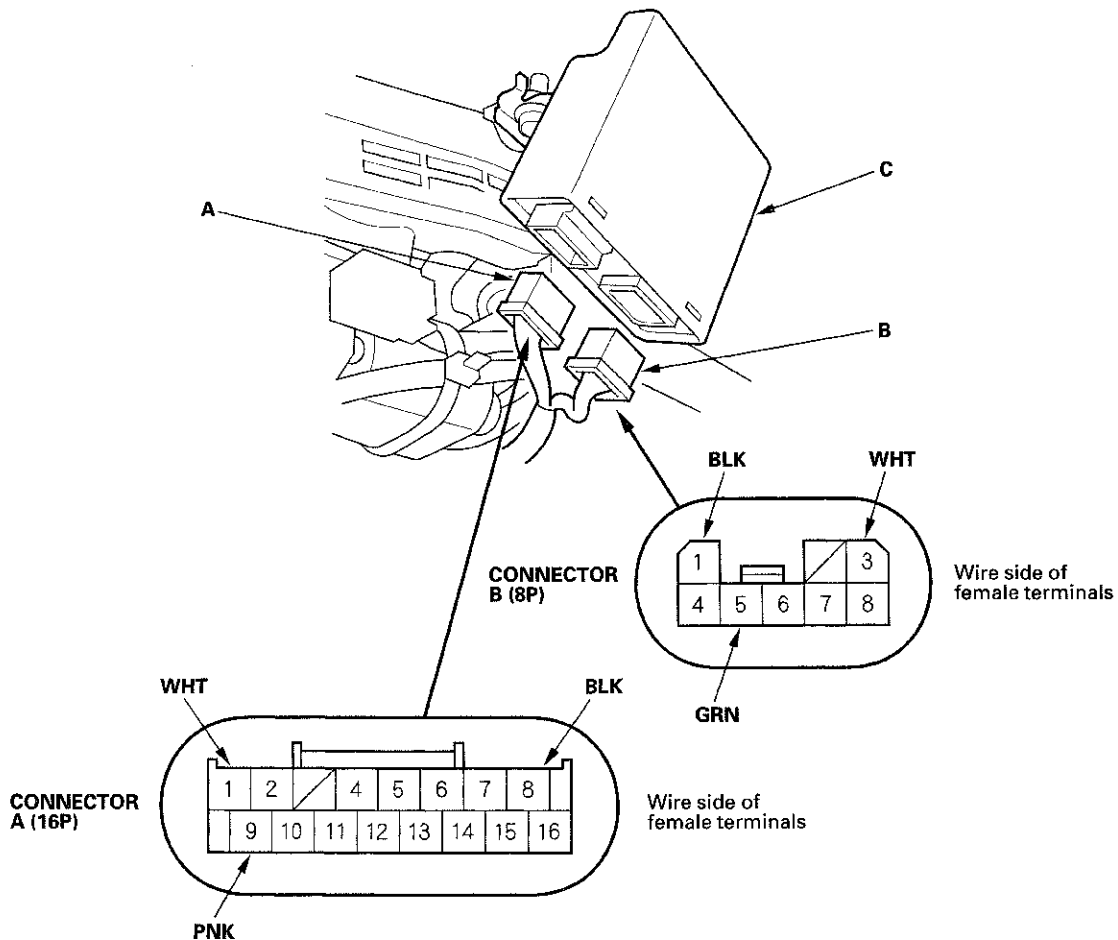
\* : Reconnect the connector to the front passenger's MPCS unit.

14. If multiple failures are found on more than one control unit, replace the driver's under-dash fuse/relay box (includes the MICU) (see page 22-88). If input failures are related to a particular control unit, replace the control unit.

# Driving Position Memory System (DPMS)

## Power Tilt/Telescopic Steering Control Unit Input Test

1. Turn the ignition switch to LOCK (0).
2. Remove the driver's dashboard undercover (see page 20-100) and the driver's dashboard lower cover (see page 20-100), then remove the steering column covers (see page 17-25).
3. Disconnect the 16P connector (A) and the 8P connector (B) from the power tilt/telescopic steering control unit (C).



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 look OK, go to step 5.



5. Reconnect the connectors to the power tilt/telescopic steering control unit, and do these input tests at the following connectors.

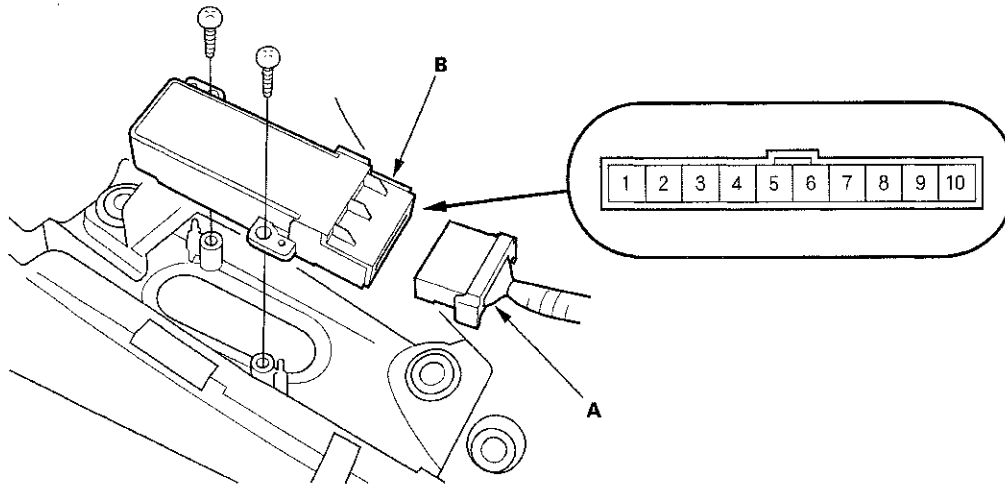
- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, the control unit must be faulty; replace it.

| Cavity | Wire | Test condition          | Test: Desired result                                               | Possible cause if desired result is not obtained                                                                                                                   |
|--------|------|-------------------------|--------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A8     | BLK  | Under all conditions    | Measure the voltage to ground:<br>There should be less than 0.2 V. | • Poor ground (G501, G503)                                                                                                                                         |
| B1     | BLK  |                         |                                                                    | • An open in the wire                                                                                                                                              |
| A1     | WHT  | Under all conditions    | Measure the voltage to ground:<br>There should be battery voltage. | • Blown No. 15 (40 A) fuse in the under-hood fuse/relay box<br>• Blown No. 7 (10 A) fuse in the driver's under-dash fuse/relay box<br>• An open in the wire        |
| A9     | PNK  | Ignition switch ON (II) | Measure the voltage to ground:<br>There should be battery voltage. | • Blown No. 21 (10 A) fuse in the driver's under-dash fuse/relay box<br>• An open in the wire                                                                      |
| B3     | WHT  | Under all conditions    | Measure the voltage to ground:<br>There should be battery voltage. | • Blown No. 23 (P/W) (50 A) fuse in the under-hood fuse/relay box<br>• Blown No. 26 (20 A) fuse in the driver's under-dash fuse/relay box<br>• An open in the wire |
| B5     | GRN  | Under all conditions    | Measure the voltage to ground:<br>There should be battery voltage. | • Blown No. 23 (P/W) (50 A) fuse in the under-hood fuse/relay box<br>• Blown No. 25 (20 A) fuse in the driver's under-dash fuse/relay box<br>• An open in the wire |

# Driving Position Memory System (DPMS)

## Driving Position Memory Switch Test/Replacement

1. Remove the driver's door panel (see page 20-9).
2. Disconnect the 10P connector (A) from the driving position memory switch (B).



3. Remove the two screws, then remove the switch from the door panel.
4. Check for continuity between the terminals in each switch position according to the table.

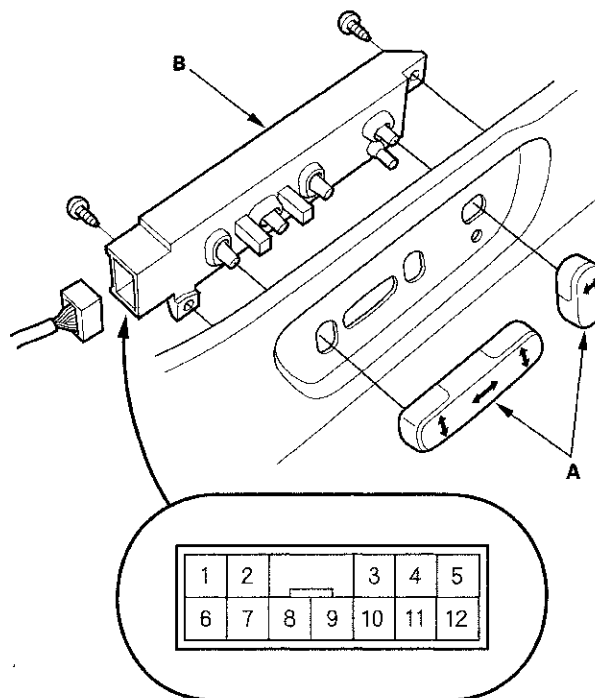
| Terminal          |     | 2 |   | 3 | 4 | 7 | 8 | 9 | 10 | 5 |   | 6 |
|-------------------|-----|---|---|---|---|---|---|---|----|---|---|---|
| Position          |     |   |   |   |   |   |   |   |    |   |   |   |
| MEMO button       | OFF |   |   |   |   |   |   |   |    |   |   |   |
|                   | ON  |   |   |   |   | ○ | — |   | ○  |   |   |   |
| Position 1 button | OFF |   |   |   |   |   |   |   |    |   |   |   |
|                   | ON  |   |   |   |   |   |   | ○ | ○  | ○ | — | ○ |
| Position 2 button | OFF |   |   |   |   |   |   |   |    |   |   |   |
|                   | ON  |   |   |   |   |   | ○ | — | ○  |   |   |   |
| Indicator 1       |     | ○ | — | ○ |   |   |   |   |    |   |   |   |
| Indicator 2       |     | ○ | — | ○ |   |   |   |   |    |   |   |   |

5. If the continuity is not as specified, replace the switch.



## Power Seat Adjustment Switch Test/Replacement

1. Remove the power seat adjustment switch knobs (A) and recline cover from the driver's power seat (see page 20-133), then remove the two screws and the power seat adjustment switch (B).



2. Disconnect the 12P connector from the power seat adjustment switch.
3. Reinstall the adjustment switch knobs to the switch.
4. Check for continuity between the terminals in each switch position according to the table.

| Terminal             |          | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|----------------------|----------|---|---|---|---|---|---|---|---|---|----|
| SLIDE SWITCH         | FORWARD  |   |   | ○ |   |   |   | ○ |   |   |    |
|                      | REARWARD |   |   |   |   |   |   | ○ | ○ |   |    |
| RECLINE SWITCH       | FORWARD  | ○ |   |   |   |   | ○ |   |   |   |    |
|                      | REARWARD |   |   |   |   | ○ | ○ |   |   |   |    |
| FRONT UP-DOWN SWITCH | UP       |   |   |   |   |   |   | ○ |   | ○ |    |
|                      | DOWN     |   |   |   |   |   |   | ○ |   |   | ○  |
| REAR UP-DOWN SWITCH  | UP       |   | ○ |   |   |   | ○ |   |   |   |    |
|                      | DOWN     |   |   |   | ○ |   | ○ |   |   |   |    |

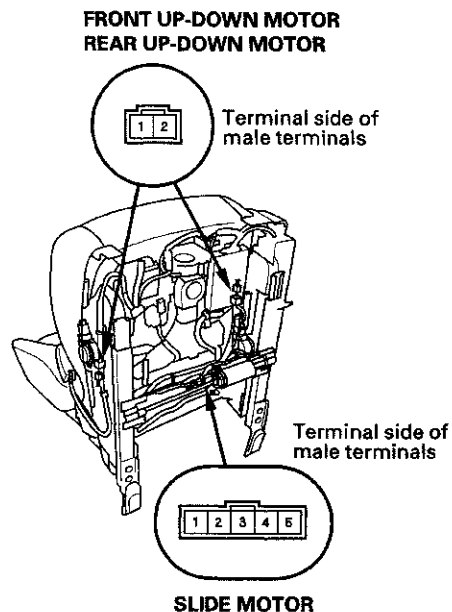
5. If the continuity is not as specified, replace the switch.

# Driving Position Memory System (DPMS)

## Driver's Power Seat Motor Test

### Slide motor, Front up-down motor, Rear up-down motor

1. Remove the driver's seat (see page 20-114).
2. Disconnect the connector from each power seat motor.



3. Test each motor by connecting power and ground according to the table. When the motor stops running, disconnect battery power immediately.

| Terminal |          | 1 | 5 |
|----------|----------|---|---|
| Position | FORWARD  | ⊕ | ⊖ |
|          | REARWARD | ⊖ | ⊕ |

| Terminal |      | 1 | 2 |
|----------|------|---|---|
| Position | UP   | ⊕ | ⊖ |
|          | DOWN | ⊖ | ⊕ |

| Terminal |      | 1 | 2 |
|----------|------|---|---|
| Position | UP   | ⊖ | ⊕ |
|          | DOWN | ⊕ | ⊖ |

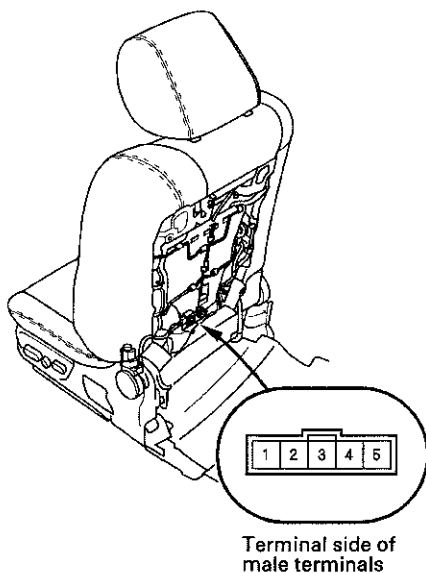
4. If the motor does not run or fails to run smoothly, replace it:

- Slide motor (see page 20-120)
- Front up-down motor (see page 20-122)
- Rear up-down motor (see page 20-122)



## Recline motor

1. Remove the driver's seat-back cover (see page 20-128).
2. Disconnect the 5P connector from the recline motor.



3. Test the motor by connecting power and ground according to the table. When the motor stops running, disconnect battery power immediately.

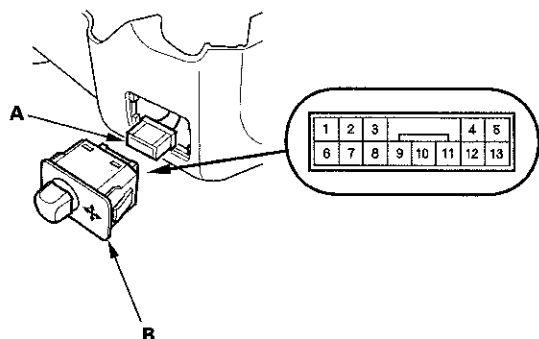
| Terminal      |          | 1 | 2 |
|---------------|----------|---|---|
| RECLINE MOTOR | FORWARD  | ⊖ | ⊕ |
|               | REARWARD | ⊕ | ⊖ |

4. If the motor does not run or fails to run smoothly, replace the recline motor (see page 20-117).

# Driving Position Memory System (DPMS)

## Power Tilt/Telescopic Steering Switch Test/Replacement

1. Remove the driver's dashboard undercover (see page 20-100), and the driver's dashboard lower cover (see page 20-100), then remove the steering column covers (see page 17-25).
2. Disconnect the 13P connector (A) from the power tilt/telescopic steering switch (B).



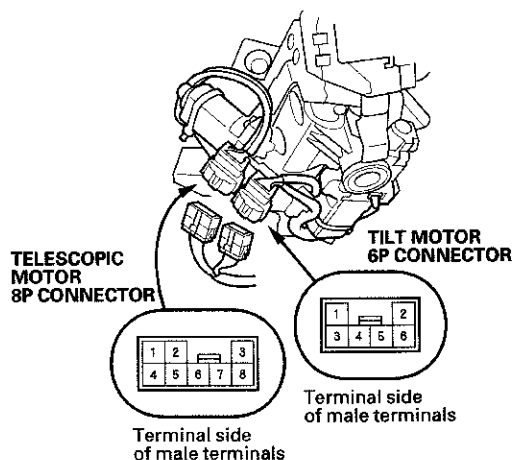
3. Check for continuity between the terminals in each switch position according to the table.

| Terminal<br>Position | 1 | 3 | 6 | 7 | 10 |
|----------------------|---|---|---|---|----|
| TILT UP              | ○ | ○ | ○ | ○ |    |
| TILT DOWN            | ○ | ○ | ○ | ○ |    |
| TELESCOPIC PUSH      |   | ○ | ○ | ○ | ○  |
| TELESCOPIC PULL      |   | ○ | ○ | ○ | ○  |

4. If the continuity is not as specified, replace the switch.

## Power Tilt/Telescopic Steering Motor Test

1. Remove the driver's dashboard undercover (see page 20-100), and the driver's dashboard lower cover (see page 20-100), then remove the steering column covers (see page 17-25).
2. Disconnect the 6P connector and 8P connector from the power tilt/telescopic steering motors.



3. Check each motor by connecting power and ground according to the table. When the motor stops running, disconnect battery power immediately.

### Tilt motor

| Terminal<br>Position | 1 | 2 |
|----------------------|---|---|
| TILT UP              | ⊕ | ⊖ |
| TILT DOWN            | ⊖ | ⊕ |

### Telescopic motor

| Terminal<br>Position | 2 | 3 |
|----------------------|---|---|
| TELESCOPIC PUSH      | ⊖ | ⊕ |
| TELESCOPIC PULL      | ⊕ | ⊖ |

4. If the motor does not run or fails to run smoothly; replace the steering column assembly (see page 17-25).