

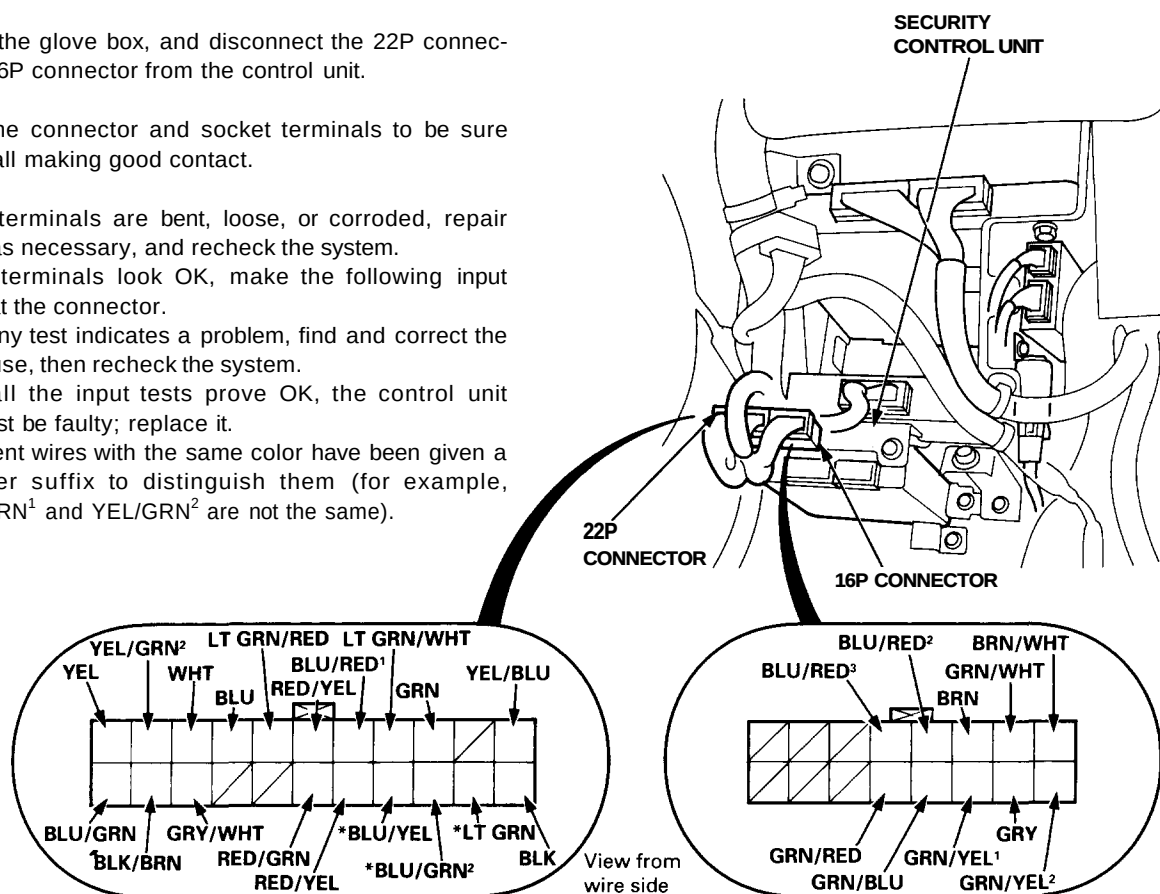
Security Alarm System

Control Unit Input Test

Remove the glove box, and disconnect the 22P connector and 16P connector from the control unit.

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, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.
- Different wires with the same color have been given a number suffix to distinguish them (for example, YEL/GRN¹ and YEL/GRN² are not the same).



*: Not used

Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402, G403) • An open in the wire
YEL/BLU	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 18 (20 A) fuse • An open in the wire
GRN	Under all conditions	Connect to ground: The security indicator should come on.	• Blown No. 45 (20 A) fuse • Faulty security indicator • An open in the wire
YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 5 (15 A) fuse • An open in the wire

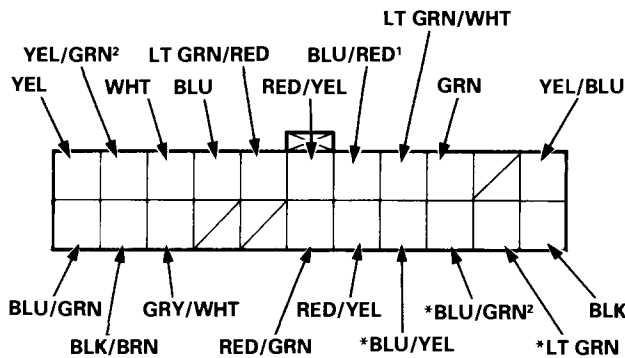


Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
LT GRN/ WHT	Under all conditions	Attach to ground: All horns should sound.	• Blown No. 45 (20 A) fuse • Faulty horn relay • Faulty horn (either) • Poor ground (G301 or G302) • An open in the wire
BLU/RED	Under all conditions	Attach to ground: The headlights should come on.	• Faulty headlight relay • Faulty headlight system • An open in the wire
RED/YEL	Under all conditions	Connect to ground: The taillights should come on.	• Faulty taillight relay • Faulty taillight system • An open in the wire
LTGRN/ RED	Passing switch ON	Check for voltage to ground: There should be battery voltage.	• Faulty passing switch • Faulty dimmer relay • Faulty headlight relay • An open in the wire
YEL/GRN ²	Hood open	Check for continuity to ground: There should be continuity.	• Faulty hood switch • Misadjusted hood switch • Poor ground (G301) • An open in the wire
	Hood closed	Check for continuity to ground: There should be no continuity.	
BLU/GRN	Ignition key is in the ignition switch.	Check for continuity to ground: There should be continuity.	• Faulty ignition key switch • Poor ground (G401, G402, G403) • An open in the wire
	Ignition key is not in the ignition switch.	Check for continuity to ground: There should be no continuity.	
BLU	Engine compartment lid open	Check for continuity to ground: There should be continuity.	• Faulty engine compartment lid switch • Misadjusted engine compartment lid switch • Poor ground (G401, G402, G403) • An open in the wire
	Engine compartment lid closed	Check for continuity to ground: There should be no continuity.	
BLK/BRN or BLK/ LT GRN	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G404) • An open in the wire
BRN/WHT	Trunk key in UNLOCK	Check for continuity to ground: There should be continuity.	• Faulty trunk key • Poor ground (G551) • An open in the wire
WHT	Trunk lid open	Check for continuity to ground: There should be continuity.	* Faulty trunk latch switch • Misadjusted trunk latch switch • Poor ground (G551) • An open in the wire
	Trunk lid closed	Check for continuity to ground: There should be no continuity.	

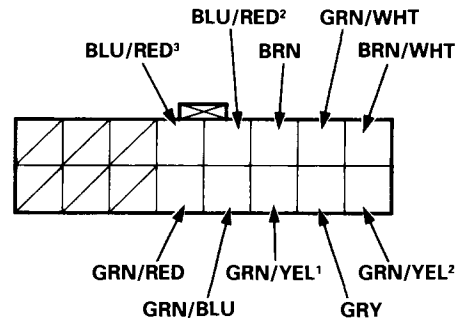
(cont'd)

Security Alarm System

Control Unit Input Test (cont'd)



View from
wire side



*: Not used

Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
GRN/BLU	Driver's door open	Check for continuity to ground: When the door is open, there should be continuity. When the door is closed, there should be no continuity.	- Faulty right door switch - An open in the wire
	Driver's door closed		
GRN/RED	Passenger's door open	Check for continuity to ground: When the door is open, there should be continuity. When the door is closed, there should be no continuity.	- Faulty left or right door key switch - Poor ground (G401, G402, G403) - An open in the wire
	Passenger's door closed		
GRN/YEL¹	Driver's door key in UNLOCK	Check for continuity to ground: There should be continuity.	- Faulty left or right door key switch - Poor ground (G401, G402, G403) - An open in the wire
GRN/YEL²	Passenger's door key in UNLOCK		
GRN/WHT	Driver's door key in LOCK	Check for continuity to ground: There should be continuity, as the door keylock is turned to LOCK.	- Faulty left or right door key switch - Poor ground (G401, G402, G403) - An open in the wire
GRY/WHT	Passenger's door key in LOCK		
BLU/RED²	Driver's door lock knob in UNLOCK	Check for continuity to ground: There should be continuity.	- Faulty left door lock knob switch (Built into the actuator) - Poor ground (G401, G402, G403) - An open in the wire
BLU/RED³	Passenger's door lock knob in UNLOCK	Check for continuity to ground: There should be continuity.	- Faulty right door lock knob switch (Built into the actuator) - Poor ground (G401, G402, G403) - An open in the wire
RED/GRN¹¹	Roof unlatched	Check for continuity to ground: There should be continuity.	- Faulty right or left roof lock switch - Poor ground (G401, G402, G403) - An open in the wire
RED/YEL*¹			

M: NSX-T (open top)