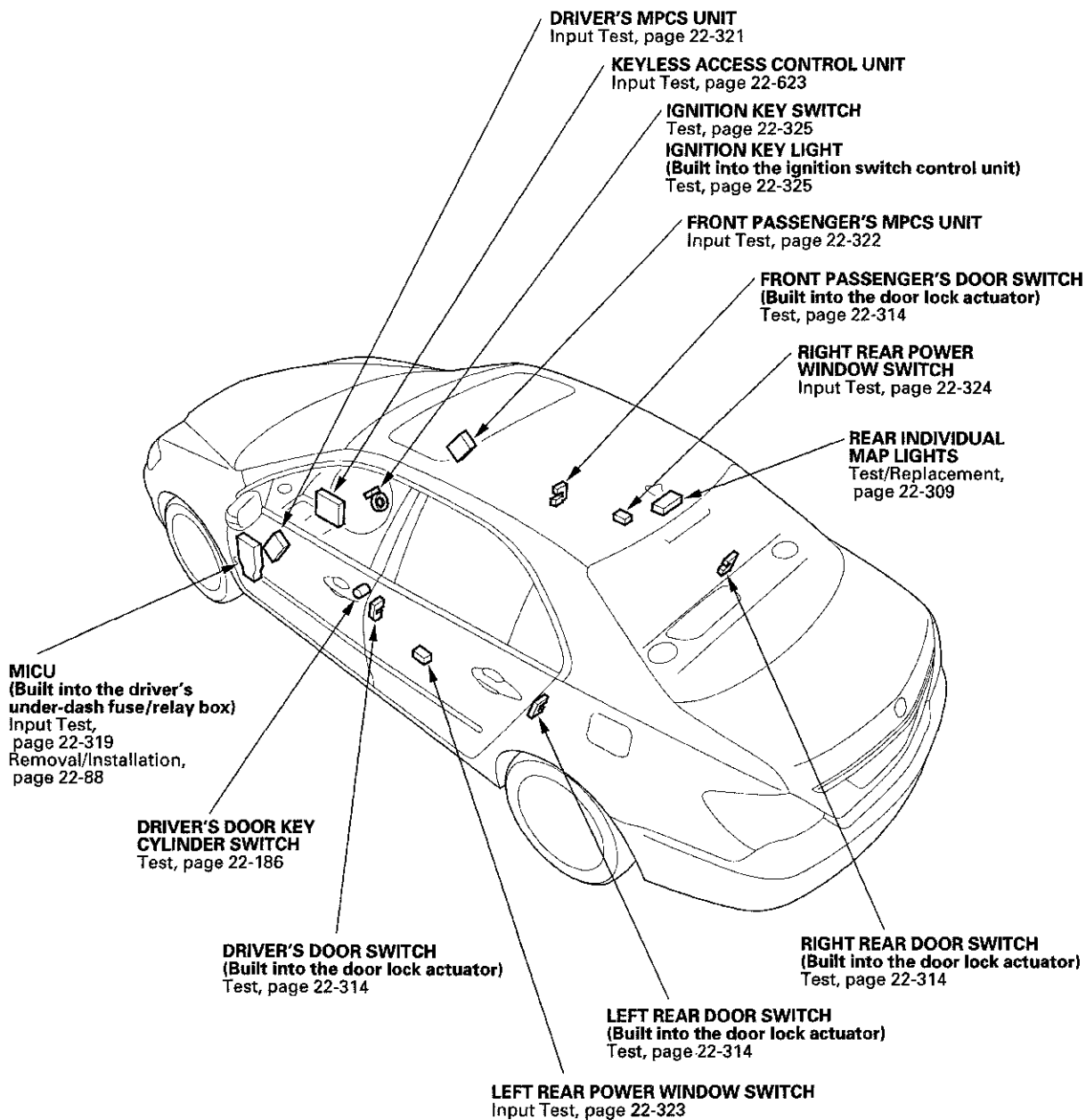


Entry Lights Control System



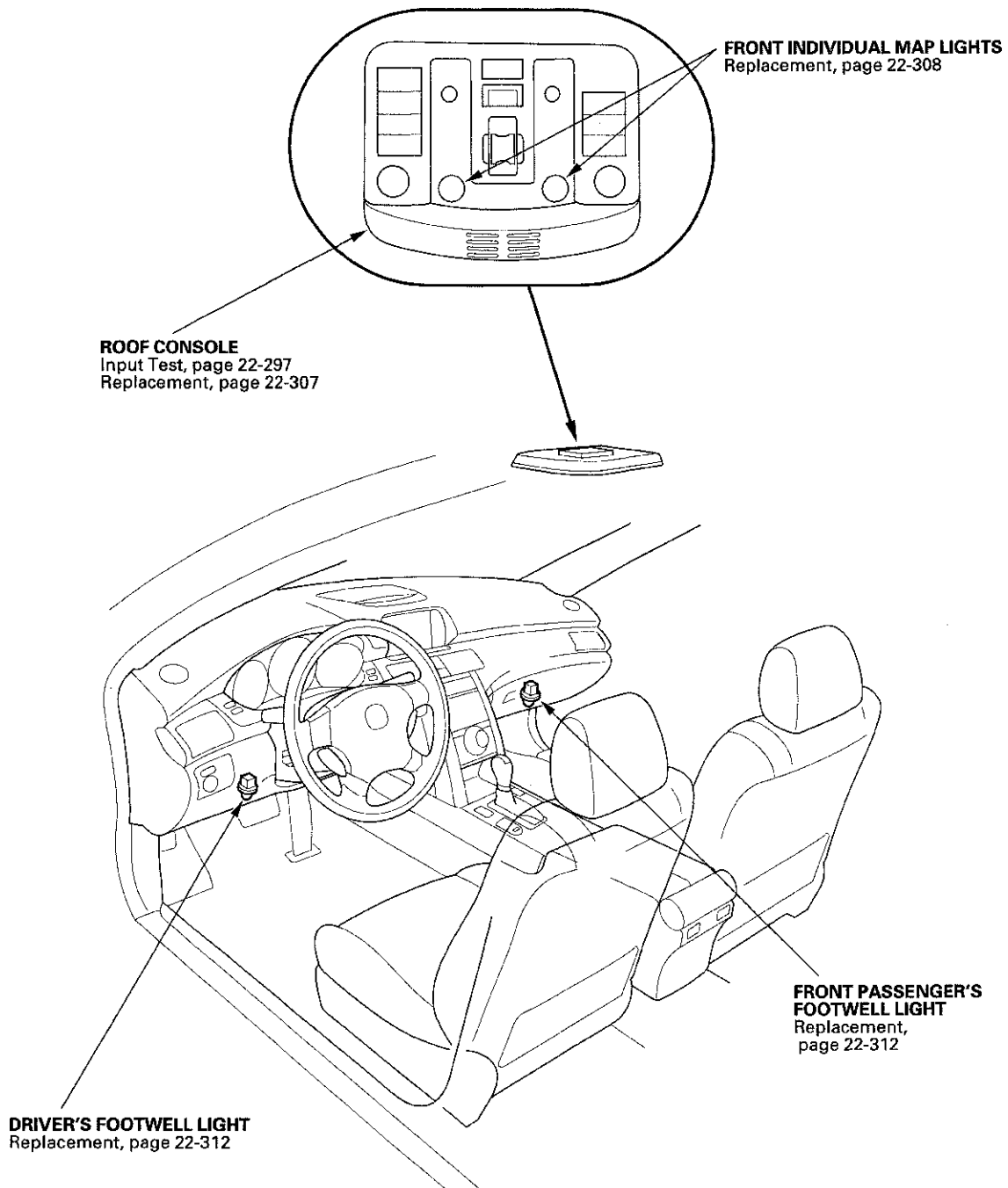
Component Location Index



(cont'd)

Entry Lights Control System

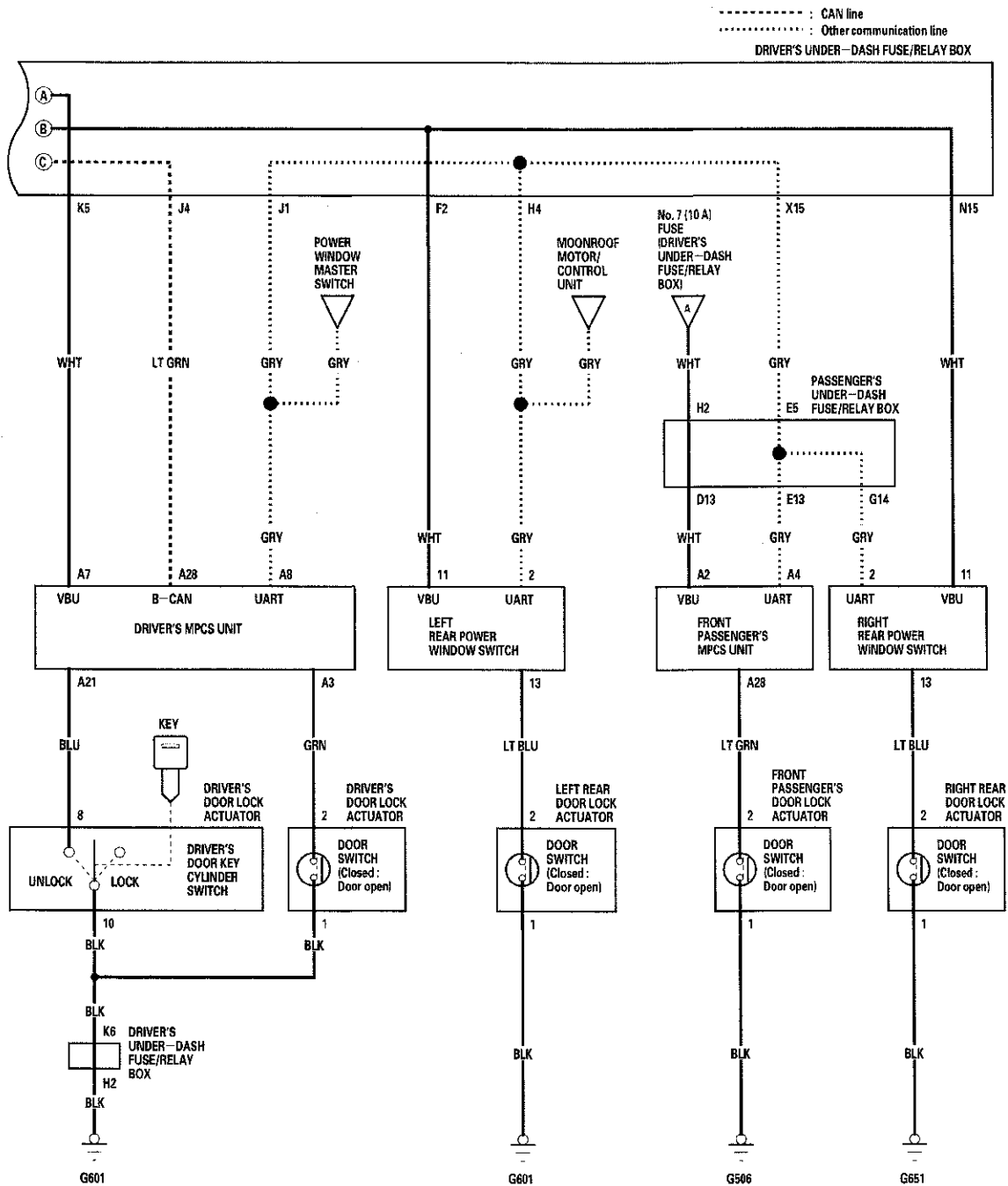
Component Location Index (cont'd)





Entry Lights Control System

Circuit Diagram (cont'd)





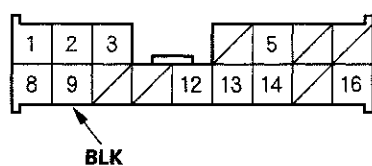
Control Unit Input Test

MICU

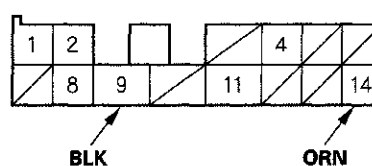
1. Turn the ignition switch to LOCK (0).
2. Remove the left kick panel (see page 20-67).
3. Disconnect the driver's under-dash fuse/relay box connectors E, H, P, and W.

NOTE: All connector views are wire side of female terminals.

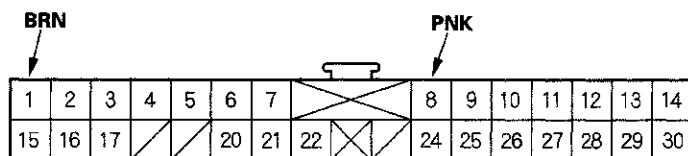
CONNECTOR E (16P)



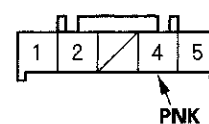
CONNECTOR H (14P)



CONNECTOR P (30P)



CONNECTOR W (5P)



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.

(cont'd)

Entry Lights Control System

Control Unit Input Test (cont'd)

5. With the connectors still disconnected, 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
P8	PNK	Under all conditions	Attach to ground: The driver's and front passenger's footwell lights should come on.	• Blown No. 6 (7.5 A) fuse in the driver's under-dash fuse/relay box • Faulty footwell light • An open in the wire
H14	ORN	Under all conditions	Attach to ground: The ignition key light should come on.	• Blown No. 7 (10 A) fuse in the driver's under-dash fuse/relay box • Faulty ignition key light • An open in the wire
W4	PNK	Interior lights switch in DOOR position	Attach to ground: The individual map lights should come on.	• Blown No. 6 (7.5 A) fuse in the driver's under-dash fuse/relay box • Faulty map light • Faulty roof console • An open in the wire

6. Reconnect the connectors to the driver's under-dash fuse/relay box, 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 MICU must be faulty, replace the driver's under-dash fuse/relay box (see page 22-88).

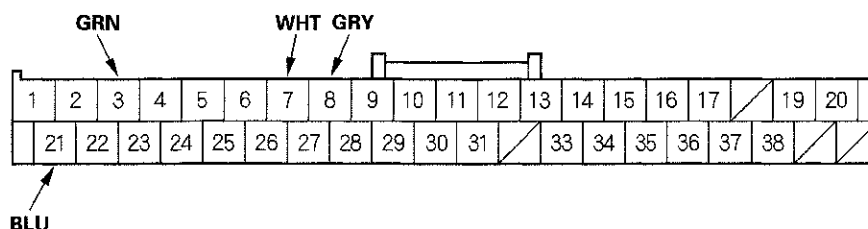
Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
P1	BRN	Under all conditions	Measure the voltage to ground: There should be less than 0.2 V.	• Poor ground (G502) • An open in the wire
E9	BLK	Under all conditions	Measure the voltage to ground: There should be less than 0.2 V.	• Poor ground (G601) • An open in the wire
H9	BLK			



DRIVER'S MPICS UNIT

7. Turn the ignition switch to LOCK (0).
8. Remove the driver's door panel (see page 20-9).
9. Disconnect driver's MPICS unit connector A (40P).

DRIVER'S MPICS UNIT CONNECTOR A (40P)



Wire side of female terminals

10. 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 11.
11. 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 12.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
A8	GRY	Driver's under-dash fuse/relay box connector J (21P) and power window master switch 6P connector disconnected	Check for continuity between terminal A8 and driver's under-dash fuse/relay box connector J (21P) terminal No. 1: There should be continuity.	An open in the wire
			Check for continuity to ground: There should be no continuity.	A short to ground in the wire

12. Reconnect the connector to the driver's MPICS unit, turn the ignition switch to ON (II), and make these 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 13.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
A7	WHT	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 15 (40 A) fuse in the under-hood fuse/relay box • Blown No. 7 (10 A) fuse in the driver's under-dash fuse/relay box • Faulty driver's under-dash fuse/relay box • An open in the wire
A3	GRN	Driver's door open	Measure the voltage to ground: There should be less than 0.2 V.	• Faulty driver's door switch • An open in the wire
		Driver's door closed	Measure the voltage to ground: There should be at least 5 V.	• Faulty driver's door switch • A short to ground in the wire
A21	BLU	Driver's door key cylinder in UNLOCK	Measure the voltage to ground: There should be less than 0.2 V.	• Faulty driver's door key cylinder switch • An open in the wire
		Driver's door key cylinder in neutral or LOCK	Measure the voltage to ground: There should be at least 5 V.	• Faulty driver's door key cylinder switch • A short to ground in the wire

(cont'd)

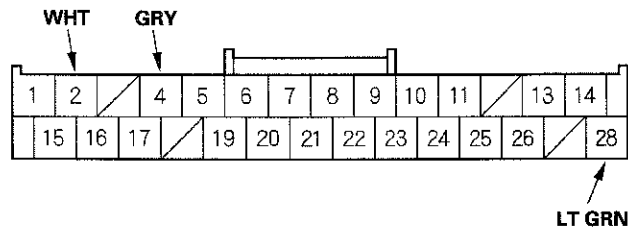
Entry Lights Control System

Control Unit Input Test (cont'd)

FRONT PASSENGER'S MPCS UNIT

13. Turn the ignition switch to LOCK (0).
14. Remove the front passenger's door panel (see page 20-9).
15. Disconnect front passenger's MPCS unit connector A (28P).

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



Wire side of female terminals

16. 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 17.
17. 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 18.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
A4	GRY	Driver's under-dash fuse/relay box connector X (39P) and right rear power window switch 14P connector disconnected	Check for continuity between terminal A4 and driver's under-dash fuse/relay box connector X (39P) terminal No. 15: There should be continuity. Check for continuity to ground: There should be no continuity.	• Faulty passenger's under-dash fuse/relay box • An open in the wire • Faulty passenger's under-dash fuse/relay box • A short to ground in the wire

18. Reconnect the connector to the front passenger's MPCS unit, 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 19.

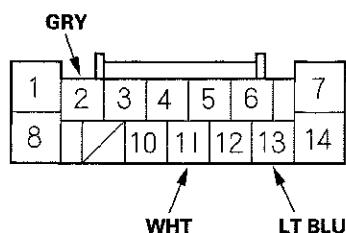
Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
A2	WHT	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 15 (40 A) fuse in the under-hood fuse/relay box • Blown No. 7 (10 A) fuse in the driver's under-dash fuse/relay box • Faulty driver's under-dash fuse/relay box • Faulty passenger's under-dash fuse/relay box • An open in the wire
A28	LT GRN	Front passenger's door open	Measure the voltage to ground: There should be less than 0.2 V.	• Faulty front passenger's door switch • An open in the wire
		Front passenger's door closed	Measure the voltage to ground: There should be at least 5 V.	• Faulty front passenger's door switch • A short to ground in the wire



LEFT REAR POWER WINDOW SWITCH

19. Turn the ignition switch to LOCK (0).
20. Remove the left rear power window switch (see page 22-372).
21. Disconnect the 14P connector from the left rear power window switch.

LEFT REAR POWER WINDOW SWITCH 14P CONNECTOR



Wire side of female terminals

22. 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 23.
23. 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 24.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
11*	WHT	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 15 (40 A) fuse in the under-hood fuse/relay box • Blown No. 6 (7.5 A) fuse in the driver's under-dash fuse/relay box • Faulty driver's under-dash fuse/relay box • An open in the wire
13*	LT BLU	Left rear door open	Measure the voltage to ground: There should be less than 0.2 V.	• Faulty left rear door switch • An open in the wire
		Left rear door closed	Measure the voltage to ground: There should be at least 5 V.	• Faulty left rear door switch • A short to ground in the wire
2	GRY	Driver's under-dash fuse/relay box connector H (14P) disconnected and moonroof motor/control unit 10P connector disconnected	Check for continuity between terminal No. 2 and driver's under-dash fuse/relay box connector H (14P) terminal No. 4: There should be continuity. Check for continuity to ground: There should be no continuity.	An open in the wire A short to ground in the wire

* : Reconnect the left rear power window switch 14P connector.

(cont'd)

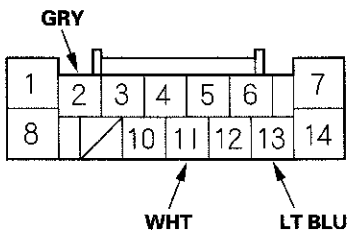
Entry Lights Control System

Control Unit Input Test (cont'd)

RIGHT REAR POWER WINDOW SWITCH

- 24. Turn the ignition switch to LOCK (0).
- 25. Remove the right rear power window switch (see page 22-372).
- 26. Disconnect the 14P connector from the right rear power window switch.

RIGHT REAR POWER WINDOW SWITCH 14P CONNECTOR



Wire side of female terminals

- 27. 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 28.
- 28. 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 29.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
11	WHT	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 15 (40 A) fuse in the under-hood fuse/relay box • Blown No. 6 (7.5 A) fuse in the driver's under-dash fuse/relay box • Faulty driver's under-dash fuse/relay box • An open in the wire
13	LT BLU	Right rear door open	Measure the voltage to ground: There should be less than 0.2 V.	• Faulty right rear door switch • An open in the wire
		Right rear door closed	Measure the voltage to ground: There should be at least 5 V.	• Faulty right rear door switch • A short to ground in the wire
2	GRY	Driver's under-dash fuse/relay box connector X (39P) and passenger's MPCS unit connector A (28P) disconnected	Check for continuity between terminal No. 2 and driver's under-dash fuse/relay box connector X (39P) terminal No. 15: There should be continuity. Check for continuity to ground: There should be no continuity.	• Faulty passenger's under-dash fuse/relay box • An open in the wire • Faulty passenger's under-dash fuse/relay box • A short to ground in the wire

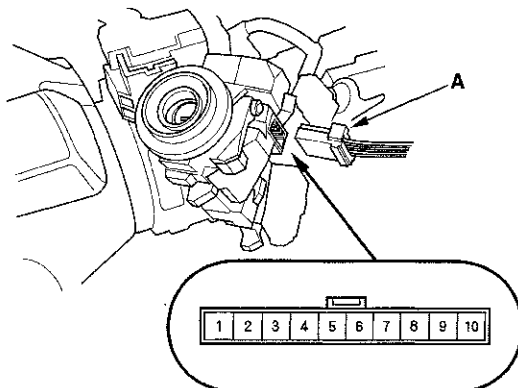
* : Reconnect the right rear power window switch 14P connector.

- 29. 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.



Ignition Key Switch Test

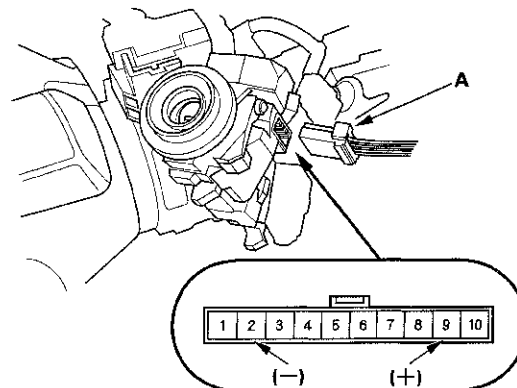
1. Remove the driver's dashboard undercover (see page 20-100), and the driver's dashboard lower cover (see page 20-100), then remove the steering column covers (see page 17-25).
2. Disconnect the 10P connector (A) from the ignition switch control unit.



3. Check for continuity between terminals No. 3 and No. 6.
 - There should be continuity with the key in the ignition switch.
 - There should be no continuity with the key removed.
4. If the continuity is not as specified, replace the ignition switch control unit.

Ignition Key Light 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 10P connector (A) from the ignition switch control unit.



3. The LED should come on when power is connected to terminal No. 9 and ground is connected to terminal No. 2.
4. If the LED does not come on, replace the ignition switch control unit (see page 22-98).
5. Resister the new ignition switch control unit (see page 22-629).