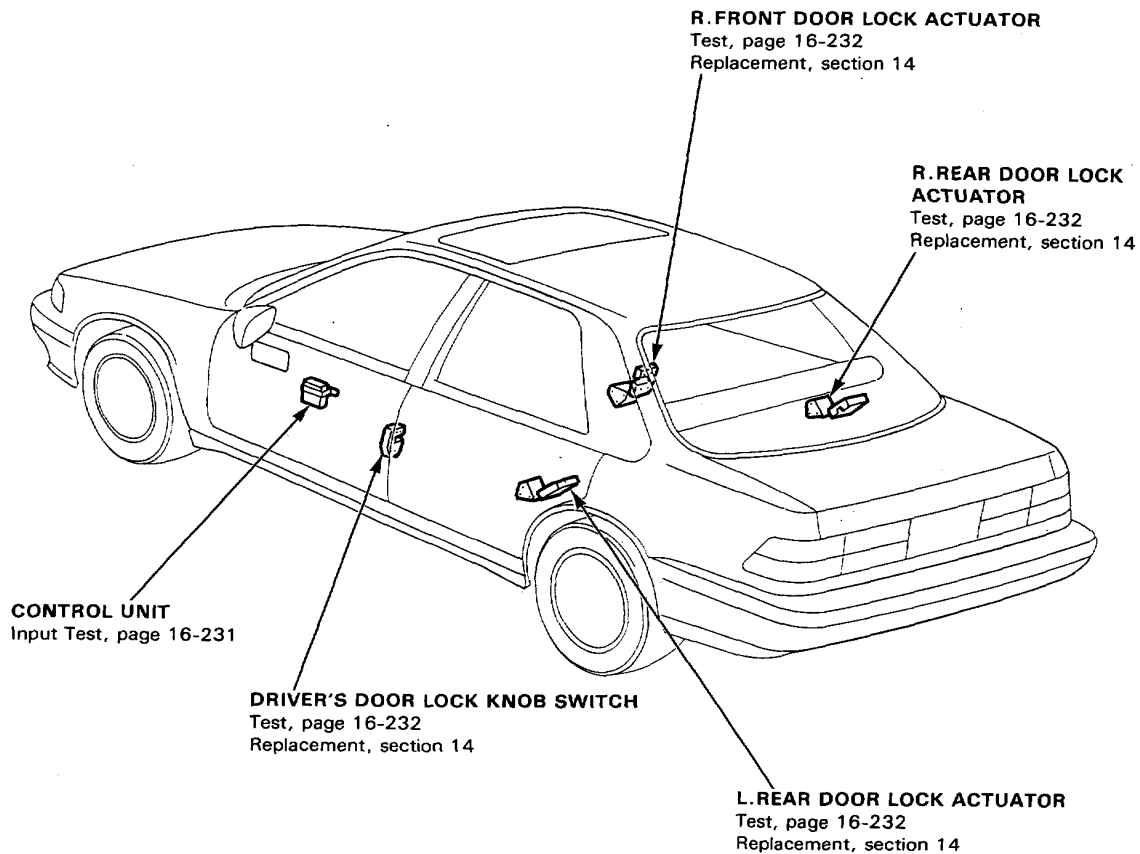


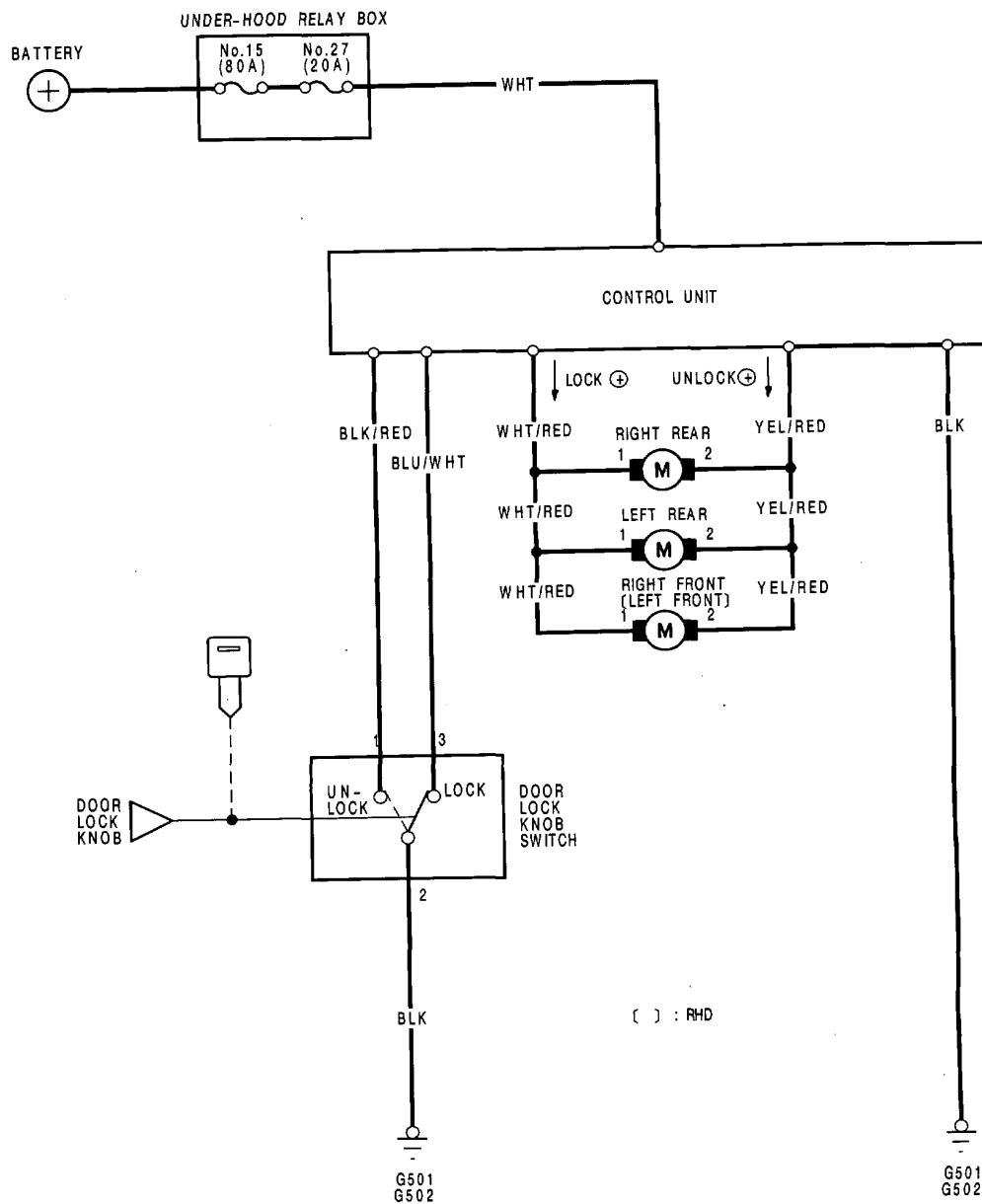
Power Door Locks

Component Location Index





Circuit Diagram



Power Door Locks

Troubleshooting

NOTE: The numbers in the table show the troubleshooting sequence.

| Symptom | | Item to be inspected | | | | | | |
|--|--------------------------------|---|-----------------------|--------------------|--------------------------|---|--------------|---|
| | | Blown No. 27 (20 A) fuse (in the under-hood relay box) | Door lock knob switch | Control unit input | Passenger door actuators | Disconnected or obstructed door lock rod/linkage | Poor ground | Open circuit in wires or loose or disconnected terminals |
| Power door lock system does not operate at all. | | 1 | | 2 | | | G501 G502 | WHT |
| Doors do not lock or unlock with driver's door lock knob switch. | All passenger doors. | 1 | 2 | 3 | | 4 | G501 G502 | BLU/WHT, YEL/RED, WHT/RED or BLK/RED |
| | One or more passenger door. | | | | 1 | | | YEL/RED or WHT/RED |

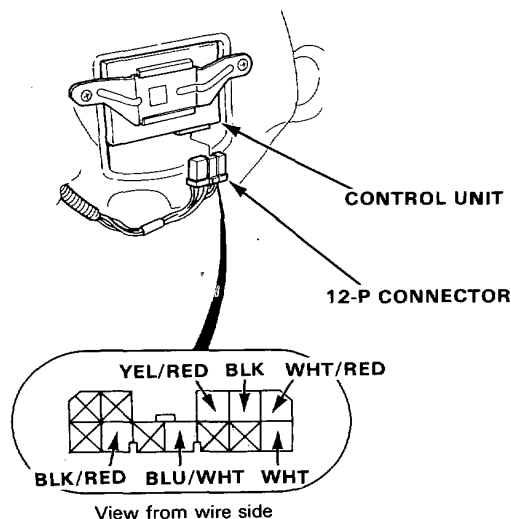
CAUTION: To prevent damage to the motor,
apply battery voltage momentarily.



Control Unit Input Test

Remove L.door trim panel, then disconnect the 12-P connector from the control unit.
Make the following input test at the harness pins.

NOTE: Recheck the connections between the 12-P connector and the control unit, then replace the control unit if all input tests prove OK.



| No. | Terminal | Test condition | Test: desired result | Possible cause (if result is not obtained) |
|-----|---------------------|---|---|--|
| 1 | BLK | Under all conditions. | Check for continuity to ground: should be continuity. | <ul style="list-style-type: none"> • Poor ground G501, G502 • An open in the wire. |
| 2 | WHT | Under all conditions. | Check for voltage to ground: should be battery voltage. | <ul style="list-style-type: none"> • Blown No. 27 (20 A) fuse. • An open in the wire. |
| 3 | BLU/WHT | Driver's door lock knob in LOCK. | Check for continuity to ground: should be continuity. | <ul style="list-style-type: none"> • Faulty door lock knob switch. • Poor ground (G501, G502). • An open in the wire. |
| 4 | BLK/RED | Driver's door lock knob in UNLOCK. | Check for continuity to ground: should be continuity. | <ul style="list-style-type: none"> • Faulty door lock knob switch. • Poor ground (G501, G502). • An open in the wire. |
| 5 | YEL/RED and WHT/RED | Connect the WHT terminal to the WHT/RED terminal, and the YEL/RED terminal to the BLK terminal momentarily. | Check door lock operation: Passenger doors should lock as the battery is connected momentarily. | <ul style="list-style-type: none"> • Faulty actuators. |
| | | Connect the WHT terminal to the YEL/RED terminal, and the WHT/RED terminal to the BLK terminal momentarily. | Check door lock operation: Passenger doors should unlock as the battery is connected momentarily. | <ul style="list-style-type: none"> • An open in the wire. |

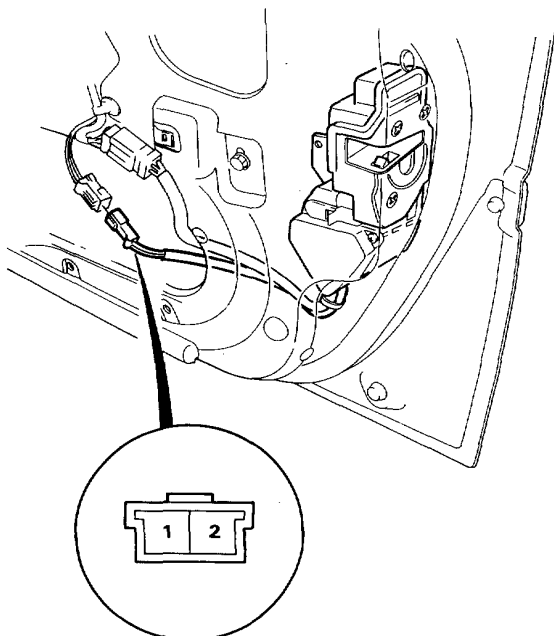
CAUTION: To prevent damage to the motor, apply battery voltage momentarily.

Power Door Locks

Passenger's Door Actuator Test

1. Remove the door trim panel.
2. Disconnect the 2-P connector from the actuator.
3. Test actuator operation by connecting battery voltage to the WHT/RED and YEL/RED terminals. Test the actuator in each direction by switching the leads from the battery.

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



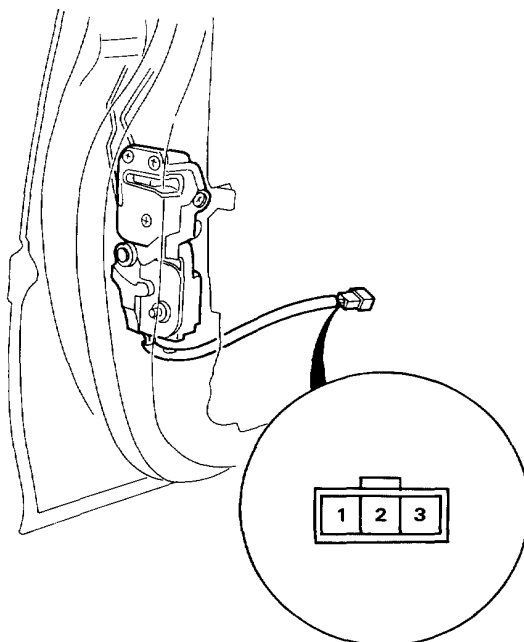
View from wire side

4. If the actuator fails to operate properly, replace it.

Door Lock Knob Switch Test

1. Remove the driver's door trim panel.
2. Disconnect the 3-P connector from the switch.
3. Check for continuity between the terminals in each switch position according to the table.

| Terminal | 1 | 2 | 3 |
|----------|---|---|---|
| Position | | | |
| UNLOCK | ○ | ○ | |
| LOCK | | ○ | ○ |



View from wire side