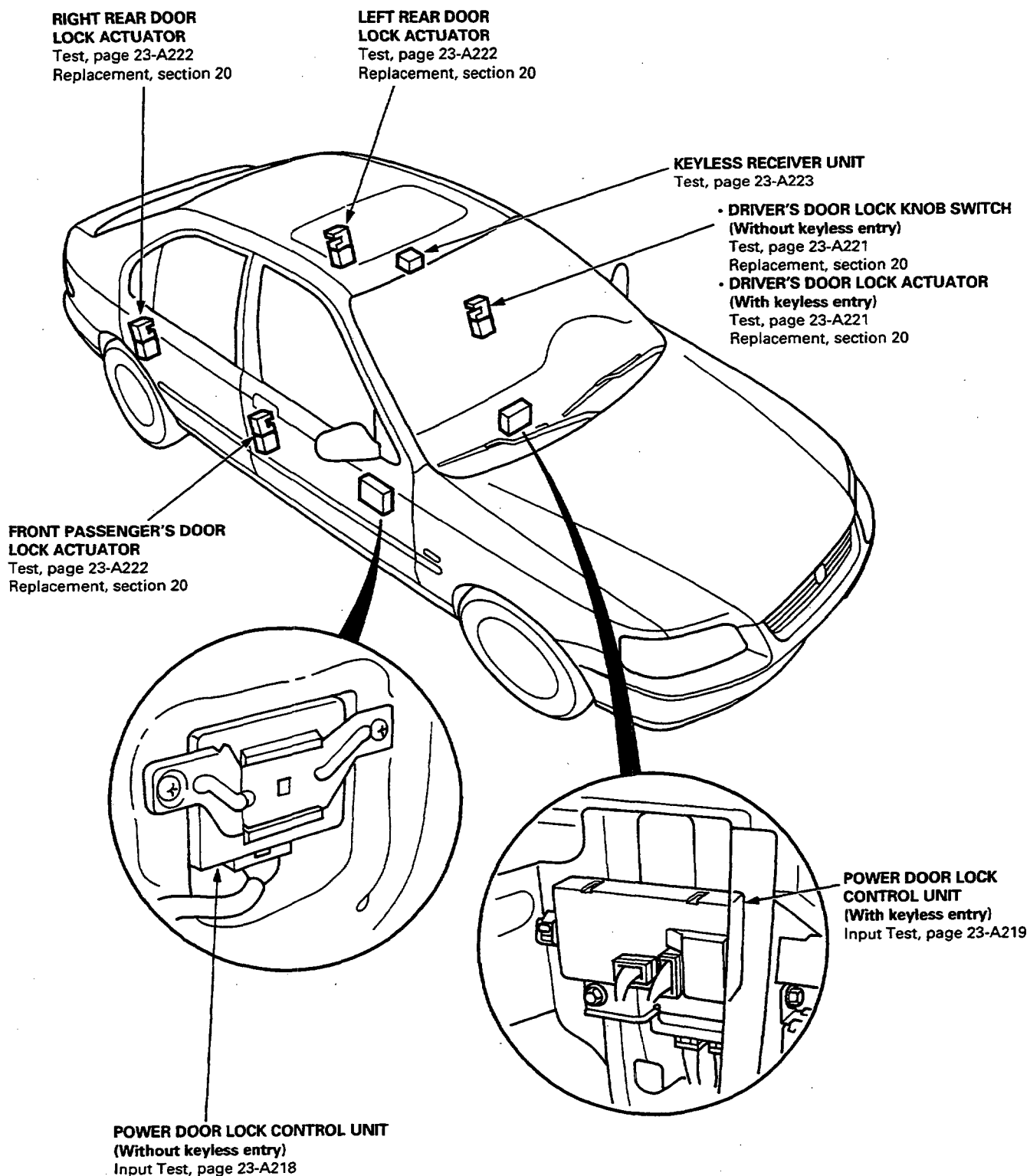


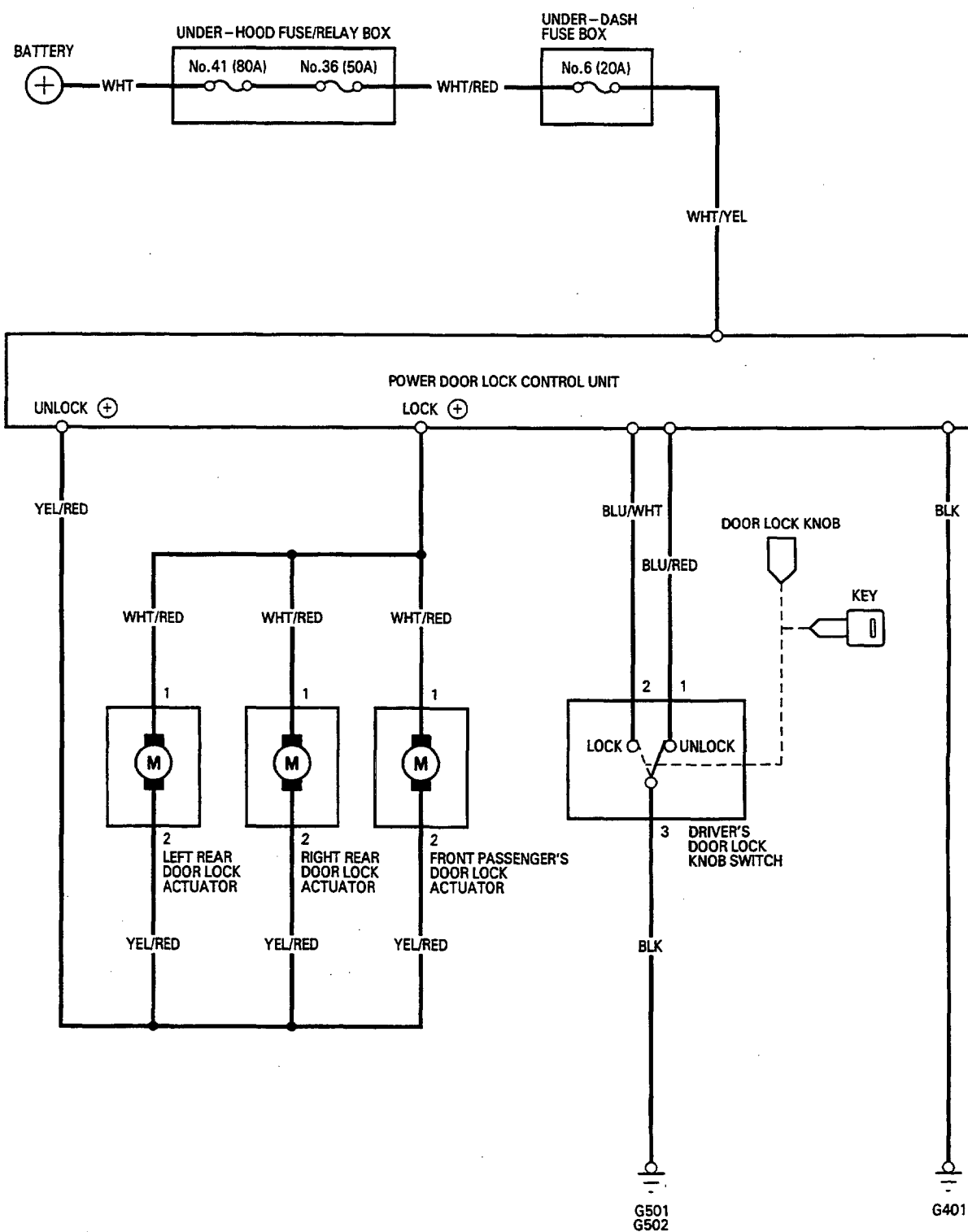
Power Door Locks

Component Location Index



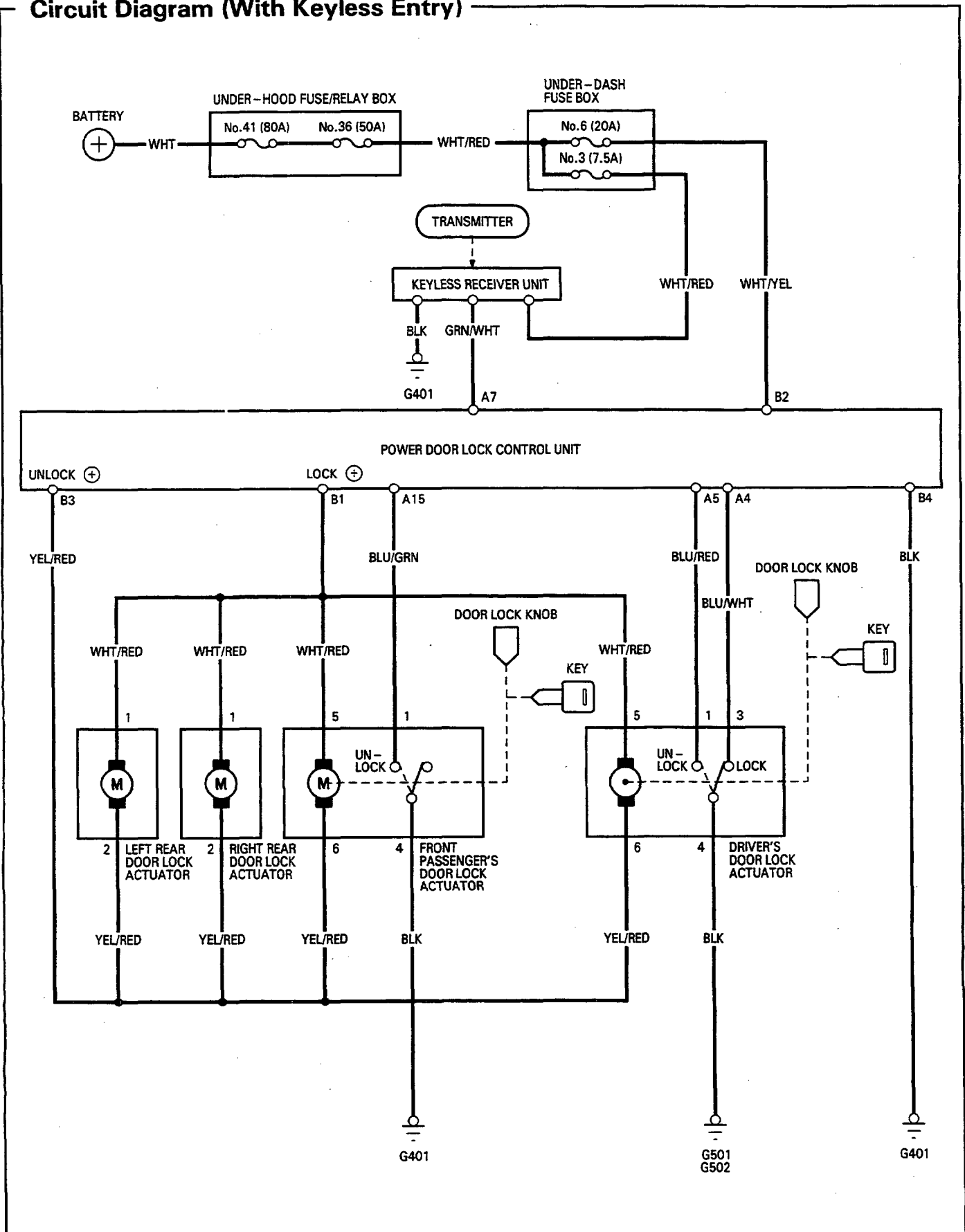


Circuit Diagram (Without Keyless Entry)



Power Door Locks

Circuit Diagram (With Keyless Entry)



23-A216



Troubleshooting

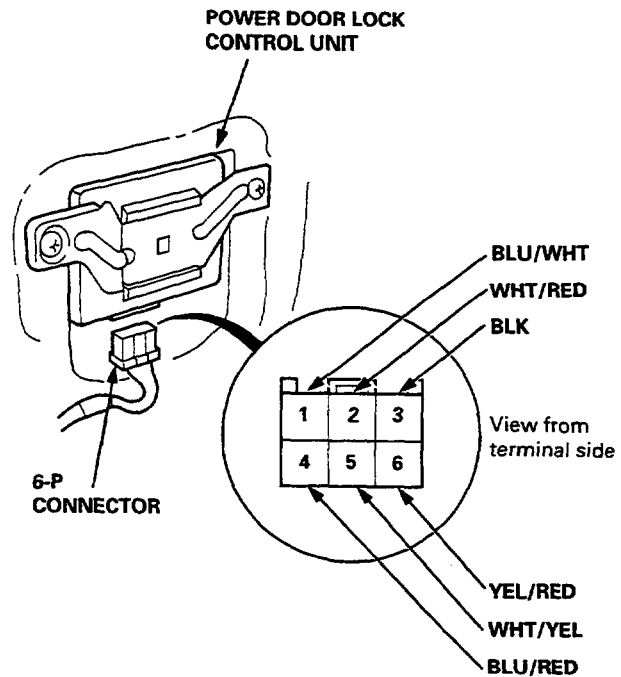
NOTE: The numbers in the table show the troubleshooting sequence.

Item to be inspected		Blown No. 6 (20 A) fuse (In the under-dash fuse/relay box)	Blown No. 3 (7.5 A) fuse (In the under-dash fuse/relay box)	Driver's door lock knob switch	Driver's door lock actuator	Passenger's door lock actuator	Keyless receiver unit	Disconnected or obstructed door lock rod/linkage	Power door lock control unit input test	Poor ground	Open circuit, loose or disconnected terminals
Symptom											
Power door lock system does not operate at all.		1							2	G401	WHT/YEL, WHT/RED, YEL/RED
Doors do not lock or unlock with driver's door lock knob switch	All doors			1					2	G501 G502	BLU/RED, BLU/WHT
	One or more doors				1	2		3			WHT/RED, YEL/RED
Doors do not unlock with the front passenger's door lock knob switch.	All doors					1			2	G401	WHT/RED, YEL/RED, BLU/GRN
	One or more doors				2	1		3			WHT/RED, YEL/RED
The power door lock system works properly but the keyless entry system does not work.			1				2		3	G401	GRN/WHT, WHT/RED

Power Door Locks

Control Unit Input Test (Without Keyless Entry)

1. Remove the front passenger's door panel (see section 20).
2. Disconnect the 6-P connector from the control unit.
3. 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.



Disconnect the 6-P connector from the power door lock control unit.

Terminal No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
3	BLK	Under all conditions	Check for continuity to ground: <i>There should be continuity.</i>	<ul style="list-style-type: none"> • Poor ground (G401) • An open in the wire
2 and 6	WHT/RED and YEL/RED	Connect the YEL/RED terminal to the WHT/RED terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should unlock.	<ul style="list-style-type: none"> • Faulty actuator • An open in the wire • Blown No. 6 (20 A) fuse in the under-dash fuse/relay box
		Connect the WHT/RED terminal to the WHT/YEL terminal, and the YEL/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should lock.	

Reconnect the 6-P connector to the power door lock control unit.

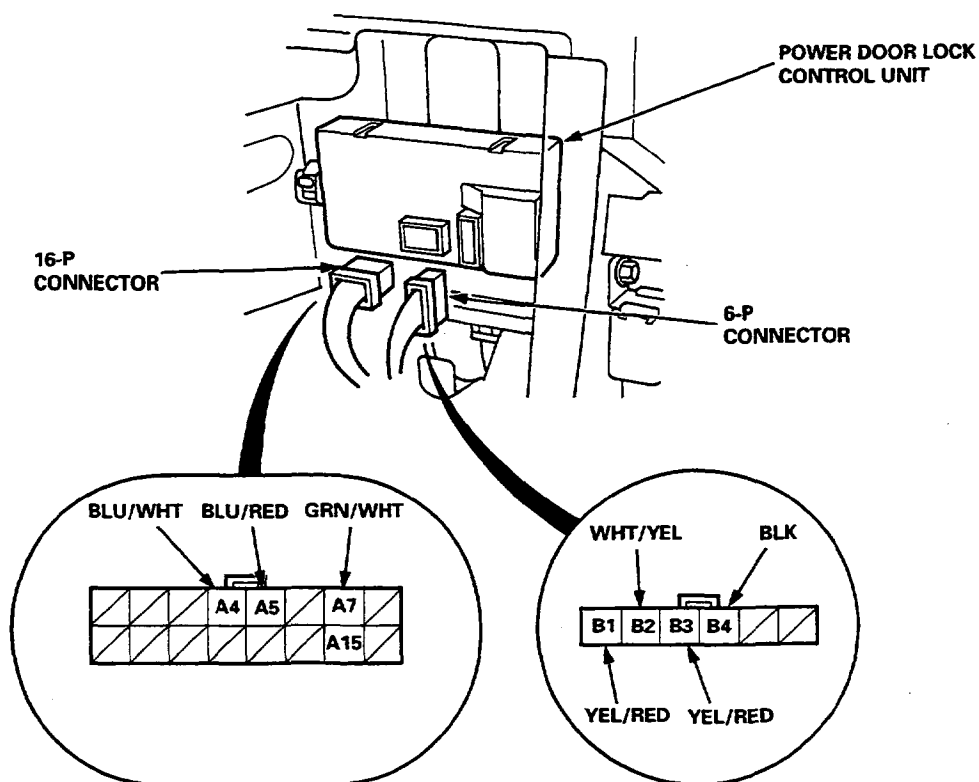
Terminal No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
5	WHT/YEL	Under all conditions	Check for voltage to ground: <i>There should be battery voltage.</i>	<ul style="list-style-type: none"> • Blown No. 6 (20 A) fuse in the under-dash fuse/relay box • An open in the wire
1	BLU/WHT	Driver's door lock knob in LOCK	Check for voltage to ground: <i>There should be 1 V or less.</i>	<ul style="list-style-type: none"> • Faulty driver's door lock knob switch • Poor ground (G501, G502) • An open in the wire
4	BLU/RED	Driver's door lock knob in UNLOCK		

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



Control Unit Input Test (With Keyless Entry)

1. Disconnect the 6-P and 16-P connector from the control unit.
2. 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.



(cont'd)

Power Door Locks

Control Unit Input Test (With Keyless Entry cont'd)

Disconnect the 6-P and 16-P connectors from the power door lock control unit.

Terminal No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B4	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G401) • An open in the wire
B1 and B3	WHT/RED and YEL/RED	Connect the YEL/RED terminal to the WHT/YEL terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should unlock.	<ul style="list-style-type: none"> • Faulty actuator • An open in the wire • Blown No. 6 (20 A) fuse in the under-dash fuse/relay box
		Connect the WHT/RED terminal to the WHT/YEL terminal, and the YEL/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should lock.	

Reconnect the 6-P and 16-P connectors to the power door lock control unit.

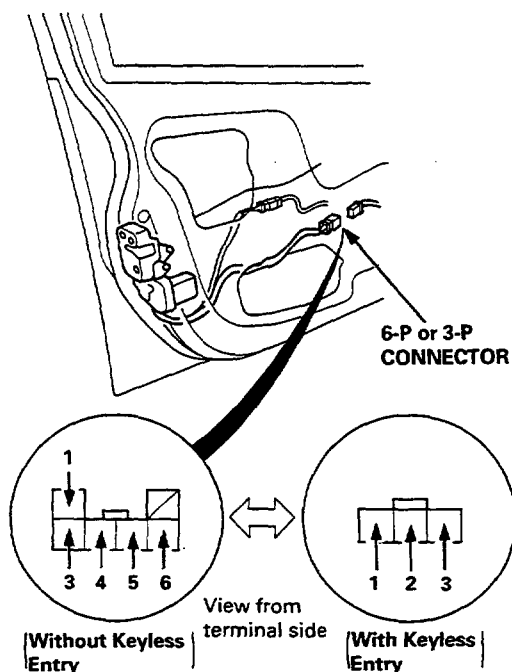
Terminal No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B2	WHT/YEL	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 6 (20 A) fuse in the under-dash fuse/relay box • An open in the wire
A4	BLU/WHT	Driver's door lock knob in LOCK	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> • Faulty driver's door lock actuator • Poor ground (G501, G502) • An open in the wire
A5	BLU/RED	Driver's door lock knob in UNLOCK		
A15	BLU/GRN	Front passenger's door lock knob in UNLOCK	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> • Faulty front passenger's door lock actuator • Poor ground (G401) • An open in the wire

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



Driver's Door Lock Actuator and Knob Switch Test

1. Remove the door panel (see section 20).
2. Disconnect the 6-P or 3-P connector from the actuator.



3. Check actuator operation by connecting power and ground according to the table (with keyless entry).

Terminal	5	6
Position		
LOCK	⊕	⊖
UNLOCK	⊖	⊕

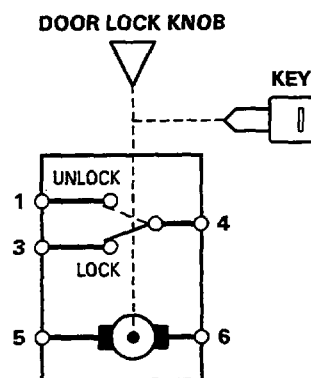
CAUTION: To prevent damage to the actuator, apply battery voltage only momentarily.

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

With Keyless Entry:

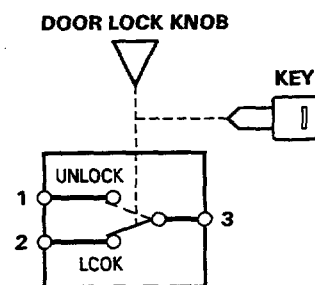
Terminal	3	4	1
Position			
* LOCK	○	○	
UNLOCK		○	○

* : Driver's only



Without Keyless Entry:

Terminal	1	3	2
Position			
LOCK		○	○
UNLOCK	○	○	



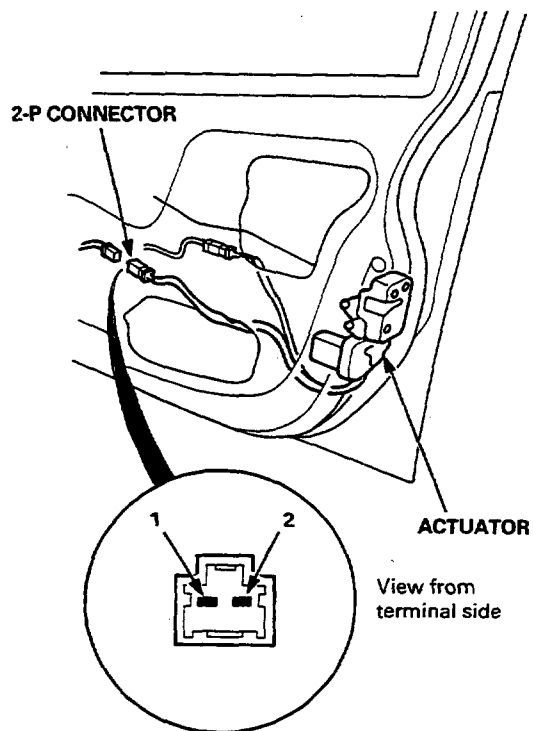
5. If the actuator or knob switch fails to work properly, replace it.

Power Door Locks

Passenger's Door Lock Actuator Test

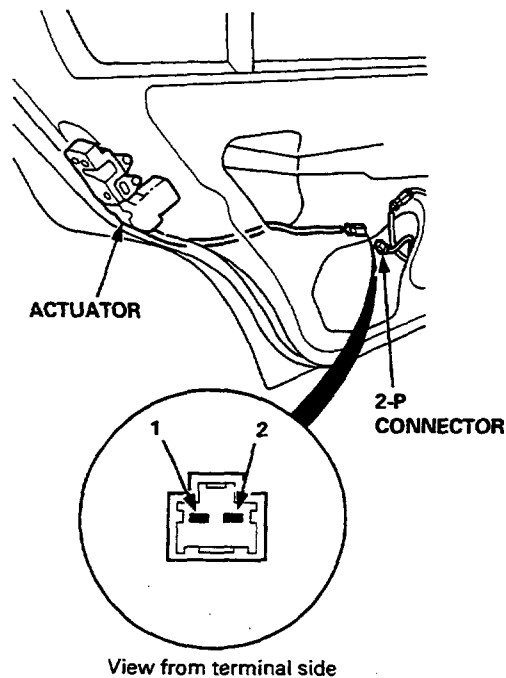
1. Remove the door panel (see section 20).
2. Disconnect the 2-P connector from the actuator.

Front Passenger's Door:



Rear Passenger's Door:

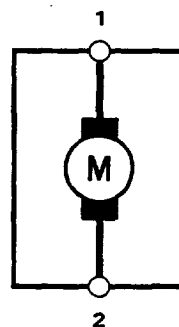
NOTE: Left rear actuator is shown, right rear actuator is similar.



3. Check actuator operation by connecting power and ground according to the table.

Terminal	2	1
Position		
LOCK	⊖	⊕
UNLOCK	⊕	⊖

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



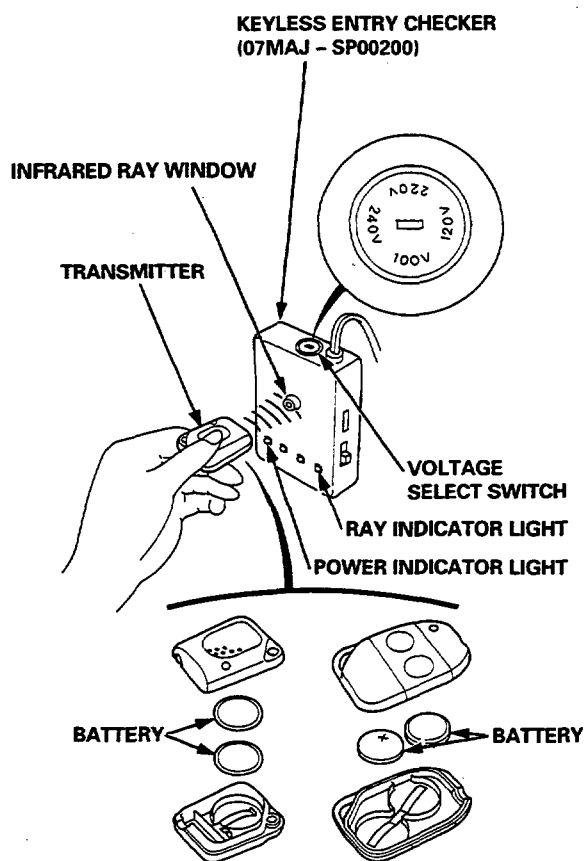
4. If the actuator fails to work properly, replace it.



Keyless Entry System Test

NOTE: Before testing, make sure that the power door lock system works properly.

1. Turn the voltage select switch to the proper voltage, and connect the Keyless Entry Checker to an AC power outlet. The power indicator light should go on.
2. Hold the transmitter within 500 mm (19.7 in) from the front of the infrared ray window, and press the button.
 - If the ray indicator light does not go on:
 - Dead or low battery
 - Faulty transmitter
 - If the ray indicator light goes on, go to step 3.



3. Pry the front ceiling light lens off, and remove the two bolts from the front ceiling light housing.
4. Check if there is receiver output when the transmitter button is pressed.

Test method:

- Use a digital multimeter.
- Do not disconnect the 5-P connector.
- Connect the positive (+) probe to the GRN/WHT terminal and the negative (-) probe to the BLK <GRN/BLK> terminal.

- If there is a momentary output voltage of about 3.5 mV - 1 V, the receiver is OK.
- If there is no voltage, check for an open in the GRN/WHT, WHT/RED <WHT/BLU> and BLK <GRN/BLK> wires. If the wires are OK, replace the receiver unit.

