**Entry Lights Control System (MICU) Input Test**

NOTE:

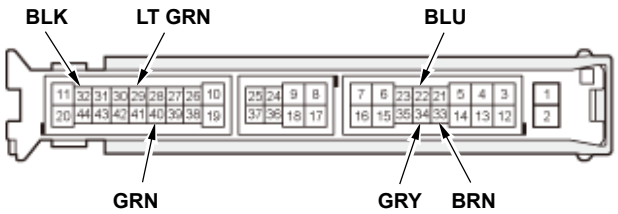
- Refer to the Electrical Wiring Diagrams for the location of the under-dash fuse/relay box connectors.
- Before testing, make sure the No. A28 (7.5 A) and No. A29 (10 A) fuses in the under-hood fuse/relay box, and the No. B5 (7.5 A) fuse in the under-dash fuse/relay box are OK.

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

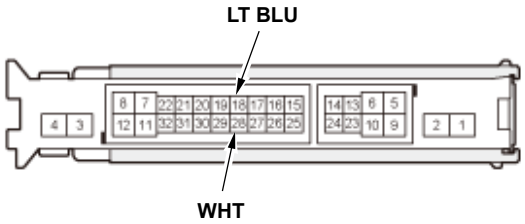
2. Disconnect under-dash fuse/relay box connectors A, B, D, N, P, W, and X.

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

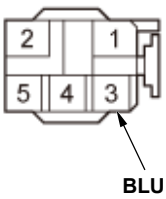
**CONNECTOR B (44P)**



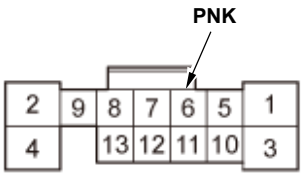

**CONNECTOR D (32P)**



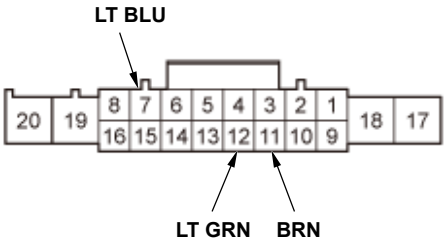

**CONNECTOR A (5P)**



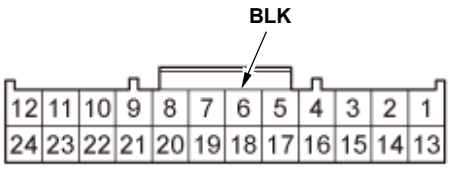

**CONNECTOR N (13P)**



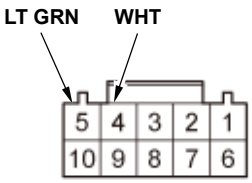

**CONNECTOR P (20P)**




**CONNECTOR W (24P)**




**CONNECTOR X (10P)**




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 are OK, go to step 4.

4. With the connectors still disconnected, do the following input tests:
   - 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 5.

| Cavity | Wire | Test condition | Test: Desired result | Possible cause if desired result is not obtained |
|---|---|---|---|---|
| P7<br>.<br>P12 | LT BLU<br>.<br>LT GRN | Under all conditions | Connect terminals P7 and D18, and terminal P12 and body ground with jumper wires:<br>The ignition key light should come on. | • Blown No. A28 (7.5 A) fuse in the under-hood fuse/relay box<br>• Faulty ignition key switch<br>• An open or high resistance in the wire |
| N6 | PNK | Ceiling light switch in middle position (and front individual map light switch in ON position and interior light switch in DOOR position)* | Connect terminals D18 and N13, and terminal N6 and ground with jumper wires:<br>The ceiling light (and front individual map lights)* should come on. | • Blown bulb<br>• Faulty ceiling light<br>• Faulty front individual map lights*<br>• An open or high resistance in the wire |

*: With moonroof

5. Reconnect the connectors to the under-dash fuse/relay box; do the following input tests:
   - 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 under-dash fuse/relay box.

| Cavity | Wire | Test condition | Test: Desired result | Possible cause if desired result is not obtained |
|---|---|---|---|---|
| A3 | BLU | Ignition switch ON (II) | Measure the voltage to ground:<br>There should be battery voltage. | An open or high resistance in the wire |
| D28 | WHT | Under all conditions | Measure the voltage to ground:<br>There should be battery voltage. | • Blown No. A29 (10 A) fuse in the under-hood fuse/relay box<br>• An open or high resistance in the wire |
| D18 | LT BLU | Under all conditions | Measure the voltage to ground:<br>There should be battery voltage. | • Blown No. A28 (7.5 A) fuse in the under-hood fuse/relay box<br>• An open or high resistance in the wire |
| W6 | BLK | In all ignition switch positions | Measure the voltage to ground:<br>There should be less than 0.2 V. | • Poor ground (G501)<br>• An open or high resistance in the ground wire |
| B32 | BLK | In all ignition switch positions | Measure the voltage to ground:<br>There should be less than 0.2 V. | • Poor ground (G602)<br>• An open or high resistance in the ground wire |
| B40 | GRN | Driver's door open | Measure the voltage to ground:<br>There should be less than 0.2 V. | • Faulty driver's door switch<br>• Faulty driver's door switch ground<br>• An open or high resistance in the wire |
| | | Driver's door closed | Measure the voltage to ground:<br>There should be about 5 V. | • Faulty driver's door switch<br>• A short to ground in the wire |

| Cavity | Wire | Test condition | Test: Desired result | Possible cause if desired result is not obtained |
|---|---|---|---|---|
| B29 | 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<br>• Faulty front passenger's door switch ground<br>• An open or high resistance in the wire |
| | | Front passenger's door closed | Measure the voltage to ground: There should be about 5 V. | • Faulty front passenger's door switch<br>• A short to ground in the wire |
| B33 | BRN | Left rear door open | Measure the voltage to ground: There should be less than 0.2 V. | • Faulty left rear door switch<br>• Faulty left rear door switch ground<br>• An open or high resistance in the wire |
| | | Left rear door closed | Measure the voltage to ground: There should be about 5 V. | • Faulty left rear door switch<br>• A short to ground in the wire |
| B34 | GRY | Right rear door open | Check for continuity to ground: There should be continuity. | • Faulty right rear door switch<br>• Faulty right rear door switch ground<br>• An open or high resistance in the wire |
| | | Right rear door closed | Measure the voltage to ground: There should be about 5 V. | • Faulty right rear door switch<br>• An open or high resistance in the wire |
| X5 | LT GRN | Driver's door lock knob switch in LOCK | Measure the voltage to ground: There should be less than 0.2 V. | • Faulty driver's door lock knob switch<br>• Poor ground (G502) or an open in the ground wire<br>• An open or high resistance in the wire |
| | | Driver's door lock knob switch in UNLOCK | Measure the voltage to ground: There should be about 5 V. | • Faulty driver's door lock knob switch<br>• A short to ground in the wire |
| X4 | WHT | Driver's door lock knob switch in UNLOCK | Measure the voltage to ground: There should be less than 0.2 V. | • Faulty driver's door lock knob switch<br>• Poor ground (G502) or an open in the ground wire<br>• An open or high resistance in the wire |
| | | Driver's door lock knob switch in LOCK | Measure the voltage to ground: There should be about 5 V. | • Faulty driver's door lock knob switch<br>• A short to ground in the wire |
| B22 | BLU | Trunk lid open | Measure the voltage to ground: There should be less than 0.2 V. | • Faulty trunk lid latch switch<br>• Poor ground (G701) or an open in the ground wire<br>• An open or high resistance in the wire |
| | | Trunk lid closed | Measure the voltage to ground: There should be battery voltage. | • Faulty trunk lid latch switch<br>• A short to ground in the wire |

| Cavity | Wire | Test condition | Test: Desired result | Possible cause if desired result is not obtained |
|---|---|---|---|---|
| P11 | BRN | Ignition key inserted into the ignition key cylinder | Measure the voltage to ground: There should be less than 0.2 V. | • Faulty ignition key switch<br>• Poor ground (G503) or an open in the ground wire<br>• An open or high resistance in the wire |
| | | Ignition switch LOCK (0) position, and the ignition key removed from the ignition key cylinder | Measure the voltage to ground: There should be about 5 V. | • Faulty ignition key switch<br>• A short to ground in the wire |