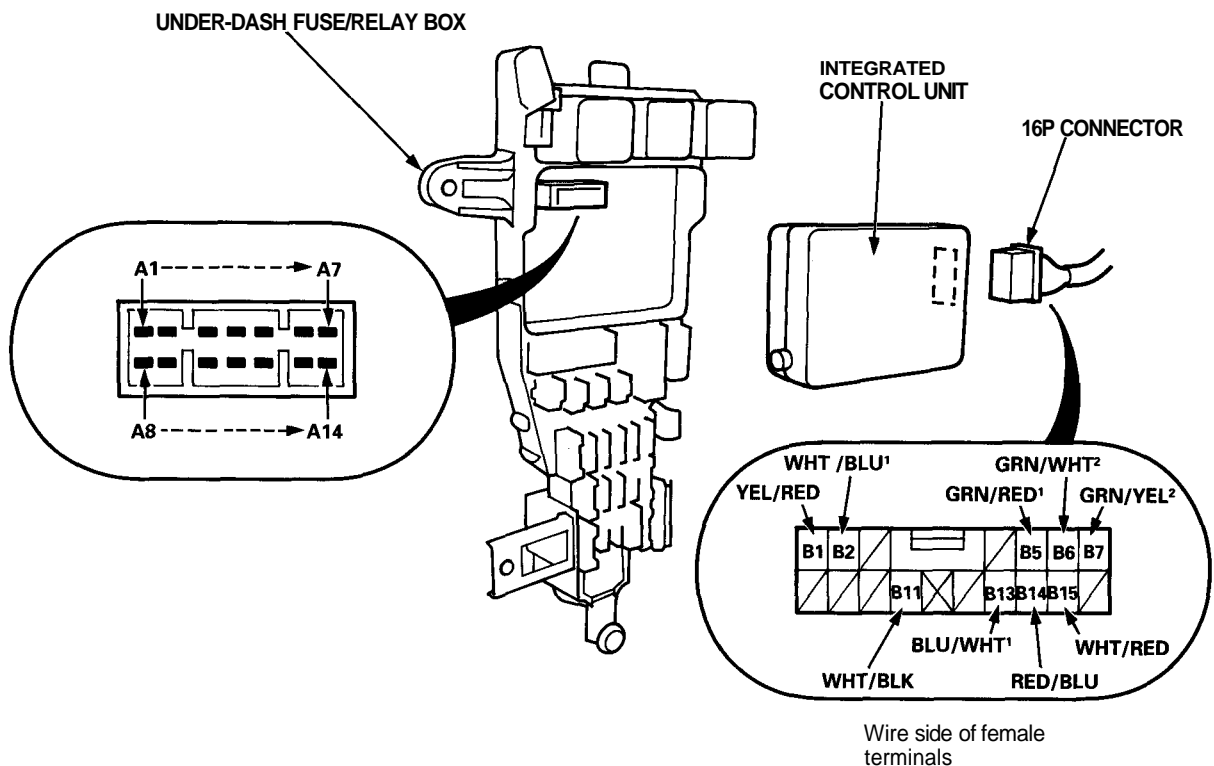


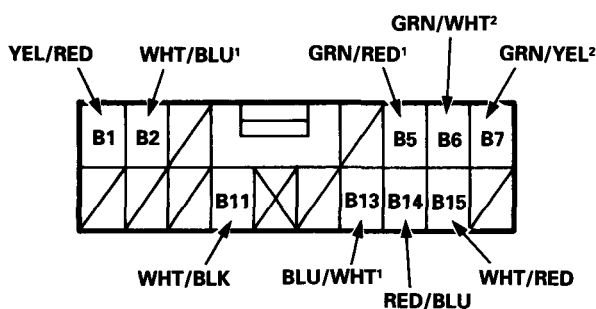
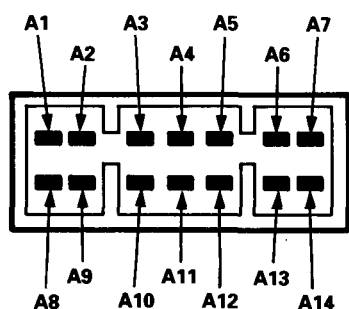
# Integrated Control Unit

## Input Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

1. Remove the driver's side kick panel, then disconnect the 16P connector from the integrated control unit.
2. Remove the integrated control unit from the under-dash fuse/relay box.
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 connectors.
    - 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.





Wire side of female terminals

### Intermittent Wiper System:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A8	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>
A9	GRN/RED <sup>2</sup>	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 6 (30 A) fuse in the under-dash fuse/relay box</li> <li>• Faulty intermittent wiper relay</li> <li>• An open in the wire</li> </ul>
A3	GRN	Ignition switch ON (II) and wiper switch at INT	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 6 (30 A) fuse in the under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>
A4	BLK/YEL	Ignition switch ON (II) and washer switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 6 (30 A) fuse in the under-dash fuse/relay box</li> <li>• Faulty washer switch</li> <li>• An open in the wire</li> </ul>
A10	BLU/WHT	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 6 (30 A) fuse in the under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>
B6	GRN/WHT <sup>2</sup>	Intermittent dwell time control ring turned	Check for resistance between the terminals: It should vary from 0 $\Omega$ to 30 k $\Omega$ as the ring is turned.	<ul style="list-style-type: none"> <li>• Faulty intermittent dwell time controller</li> <li>• An open in the wire</li> </ul>
B7	GRN/YEL <sup>2</sup>			

(cont'd)

# Integrated Control Unit

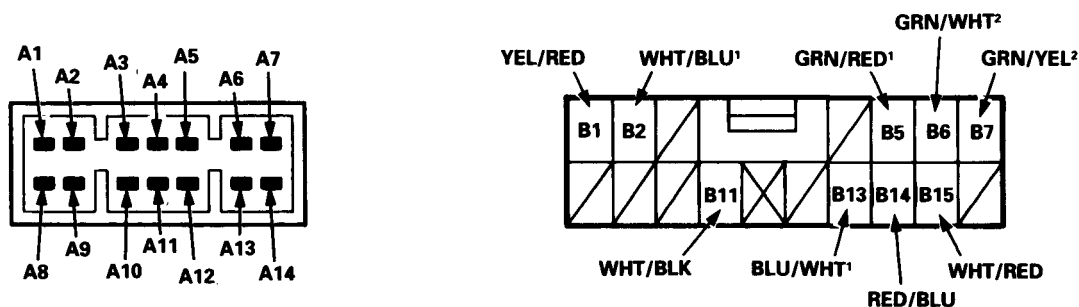
## Input Test (cont'd)

### Seat Belt Reminder and Key-in Reminder System:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A8	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>
A2	Fuse/relay box socket	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 1 (10 A) fuse in the under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>
A1	GRN/ORN	Driver's door open	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>• Faulty driver's door switch</li> <li>• An open in the wire</li> </ul>
B13	BLU/WHT <sup>1</sup>	Ignition key is inserted into the ignition switch.	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>• Faulty ignition key switch</li> <li>• An open in the wire</li> <li>• Poor ground (G402, G404)</li> </ul>
B14	RED/BLU	Driver's seat belt is not buckled.	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>• Faulty seat belt switch</li> <li>• Poor ground (G501)</li> <li>• An open in the wire</li> </ul>

### Power Window Key-off Timer System:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A8	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>
A1	GRN/ORN	Ignition switch ON (II) and the driver's door closed	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 1 (10 A) fuse in the under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>
A12	WHT/BLU <sup>2</sup>	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 37 (7.5 A) fuse in the under-hood fuse/relay box</li> <li>• An open in the wire</li> </ul>
B5	GRN/RED <sup>1</sup>	Passenger's door open (driver's door closed)	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>• Faulty door switch</li> <li>• An open in the wire</li> </ul>
B15	WHT/RED	Connect the A12 terminal to the B15 terminal.	Check window operation: Power windows should operate as the switch is turned.	<ul style="list-style-type: none"> <li>• Faulty power window relay</li> <li>• Poor ground (G401, G403)</li> <li>• An open in the wire</li> </ul>



View from wire side

**Entry Light Timer System:**

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A8	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>
A12	WHT/BLU <sup>2</sup>	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 37 (7.5 A) fuse in the under-hood fuse/relay box</li> <li>• An open in the wire</li> </ul>
B11	WHT/BLK	Under all conditions	Attach to ground: Ignition key light should come on.	<ul style="list-style-type: none"> <li>• Blown No. 30 (20 A) fuse in the under-hood fuse/relay box</li> <li>• Blown LED</li> <li>• An open in the wire</li> </ul>
A1	GRN/ORN	Driver's door open	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>• Faulty driver's door switch</li> <li>• An open in the wire</li> </ul>

**Lights-on Reminder System:**

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A8	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>
A13	RED/BLK	Combination light switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 32 (15 A) fuse in the under-hood fuse/relay box</li> <li>• Faulty combination light switch</li> <li>• An open in the wire</li> </ul>
A2	Fuse/relay box socket	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 1 (10 A) fuse in the under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>
A1	GRN/ORN	Driver's door open	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>• Poor ground (G402, G404)</li> <li>• Faulty driver's door switch</li> <li>• An open in the wire</li> </ul>

(cont'd)

# Integrated Control Unit

## Input Test (cont'd)

### Rear Window Defogger Timer Circuit:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A8	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>
A6	YEL/WHT	Defogger switch pushed, ignition switch on (II)	Check for continuity to ground: There should be continuity as the switch is pushed.	<ul style="list-style-type: none"> <li>• Poor ground (G402, G404)</li> <li>• Faulty rear window defogger switch</li> <li>• An open in the wire</li> </ul>
A5	Fuse/relay box socket	Ignition switch ON (II)	Attach to ground: Rear window defogger should work and the defogger switch indicator light should come on.	<ul style="list-style-type: none"> <li>• Blown No. 8 (7.5 A) fuse in the under-dash fuse/relay box</li> <li>• Faulty rear window defogger relay</li> <li>• Blown bulb</li> <li>• An open in the wire</li> </ul>
A2	Fuse/relay box socket	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 1 (10 A) fuse in the under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>

### Engine Oil Pressure Indicator Flasher System:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A8	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>
A2	Fuse/relay box socket	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 1 (10 A) fuse in the under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>
B2	WHT/BLU <sup>1</sup>	Engine running	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Faulty charging system</li> <li>• An open in the wire</li> </ul>
B1	YEL/RED	Ignition switch OFF	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Faulty engine oil pressure switch</li> <li>• An open in the wire</li> </ul>
		Ignition switch ON (II)	Check light operation. If the light does not come on, attach the YEL/RED terminal to ground: Light should come on as the ignition switch is turned ON (II).	<ul style="list-style-type: none"> <li>• Blown bulb</li> <li>• An open in the wire</li> </ul>
		Start the engine.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Insufficient oil</li> <li>• Improper lubrication</li> <li>• Faulty engine oil pressure switch</li> <li>• A short in the wire</li> </ul>