

## 2004 TL - Gauge Control Module Input Test

1. [Remove the gauge control module.](#)
2. Disconnect the 18P connector from the gauge control module.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
  - o If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
  - o If the terminals look OK, go to step 4.
4. With the connector still disconnected, make these input tests at the connector.
  - o If any test indicates a problem, find and correct the cause, then recheck the system.
  - o If all the input tests prove OK, replace the gauge control module.

Cavity	Wire	Test Condition	Test: Desired result	Possible cause if result is not obtained
B17	WHT/RED	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>o Blown No. 7 (7.5 A) fuse in the under-dash fuse/relay box</li> <li>o An open in the wire</li> </ul>
B18	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>o Blown No. 21 (7.5 A) fuse in the under-dash fuse/relay box</li> <li>o An open in the wire</li> </ul>
B1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>o Poor ground (G501)</li> </ul>
B10		Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>o An open in the wire</li> </ul>
B11	BRN/YEL	Under all conditions	Check for continuity between the B11 terminal and under-dash fuse/relay box connector N (45P) No. 28 terminal: There should be continuity.	An open in the wire

### GAUGE CONTROL MODULE CONNECTOR B (18P)

