A/T Gear Position Indicator

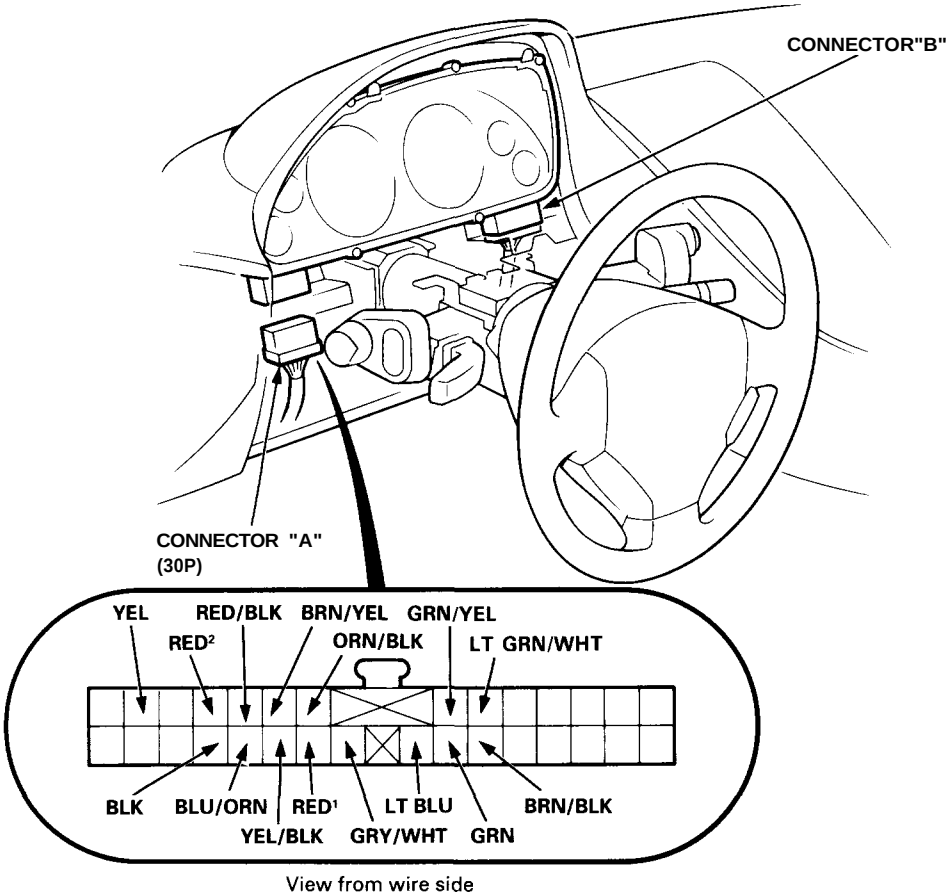
Indicator Input Test

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.

Remove the dashboard lower cover, dashboard lower pad and instrument panel. Disconnect the connector "A" (30P) from the gauge assembly (see page 23-127).

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 a 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.



View from wire side

Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402, G403) • An open in the wire
YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 5 (15 A) fuse • An open in the wire
GRY/WHT	Shift lever in position P NOTE: Don't push the brake pedal.	Check for continuity to ground: There should be continuity. There should be no continuity in any other position.	• Faulty A/T gear position switch • Poor ground (G401, G402, G403) • An open in the wire
LTBLU	Shift lever in position R		
GRN	Shift lever in position N		
BRN/BLK	Shift lever in position 3/M		
GRN/YEL	Shift lever in position 2		
LT GRN/ WHT	Shift lever in position 1		
RED/BLK and RED[2]	Combination light switch ON and dash lights brightness control dial on full bright	Check for voltage between the RED/BLK and RED[2] terminals: There should be battery voltage.	• Faulty dash lights brightness control system • An open in the wire
YEL/BLK	Ignition switch ON (II) and shift lever in any position except D	Check for voltage to ground: There should be battery voltage for two seconds after the ignition switch is turned ON (II), and less than 1 V two seconds later.	• Faulty D switch • Faulty A/T gear position switch • Faulty transmission control module (TCM) • An open in the wire
RED[1]	Ignition switch ON (II)	Check for voltage to ground: There should be more than 11V.	• Faulty ECM and transmission control module (TCM) • An open in the wire