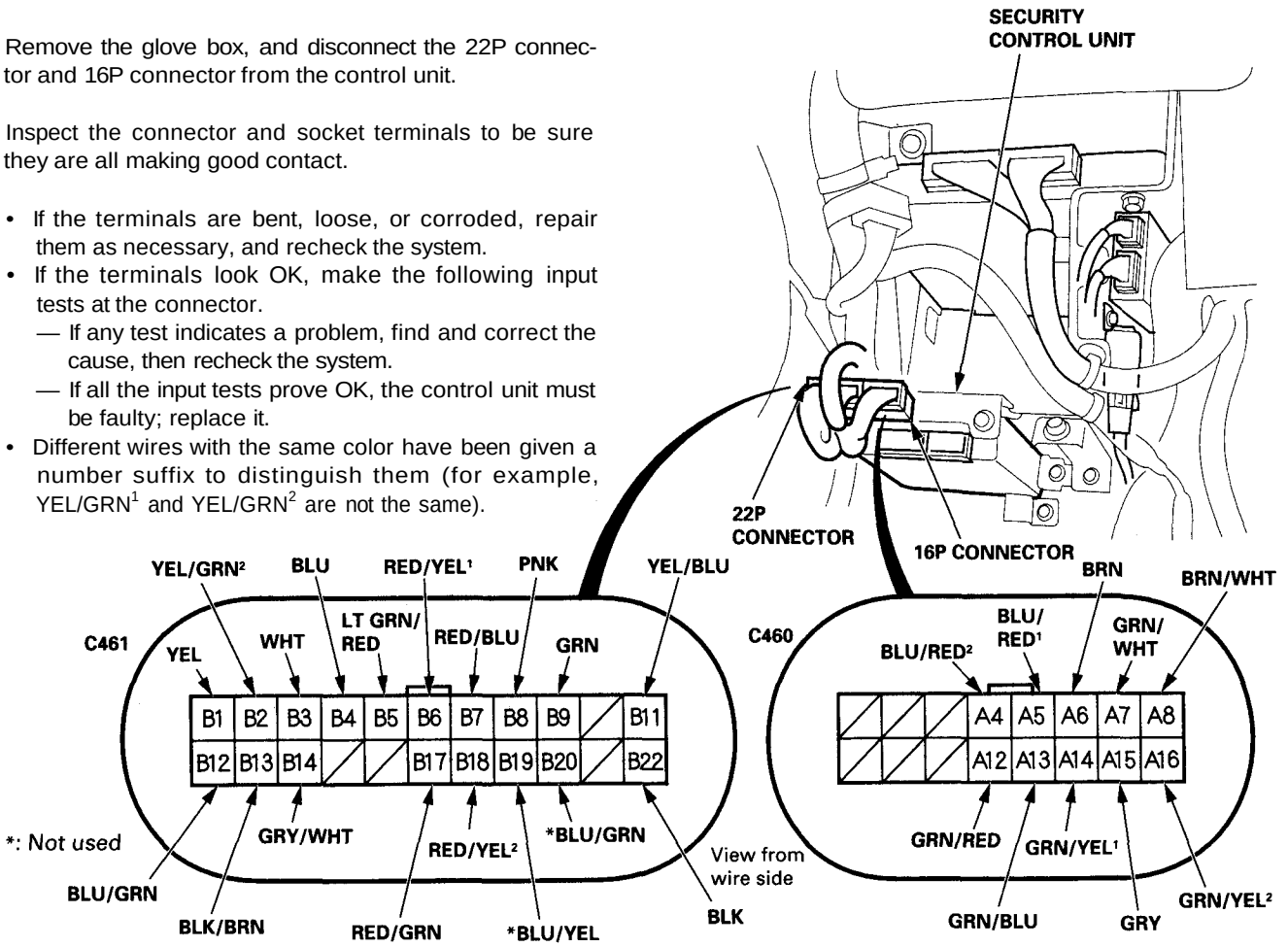
Security Alarm System

Control Unit Input Test

Remove the glove box, and disconnect the 22P connector and 16P connector from the control unit.

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.
- Different wires with the same color have been given a number suffix to distinguish them (for example, YEL/GRN[1] and YEL/GRN[2] are not the same).



Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B22	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402, G403) • An open in the wire
B11	YEL/BLU	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 18 (20 A) fuse in the engine compartment fuse/relay box • An open in the wire
B9	GRN	Under all conditions	Connect to ground: The security indicator should come on.	• Blown No. 45 (20 A) fuse in the under-hood fuse/relay box • Faulty security indicator • An open in the wire
B1	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 5 (15 A) fuse in the under-dash fuse/relay box • An open in the wire
A6	BRN	Under all conditions	Check for continuity to ground: There should be no continuity.	• A short in the wire
A15	GRY	Under all conditions	Check for continuity to ground: There should be no continuity.	• A short in the wire

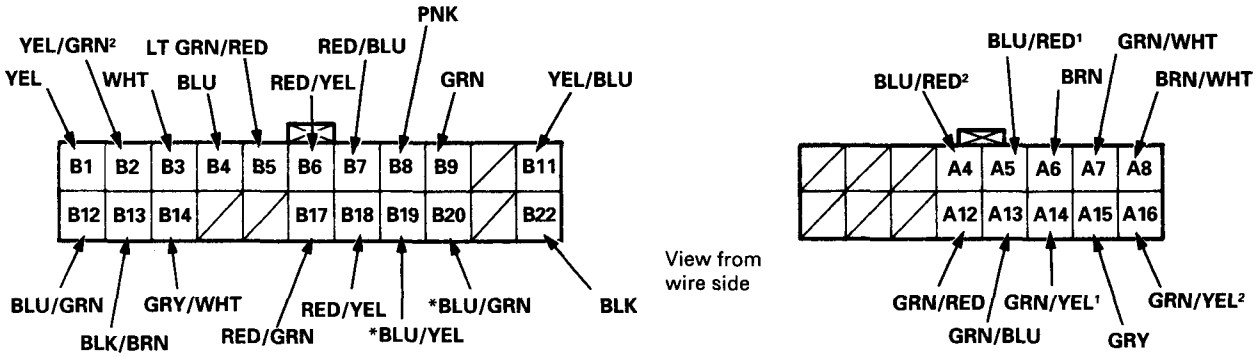
NEW

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B8	PNK	Under all conditions	Attach to ground: Security/low horn should sound.	• Blown No. 45 (20 A) fuse in the under-hood fuse/relay box • Faulty security/low horn relay • Faulty security/low horn • Poor ground (G302) • An open in the wire
B7	RED/BLU	Under all conditions	Attach to ground: The headlights should come on.	• Faulty headlight high or low relay • Faulty diode • Faulty headlight system • An open in the wire
B6	RED/YEL[1]	Under all conditions	Connect to ground: The taillights should come on.	• Faulty taillight relay • Faulty taillight system • An open in the wire
B5	LT GRN/ RED	Passing switch ON	Check for voltage to ground: There should be battery voltage.	• Faulty passing switch • Faulty dimmer relay • Faulty headlight relay • An open in the wire
B2	YEL/GRN[2]	Hood open	Check for continuity to ground: There should be continuity.	• Faulty hood switch • Misadjusted hood switch • Poor ground (G301) • An open in the wire
		Hood closed	Check for continuity to ground: There should be no continuity.	
B12	BLU/GRN	Ignition key is in the ignition switch.	Check for continuity to ground: There should be continuity.	• Faulty ignition key switch • Poor ground (G401, G402, G403) • An open in the wire
		Ignition key is not in the ignition switch.	Check for continuity to ground: There should be no continuity.	
B4	BLU	Engine compartment lid open	Check for continuity to ground: There should be continuity.	• Faulty engine compartment lid switch • Misadjusted engine compartment lid switch • Poor ground (G401, G402, G403) • An open in the wire
		Engine compartment lid closed	Check for continuity to ground: There should be no continuity.	
B13	BLK/BRN or BLK/ LT GRN	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G404) • An open in the wire
A8	BRN/WHT	Trunk key in UNLOCK	Check for continuity to ground: There should be continuity.	• Faulty trunk key cylinder switch • Poor ground (G551) • An open in the wire
B3	WHT	Trunk lid open	Check for continuity to ground: There should be continuity.	• Faulty trunk latch switch • Misadjusted trunk latch switch • Poor ground (G551) • An open in the wire
		Trunk lid closed	Check for continuity to ground: There should be no continuity.	

(cont'd)

Security Alarm System

Control Unit Input Test (cont'd)



*: Not used

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A13	GRN/BLU	Driver's door open Driver's door closed	Check for continuity to ground: When the door is open, there should be continuity. When the door is closed, there should be no continuity.	• Faulty right door switch • Poor ground (G401, G402, G403) • An open in the wire
A12	GRN/RED	Passenger's door open Passenger's door closed		
A14	GRN/YEL¹	Driver's door key in UNLOCK	Check for continuity to ground: There should be continuity.	• Faulty door key switch • Poor ground (G401, G402, G403) • An open in the wire
A16	GRN/YEL²	Passenger's door key in UNLOCK		
A7	GRN/WHT	Driver's door key in LOCK	Check for continuity to ground: There should be continuity, as the door keylock is turned to LOCK.	• Faulty door key switch • Poor ground (G401, G402, G403) • An open in the wire
B14	GRY/WHT	Passenger's door key in LOCK		
A5	BLU/RED¹	Driver's door lock knob in UNLOCK	Check for continuity to ground: There should be continuity.	• Faulty door lock knob switch (Built into the actuator) • Poor ground (G401, G402, G403) • An open in the wire
A4	BLU/RED²	Passenger's door lock knob in UNLOCK	Check for continuity to ground: There should be continuity.	• Faulty right door lock knob switch (Built into the actuator) • Poor ground (G401, G402, G403) • An open in the wire
B17	*¹RED/GRN	Roof unlatched	Check for continuity to ground: There should be continuity.	• Faulty roof lock switch • Poor ground (G401, G402, G403) • An open in the wire
B18	*¹RED/YEL²			

*1: NSX-T (open top)