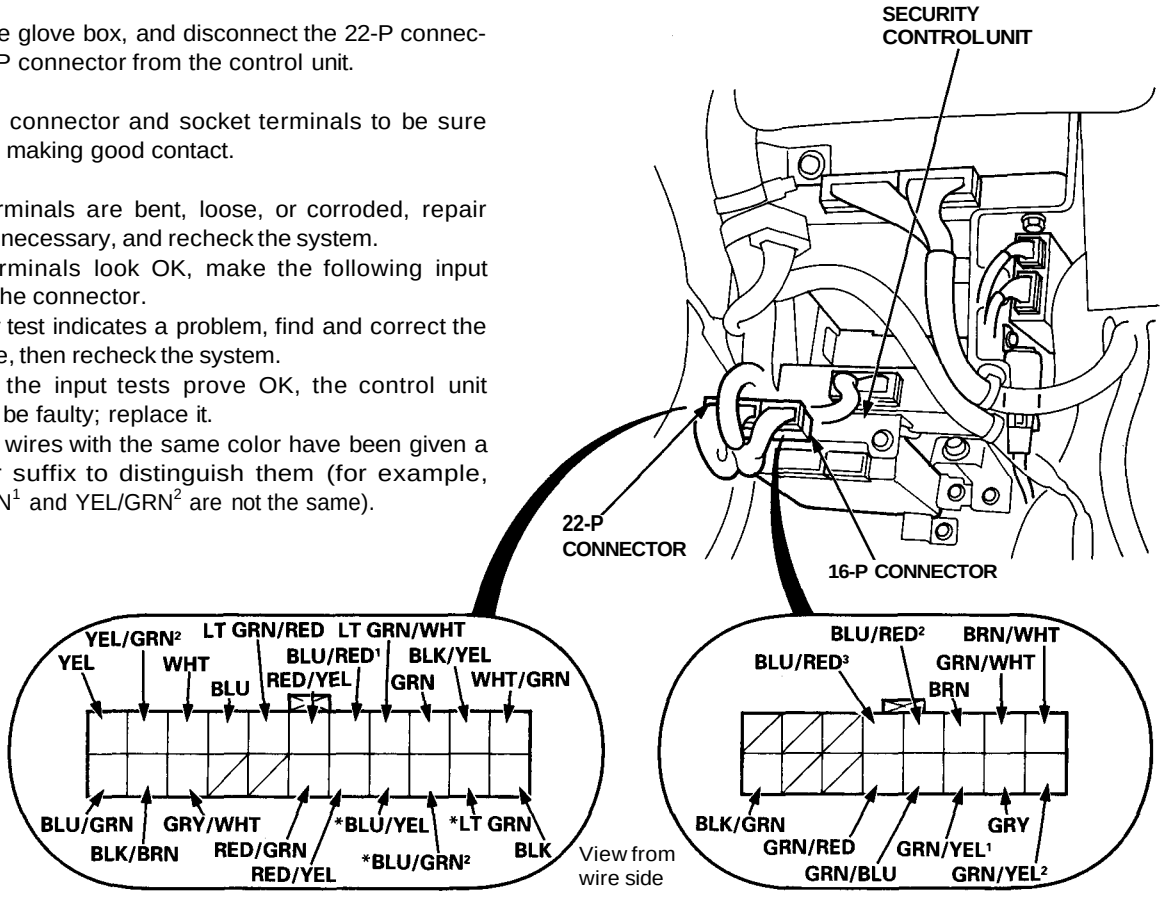
Security Alarm System

Control Unit Input Test

Remove the glove box, and disconnect the 22-P connector and 16-P 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).



*: Not used

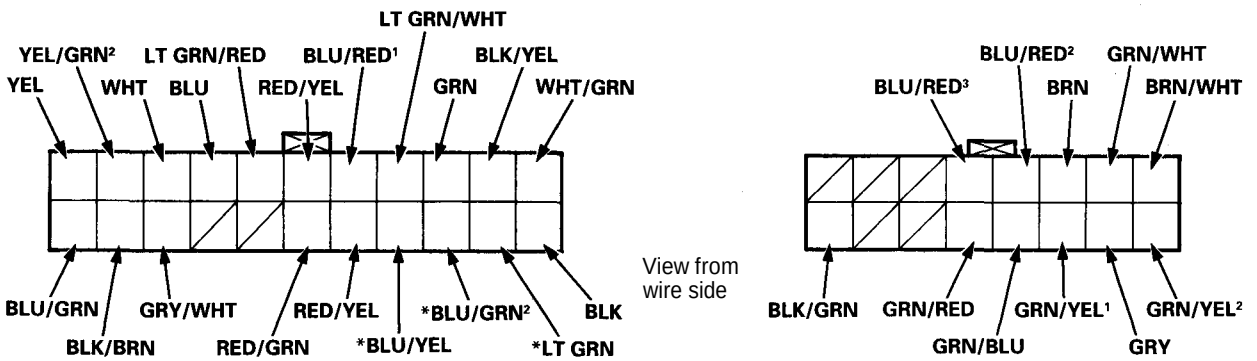
No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402, G403) • An open in the wire
2	WHT/GRN	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 18 (20 A) fuse • An open in the wire
3	GRN	Under all conditions	Connect to ground: The security indicator should come on.	• Blown No. 45 (20 A) fuse • Faulty security indicator • An open in the wire
4	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
5	BLK/GRN	Ignition switch START (III)	Check for voltage to ground: There should be battery voltage.	• Faulty starter cut relay • An open in the wire
6	BLK/YEL	Ignition switch START (III), clutch pedal pushed (M/T), shift lever in P (A/T)	Attach to ground: The starter should crank the engine.	• Blown No. 29 (50 A) fuse • Faulty starting system • Faulty starter cut relay • Faulty clutch interlock switch (M/T) • Faulty A/T gear position switch (A/T) • An open in the wire

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
7	LT GRN/ WHT	Under all conditions	Attach to ground: All horns should sound.	• Blown No. 45 (20 A) fuse • Faulty horn relay • Faulty horn (either) • Poor ground (G301 or G302) • An open in the wire
8	BLU/RED	Under all conditions	Attach to ground: The headlights should come on.	• Faulty headlight relay • Faulty headlight system • An open in the wire
9	RED/YEL	Under all conditions	Connect to ground: The taillights should come on.	• Faulty taillight relay • Faulty taillight system • An open in the wire
10	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
11	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.	
12	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.	
13	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.	
14	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
15	BRN/WHT	Trunk key in UNLOCK	Check for continuity to ground: There should be continuity.	• Faulty trunk key • Poor ground (G551) • An open in the wire
16	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

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
17	GRN/BLU	Driver's door open	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 • An open in the wire
		Driver's door closed		
18	GRN/RED	Passenger's door open		
		Passenger's door closed		
19	GRN/YEL¹	Driver's door key in UNLOCK	Check for continuity to ground: There should be continuity.	• Faulty left or right door key switch • Poor ground (G401, G402, G403) • An open in the wire
20	GRN/YEL²	Passenger's door key in UNLOCK		
21	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 left or right door key switch • Poor ground (G401, G402, G403) • An open in the wire
22	GRY/WHT	Passenger's door key in LOCK		
23	BLU/RED²	Driver's door lock knob in UNLOCK	Check for continuity to ground: There should be continuity.	• Faulty left door lock knob switch (Built into the actuator) • Poor ground (G401, G402, G403) • An open in the wire
24	BLU/RED³	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
25	RED/GRN*¹	Roof unlatched	Check for continuity to ground: There should be continuity.	• Faulty right or left roof lock switch • Poor ground (G401, G402, G403) • An open in the wire
26	RED/YEL*¹			

*1: NSX-T (open top)