

# A/T Gear Position Indicator

## Indicator Input Test

### CAUTION:

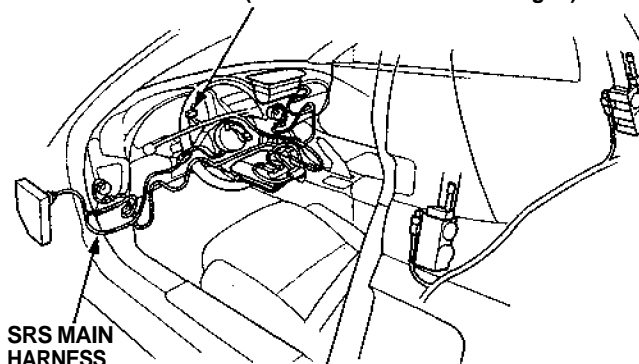
- All SRS wiring harnesses are covered with yellow outer insulation.
- Before disconnecting any part of the SRS wire harness, install the short connectors (see page 24-10 ('93-'96)).
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.
- After installing the gauge assembly, recheck the operation of the SRS indicator light.

Remove the dashboard lower cover, center panel and instrument panel. Disconnect the connector "B" OOP) from the gauge assembly (see page 23-127).

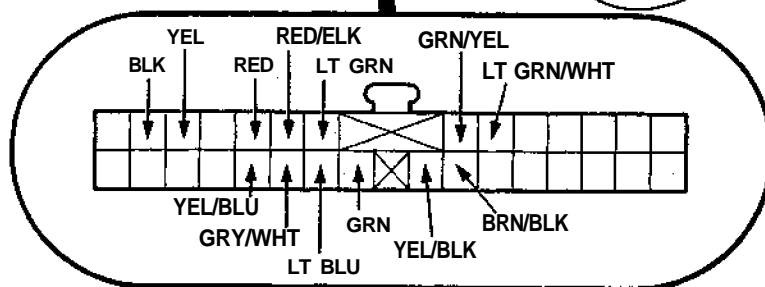
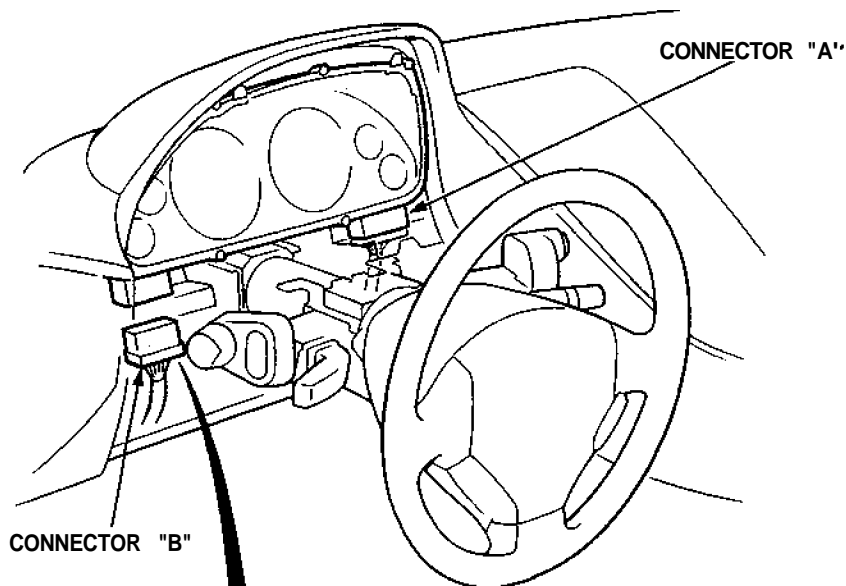
Inspect the connector terminals to be sure they are all making good contact.

- 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.

CONNECTOR "A" (Carries the SRS indicator signal)



SRS MAIN HARNESS



View from wire side



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.	<ul style="list-style-type: none"> <li>• Poor ground (G401, G402).</li> <li>• An open in the wire.</li> </ul>
2	YEL	Ignition switch ON.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 5 (10 A) fuse.</li> <li>• An open in the wire.</li> </ul>
3	GRY/WHT	Shift lever in position <b>P</b> . 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.	<ul style="list-style-type: none"> <li>• Faulty A/T gear position switch.</li> <li>• Poor ground (G401, G402).</li> <li>• An open in the wire.</li> </ul>
	LT BLU	Shift lever in position <b>R</b> .		
	GRN	Shift lever in position <b>N</b> .		
	BRN/BLK	Shift lever in position <b>3</b> .		
	GRN/YEL	Shift lever in position <b>2</b> .		
	LT GRN/WHT	Shift lever in position <b>1</b> .		
4	RED/BLK and RED	Combination light switch ON and dash lights brightness control dial on full bright.	Check for voltage between RED/BLK and RED terminals: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Faulty dash lights brightness control system.</li> <li>• An open in the wire.</li> </ul>
5	YEL/BLK	Ignition switch ON and shift lever in any position except <b>D</b> .	Check for voltage to ground: There should be battery voltage for two seconds after the ignition switch is turned ON, and less than 1 V two seconds later.	<ul style="list-style-type: none"> <li>• Faulty <b>D</b> switch.</li> <li>• Faulty A/T gear position switch.</li> <li>• Faulty transmission control module (TCM).</li> <li>• An open in the wire.</li> </ul>
6	YEL/BLU	Ignition switch ON and shift lever in any position except <b>D</b> .	Check for voltage to ground: There should be less than 1 V for two seconds after the ignition switch is turned ON, and more than 5 V two seconds later.	<ul style="list-style-type: none"> <li>• Faulty <b>D</b> switch.</li> <li>• Faulty A/T gear position switch.</li> <li>• Faulty transmission control module (TCM).</li> <li>• An open in the wire.</li> </ul>
7	LT GRN	Ignition switch ON.	Check for voltage to ground: There should be more than 11 V.	<ul style="list-style-type: none"> <li>• Faulty ECM and transmission control module (TCM).</li> <li>• An open in the wire.</li> </ul>