

DOOR LOCKS - POWER

Article Text

1993 Honda Prelude

For Cadi Centre Nsk CA 95051

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ARTICLE BEGINNING

1993 ACCESSORIES & EQUIPMENT

Honda Power Door Locks

Prelude

* PLEASE READ THIS FIRST *

WARNING: All models are equipped with Supplemental Restraint System (SRS). SRS wiring harness is routed close to instrument cluster, steering wheel, and related components. All SRS wiring harnesses are covered by Yellow outer insulation. DO NOT use electrical test equipment on these circuits. Before working on steering column components, disable air bag system. See AIR BAG RESTRAINT SYSTEM article in the ACCESSORIES/SAFETY EQUIPMENT section.

DESCRIPTION & OPERATION

Power door locks are controlled by driver or front passenger switches which send signals to a control unit. The control unit sends appropriate signals to individual door lock actuators.

TROUBLE SHOOTING

NOTE: Ensure all component terminals and ground connections are clean and tight. Check possible faults in order listed. Repair or replace components and circuits as necessary.

NOTE: Some wires have been assigned a superscript to distinguish them from other wires of the same color. For example, the Yellow/Green(1) wire is not the same as the Yellow/Green(2) wire.

System Does Not Work At All

Blown fuse No. 44 in underhood fuse/relay box. Faulty control unit inputs. Open in White/Green wire.

No Doors Lock Using Driver's Door Lock Switch (Both Doors)

Faulty driver's door lock switch. Faulty control unit inputs. Open in Green/Red(1) or Green/White wire.

No Doors Lock Using Driver's Door Lock Switch (One Door)

Disconnected or obstructed door lock linkage. Faulty driver's or passenger's door lock actuator. Faulty control unit inputs. Open in

Yellow/Red or White/Red wire.

No Doors Lock Using Passenger's Door Lock Switch (Both Doors)
Faulty passenger's door lock switch. Faulty control unit inputs. Open in Black/White or Black/Red wire.

No Doors Lock Using Passenger's Door Lock Switch (One Door)
Disconnected or obstructed door lock linkage. Faulty driver's or passenger's door lock actuator. Faulty control unit inputs. Open in Yellow/Red or White/Red wire.

No Doors Lock Using Driver's Door Lock Knob; Ignition Key Out; Doors Closed (Both Doors)
Faulty driver's lock knob switch. Faulty control unit inputs. Open in Blue/Red or Blue/White(1) wire.

No Doors Lock Using Driver's Door Lock Knob; Ignition Key Out; Doors Closed (One Door)
Disconnected or obstructed door lock linkage. Faulty driver's or passenger's door lock actuator. Faulty control unit inputs. Open in Yellow/Red or White/Red wire.

No Doors Lock Using Passenger's Door Key Cylinder Switch (Both Doors)
Faulty passenger's door key cylinder. Faulty control unit inputs. Open in Black/White or Black/Red wire.

No Doors Lock Using Passenger's Door Key Cylinder Switch (One Door)
Disconnected or obstructed door lock linkage. Faulty driver's or passenger's door lock actuator. Faulty control unit inputs. Open in Yellow/Red or White/Red wire.

Doors Lock With Key In Ignition; Driver's Door Open
Faulty ignition key switch. Faulty driver's door switch. Faulty passenger's door switch. Faulty control unit inputs. Open in Blue/White(2), Green/Red(2) or Green/Blue wire.

TESTING

* PLEASE READ THIS FIRST *

WARNING: All models are equipped with Supplemental Restraint System (SRS). SRS wiring harness is routed close to instrument cluster, steering wheel, and related components. All SRS wiring harnesses are covered by Yellow outer insulation. DO NOT use electrical test equipment on these circuits. Before **DOOR L**

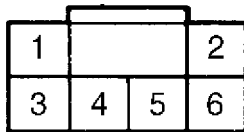
working on steering column components, disable air bag system. See AIR BAG RESTRAINT SYSTEM article in the ACCESSORIES/SAFETY EQUIPMENT section.

ACTUATOR TEST

CAUTION: To prevent damage to the actuator motor, apply power and ground only momentarily.

1) Remove door panel. Unplug connector. Using fused jumper wire, connect battery voltage to actuator connector terminal No. 4. Momentarily connect terminal No. 5 to ground. Actuator should move to lock position. See Fig. 1. Check continuity between connector terminals No. 3 and 6. Continuity should exist.

2) Connect battery voltage to actuator connector terminal No. 5. Momentarily connect terminal No. 4 to ground. Actuator should move to unlock position. Check continuity between connector terminals No. 1 and 3. Continuity should exist. Replace actuator if operation or continuity is not as specified.



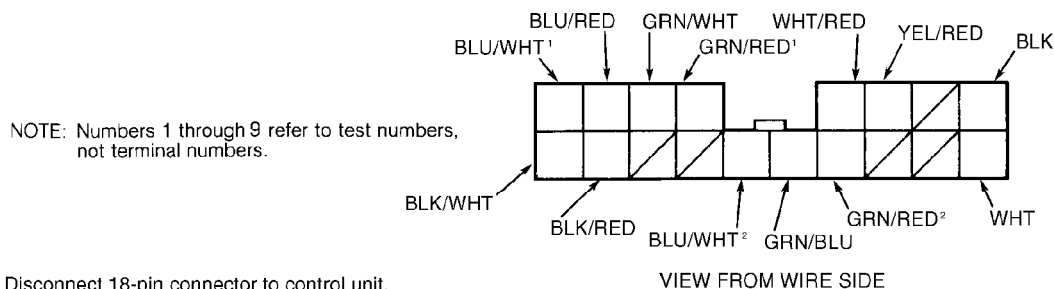
VIEW FROM WIRE SIDE

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Fig. 1: Door Actuator Terminal ID
Courtesy of American Honda Motor Co., Inc.

CONTROL UNIT INPUTS

Remove left door panel. Using a DVOM, perform power door lock unit input tests. See Fig. 2. If all input test results are okay, inspect connector and terminals for damage and proper fit. If connector is okay and power door lock still malfunctions, replace power door lock control unit.



Disconnect 18-pin connector to control unit.

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, G404). • An open in the wire.
2	WHT/RED and YEL/RED	Connect the YEL/RED terminal to the WHT terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should unlock.	• Faulty actuator. • An open in the wire.
		Connect the WHT/RED terminal to the WHT terminal, and the YEL/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should lock.	

Reconnect 18-pin connector to control unit.

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
3	WHT	Under all conditions.	Check for voltage to ground: There should be battery voltage.	• Blown No. 44 (15 A) fuse. (In the underhood fuse/relay box) • An open in the wire.
4	GRN/WHT	Driver's door lock switch in LOCK.	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door lock switch. • Poor ground (G401, G402, G404). • An open in the wire.
	GRN/RED ¹	Driver's door lock switch in UNLOCK.		
5	BLK/RED	Passenger's door lock switch in LOCK.	Check for voltage to ground: There should be 1 V or less.	• Faulty passenger's door lock switch. • Poor ground (G401, G402, G404). • An open in the wire.
	BLK/WHT	Passenger's door lock switch in UNLOCK.		
6	BLU/WHT ¹	Driver's door lock knob in LOCK.	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door lock actuator. • Poor ground (G401, G402, G404). • An open in the wire.
	BLU/RED	Driver's door lock knob in UNLOCK.		
7	GRN/BLU	Driver's door open.	Check for voltage to ground: There should be 1 V or less. NOTE: Before testing, remove No. 46 (15 A) fuse in the under-hood fuse/relay box.	• Faulty door switch. • Poor ground. • An open in the wire.
	GRN/RED ²	Passenger's door open.		
8	BLU/WHT ²	Ignition key is in the ignition switch.	Check for voltage to ground: There should be 1 V or less.	• Faulty ignition key switch. • Poor ground (G401, G402, G404). • An open in the wire.
9	BLK/RED	Passenger's door key cylinder in LOCK.	Check for voltage to ground: There should be 1 V or less as the switch is turned.	• Faulty passenger's door cylinder. • Poor ground (G401, G402, G404). • An open in the wire.
	BLK/WHT	Passenger's door key cylinder in UNLOCK.		

CAUTION: To prevent damage to the actuator, connect power and ground only momentarily.

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Courtesy of American Honda Motor Co., Inc.

DOOR LOCK

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Fig. 2: Power Door Locks Control Unit Input Test
Courtesy of American Honda Motor Co., Inc.

DOOR KEY SWITCH

1) Remove door panel. Unplug 6-pin connector from actuator. Set switch to lock position. Check continuity between terminals No. 1 and 3. Continuity should not exist. Check continuity between terminals No. 3 and 6. Continuity should exist. See Fig. 1.

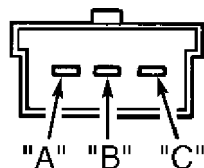
2) Set switch to unlock position. Check continuity between terminals No. 1 and 3. Continuity should exist. Check continuity between terminals No. 3 and 6. Continuity should not exist.

DOOR LOCK SWITCHES

1) Remove door handle panel. Unplug 3-pin connector. Set switch to unlock position. Check continuity between terminals "A" and "B". Continuity should not exist. Check continuity between terminals "B" and "C". Continuity should exist. See Fig. 3.

2) Set switch to off position. Check continuity between terminals "A" and "B". Continuity should not exist. Check continuity between terminals "B" and "C". Continuity should not exist.

3) Set switch to lock position. Check continuity between terminals "A" and "B". Continuity should exist. Check continuity between terminals "B" and "C". Continuity should not exist. Replace switch if continuity is not as specified.



VIEW FROM TERMINAL SIDE

93F82680

Fig. 3: Door Lock Switch Terminal ID
Courtesy of American Honda Motor Co., Inc.

REMOVAL & INSTALLATION

COMPUTER RELEARN CAUTION

CAUTION: When battery is disconnected, vehicle computer and memory systems may lose memory data. Driveability problems may exist until computer systems have completed a relearn cycle. See COMPUTER RELEARN PROCEDURES article in the GENERAL INFORMATION section before disconnecting battery.

ACTUATORS

Remove door panel from door or tailgate. Remove plastic cover. Remove rear channel if necessary. Disconnect linkage. Unplug connector. Remove mounting screws and actuator. To install, reverse removal procedure.

CONTROL UNIT

Removal & Installation

Power door lock control unit is located behind left front door panel. Turn ignition off. Remove door panel. Unplug connector. Remove mounting screws and control unit. To install, reverse removal procedure.

DOOR LOCK SWITCHES

Removal & Installation

Remove trim plate. Unplug connector. Remove switch from trim plate. To install, reverse removal procedure.

WIRING DIAGRAMS

For circuit information, see appropriate wiring diagram in the WIRING DIAGRAMS section.

END OF ARTICLE