



### Description

The diagram illustrates the electrical system for the integrated control unit. Key components and their connections include:

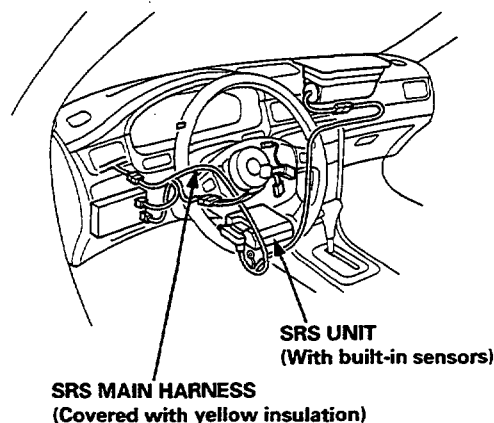
- BATTERY:** Connected to the **UNDER-HOOD FUSE/RELAY BOX** via a white wire (WHT).
- UNDER-HOOD FUSE/RELAY BOX:** Contains fuses No. 41 (80A) and No. 39 (50A). It provides power to the **WINDSHIELD WIPER/WASHER SWITCH** and the **UNDER-DASH FUSE/RELAY BOX**.
- IGNITION SWITCH:** Connected to the battery via a white wire (WHT) and to the **UNDER-DASH FUSE/RELAY BOX** via a black/yellow wire (BLK/YEL).
- UNDER-DASH FUSE/RELAY BOX:** Contains fuse No. 15 (10A). It provides power to the **INTEGRATED CONTROL UNIT** via a black/yellow wire (BLK/YEL) labeled B6.
- WINDSHIELD WIPER/WASHER SWITCH:** Has two positions: **INT** (Intermittent) and **OFF/INT** (Off/Intermittent). It provides power to the **INTERMITTENT WIPER RELAY CIRCUIT** via yellow/blue (YEL/BLU) wire A7 and blue/green (BLU/GRN) wire A6.
- INTEGRATED CONTROL UNIT:** A central unit containing the **INTERMITTENT WIPER RELAY CIRCUIT** and the **LIGHTS-ON REMINDER CIRCUIT**. It also houses a **BEEPER**.
- WINDSHIELD WIPER MOTOR (As):** Connected to the **INTERMITTENT WIPER RELAY CIRCUIT** via blue/white (BLU/WHT) wire A8.
- Interior Lights and Door Switches:**
  - DOOR INDICATOR LIGHT** and **CEILING LIGHT** are connected to the **LIGHTS-ON REMINDER CIRCUIT** via green/red (GRN/RED) wires A9 and B14.
  - LEFT REAR DOOR SWITCH**, **RIGHT REAR DOOR SWITCH**, **FRONT PASSENGER'S DOOR SWITCH**, and **DRIVER'S DOOR SWITCH** are connected to the **LIGHTS-ON REMINDER CIRCUIT** via green/blue (GRN/BLU) wire A10.

# Integrated Control Unit

## Input Test (KG model)

### CAUTION:

- All SRS wire harnesses are covered with yellow insulation.
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.
- Before disconnecting the SRS wire harness, turn the ignition switch OFF, disconnect the battery negative cable, then disconnect the positive cable, and wait at least three minutes.
- Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.
- Before you disconnect any part of an SRS wire harness, connect the short connectors (RED) to the airbags.
- For additional precautions, refer to page 23-B6 in the SRS sub-section.

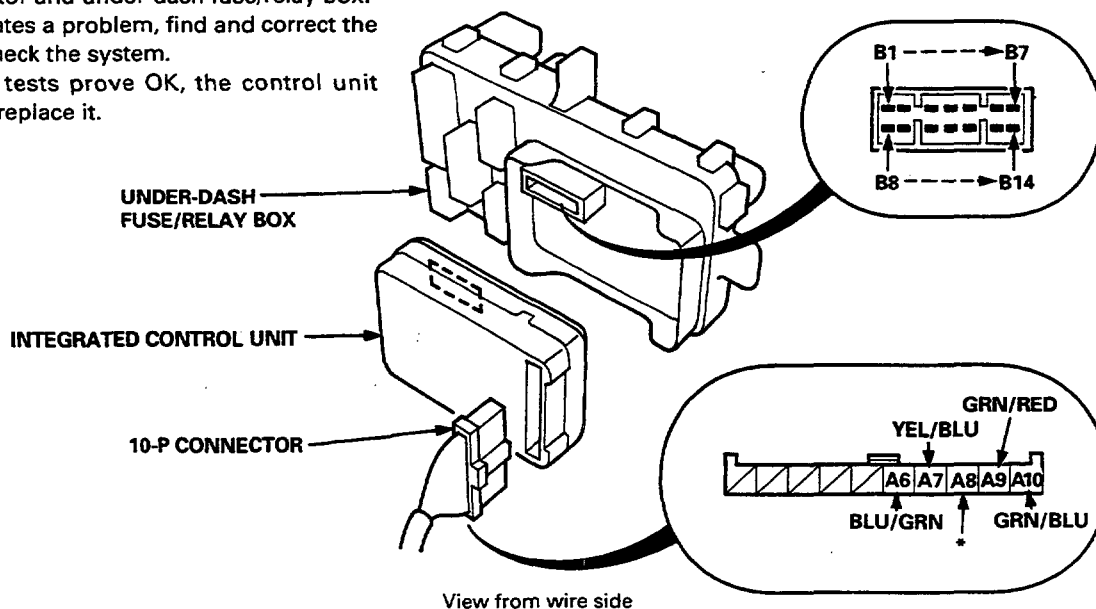


Remove the dashboard lower cover (see page 23-A64), then disconnect the 10-P connector from the integrated control unit.

Remove the integrated control unit from the under-dash fuse/relay box.

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 and under-dash fuse/relay box.
  - 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.



\* BLU/WHT: Without windshield/rear window intermittent wiper control unit.

BLU/RED: With windshield/rear window intermittent wiper control unit.



### Intermittent Wiper Relay System:

Terminal No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B14	—	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G401)</li> <li>• An open in the wire</li> </ul>
A7	YEL/BLU	Ignition switch ON (II), and windshield wiper switch at INT	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 14 (20 A) fuse in the under-dash fuse/relay box</li> <li>• Faulty windshield wiper switch</li> <li>• An open in the wire</li> </ul>
A6	BLU/GRN	Ignition switch ON (II), and windshield wiper switch at OFF or INT	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 14 (20 A) fuse in the under-dash fuse/relay box.</li> <li>• Faulty windshield wiper switch</li> <li>• An open in the wire</li> <li>• Faulty windshield wiper motor</li> </ul>
A8	*1 BLU/WHT	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 14 (20 A) fuse in the under-dash fuse/relay box</li> <li>• Faulty windshield wiper motor</li> <li>• An open in the wire</li> </ul>
	*2 BLU/RED	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 14 (20 A) fuse in the under-dash fuse/relay box</li> <li>• Faulty windshield wiper motor</li> <li>• Faulty windshield/rear window intermittent wiper control unit</li> <li>• An open in the wire</li> </ul>

\*1: Without windshield/rear window intermittent wiper control unit

\*2: With windshield/rear window intermittent wiper control unit

### Lights-on Reminder System:

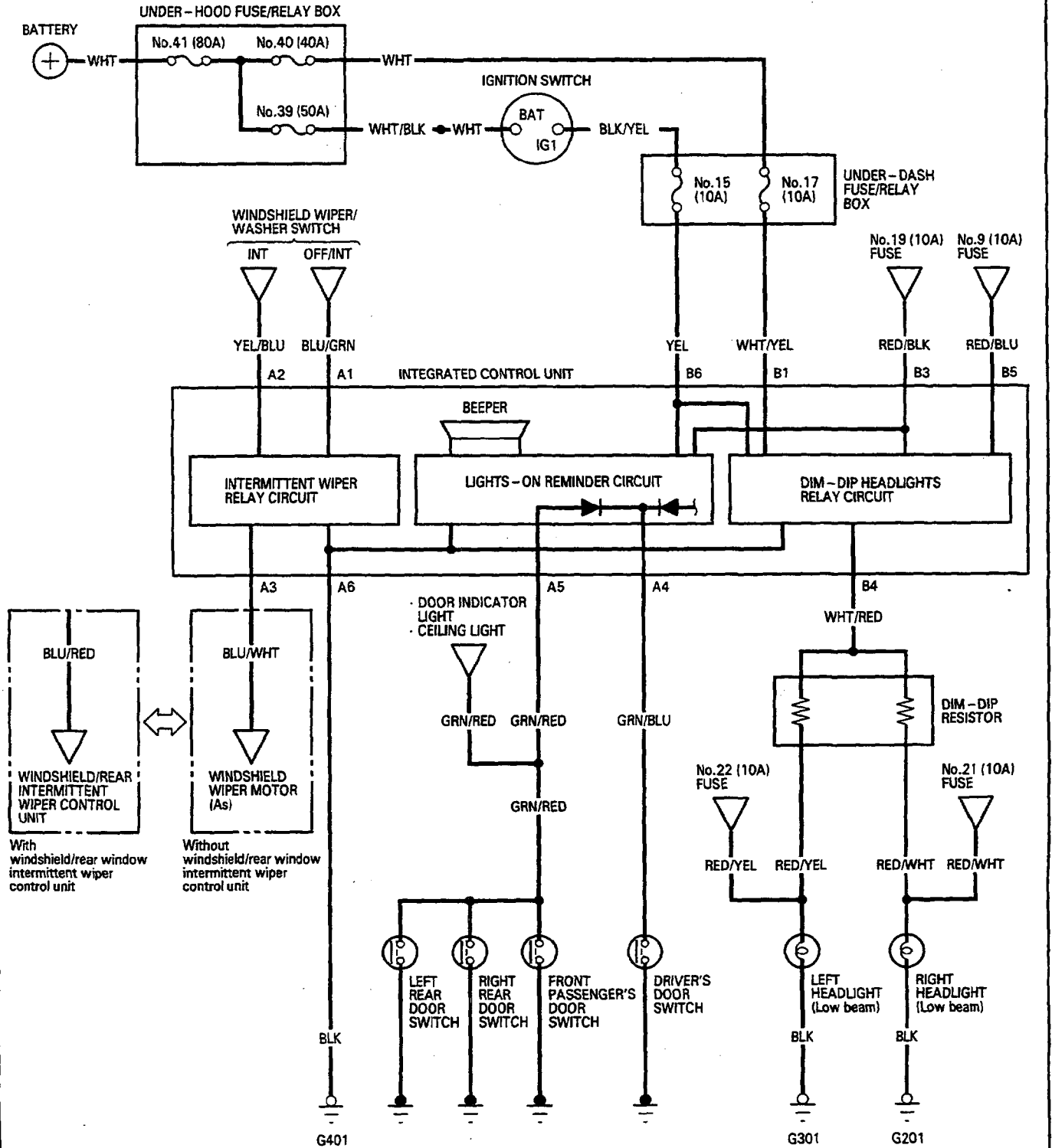
Terminal No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B14	—	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G401)</li> <li>• An open in the wire</li> </ul>
B8	—	Combination light switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 19 (20 A) fuse in the under-dash fuse/relay box</li> <li>• Faulty combination light switch</li> <li>• An open in the wire</li> </ul>
B6	—	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 15 (10 A) fuse in the under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>
A10	GRN/BLU	Driver's door open	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>• Faulty driver's door switch</li> <li>• An open in the wire</li> <li>• Poor ground</li> </ul>
A9	GRN/RED	Passenger's door open	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>• Faulty passenger's door switch</li> <li>• An open in the wire</li> <li>• Poor ground</li> </ul>

# Integrated Control Unit

## Circuit Diagram (KE model)

### Description

An integrated control unit, located behind the dashboard lower cover, integrates the functions of the dim-dip headlights relay circuit, lights-on reminder circuit, and the intermittent wiper relay circuit onto one circuit board, sharing common circuit functions.





## Input Test (KE model)

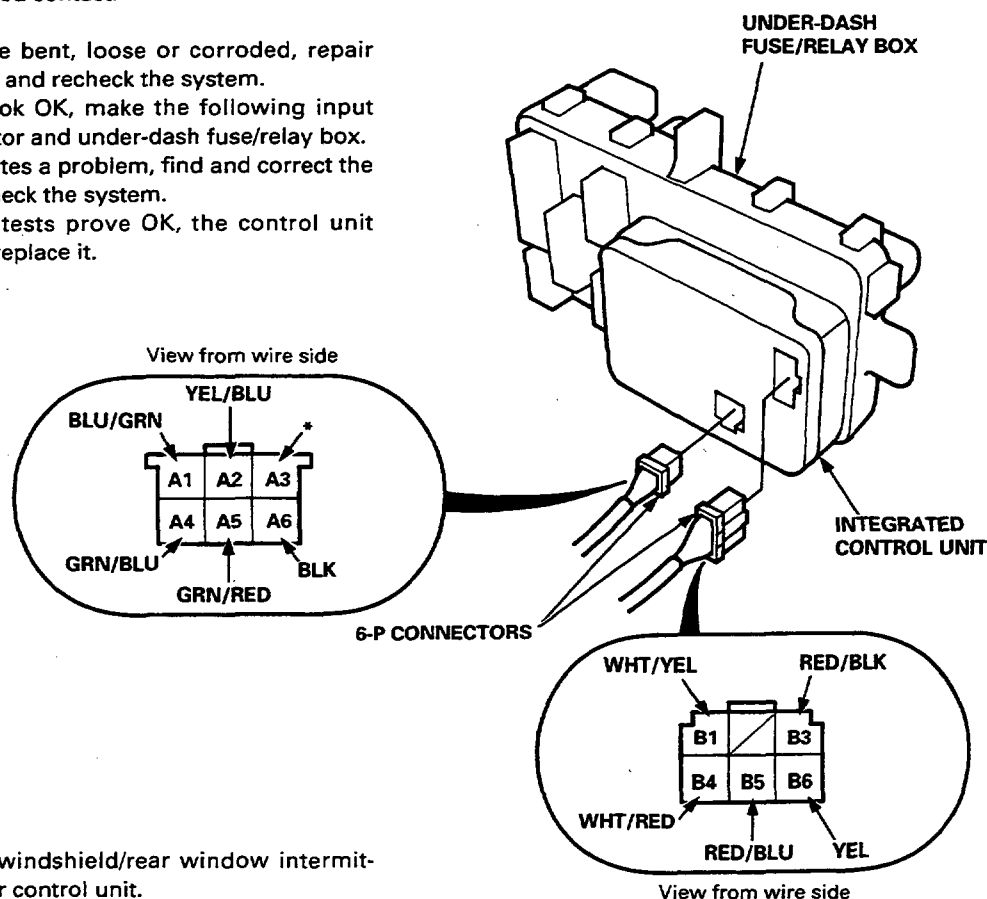
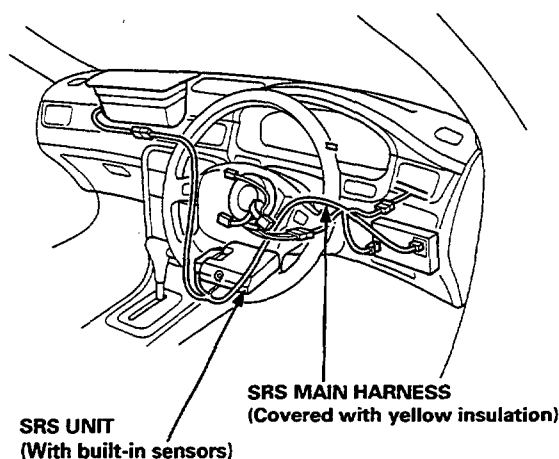
### CAUTION:

- All SRS wire harnesses are covered with yellow insulation.
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.
- Before disconnecting the SRS wire harness, turn the ignition switch OFF, disconnect the battery negative cable, then disconnect the positive cable, and wait at least three minutes.
- Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.
- Before you disconnect any part of an SRS wire harness, connect the short connectors (RED) to the airbags.
- For additional precautions, refer to page 23-B6 in the SRS sub-section.

Remove the dashboard lower cover (see page 23-A64), then disconnect the 6-P connectors from the integrated 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 and under-dash fuse/relay box.
  - 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.



\*BLU/WHT: Without windshield/rear window intermittent wiper control unit.

BLU/RED: With windshield/rear window intermittent wiper control unit.

(cont'd)

# Integrated Control Unit

## Input Test (KE model cont'd)

### Intermittent Wiper Relay System:

#### Terminal

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A6	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>Poor ground (G401)</li> <li>An open in the wire</li> </ul>
A2	YEL/BLU	Ignition switch ON (II) and windshield wiper switch at INT	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>Blown No. 14 (20 A) fuse in the under-dash fuse/relay box</li> <li>Faulty windshield wiper switch</li> <li>An open in the wire</li> </ul>
A1	BLU/GRN	Ignition switch ON (II) and windshield wiper switch at OFF or INT	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>Blown No. 14 (20 A) fuse in the under-dash fuse/relay box</li> <li>Faulty windshield wiper switch</li> <li>An open in the wire</li> <li>Faulty windshield wiper motor</li> </ul>
A3	*1 BLU/WHT	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>Blown No. 14 (20 A) fuse in the under-dash fuse/relay box</li> <li>Faulty windshield wiper motor</li> <li>An open in the wire</li> </ul>
	*2 BLU/RED	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>Blown No. 14 (20 A) fuse in the under-dash fuse/relay box</li> <li>Faulty windshield wiper motor</li> <li>Faulty windshield/rear window intermittent wiper control unit</li> <li>An open in the wire</li> </ul>

\*1: Without windshield/rear window intermittent wiper control unit

\*2: With windshield/rear window intermittent wiper control unit

### Lights-on Reminder System:

#### Terminal

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A6	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>Poor ground (G401)</li> <li>An open in the wire</li> </ul>
B3	RED/BLK	Combination light switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>Blown No. 19 (20 A) fuse in the under-dash fuse/relay box</li> <li>Faulty combination light switch</li> <li>An open in the wire</li> </ul>
B6	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>Blown No. 15 (10 A) fuse in the under-dash fuse/relay box</li> <li>An open in the wire</li> </ul>
A4	GRN/BLU	Driver's door open	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>Faulty driver's door switch</li> <li>An open in the wire</li> <li>Poor ground</li> </ul>
A5	GRN/RED	Passenger's door open	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>Faulty passenger's door switch</li> <li>An open in the wire</li> <li>Poor ground</li> </ul>

### Dim-Dip Headlights Relay System:

#### Terminal

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A6	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>Poor ground (G401)</li> <li>An open in the wire</li> </ul>
B1	WHT/YEL	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>Blown No. 17 (10 A) fuse in the under-dash fuse/relay box</li> <li>An open in the wire</li> </ul>
B6	YEL	Ignition switch to ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>Blown No. 15 (10 A) fuse in the under-dash fuse/relay box</li> <li>An open in the wire</li> </ul>
B3	RED/BLK	Headlight switch at "D" position	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>Blown No. 19 (10 A) fuse in the under-dash fuse/relay box</li> <li>Faulty headlight switch</li> <li>An open in the wire</li> </ul>
B5	RED/BLU	Headlight switch at "D" position, and dimmer switch at "HI"	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>Blown No. 9 (10 A) fuse in the under-dash fuse/relay box</li> <li>Faulty headlight switch</li> <li>An open in the wire</li> </ul>
B4	WHT/RED	Connect a jumper wire between the WHT/YEL and WHT/RED terminals.	Left and right headlight (LOW) should be dim light.	<ul style="list-style-type: none"> <li>Poor ground (G201, G301)</li> <li>Blown bulbs</li> <li>Faulty dim-dip resistor</li> <li>An open in the wire</li> </ul>