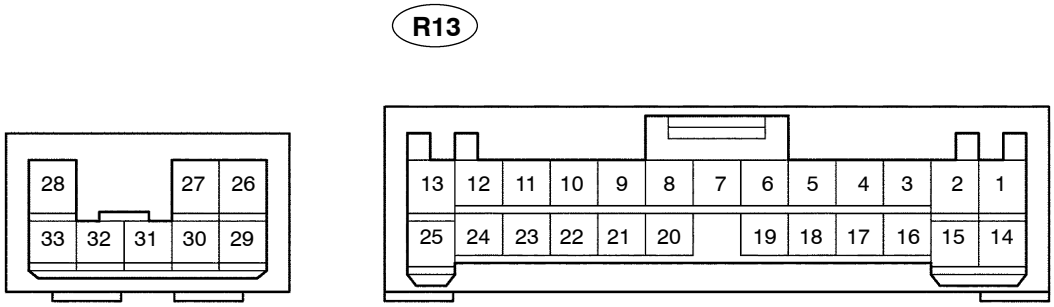
DI2FH–09

TERMINALS OF ECU

REAR LEFT DOOR ECU



I03226

Symbols (Terminals No.)	Wiring Color	Condition		STD Voltage (V)
CPUB ↔ GND *1(R13–15 ↔ R13–25) *2(R13–4 ↔ R13–15)	G–W ↔ W–B	Constant		10 – 14 V
BDR ↔ GND *1(R13–14 ↔ R13–25) *2(R13–2 ↔ R13–15)	L–R ↔ W–B	Constant		10 – 14 V
SIG ↔ GND *1(R13–9 ↔ R13–25) *2(R13–8 ↔ R13–15)	B–R ↔ W–B	Constant		10 – 14 V
CTYB ↔ GND *1(R13–2 ↔ R13–25) *2(R13–3 ↔ R13–15)	G–W ↔ W–B	Constant		10 – 14 V
GND ↔ Body Ground *1(R13–25 ↔ Body Ground) *2(R13–15 ↔ Body Ground)	W–B ↔ Body Ground	Constant		Below 1 V
CTY ↔ GND *1(R13–8 ↔ R13–25) *2(R13–18 ↔ R13–15)	R–W ↔ W–B	Driver door closed.		10 – 14 V
		Driver door opened.		Below 1 V
CYL ↔ GND *1(R13–7 ↔ R13–25) *2(R13–5 ↔ R13–15)	R ↔ W–B	Constant		10 – 14 V
AUTO ↔ GND *1(R13–22 ↔ R13–25) *2(R13–17 ↔ R13–15)	L–R ↔ W–B	Auto down switch position is OFF.		Below 1 V
		Ignition switch position is ON. Auto down switch position is ON.		10 – 14 V
MUP ↔ GND * *1(R13–24 ↔ R13–25) *2(R13–10 ↔ R13–15)	L–W ↔ W–B	Ignition switch position is ON. Power window switch position	OFF	Below 1 V
			UP	10 – 14 V
MDN ↔ GND * *1(R13–23 ↔ R13–25) *2(R13–23 ↔ R13–15)	L–B ↔ W–B	Ignition switch position is ON. Power window switch position	OFF	Below 1 V
			Down	10 – 14 V
UP ↔ GND *1(R13–28 ↔ R13–25) *2(R13–28 ↔ R13–15)	R ↔ W–B	Power window (RrLH) is not operating.		Below 1 V
		Power window (RrLH) is operating upward.		10 – 14 V

Symbols (Terminals No.)	Wiring Color	Condition		STD Voltage (V)
DN ↔ GND *1(R13–26 ↔ R13–25) *2(R13–26 ↔ R13–15)	G ↔ W–B	Power window (RrLH) is not operating.		Below 1 V
		Power window (RrLH) is operating downward.		10 – 14 V
A+ ↔ GND *1(R13–13 ↔ R13–25) *2(R13–1 ↔ R13–15)	G–R ↔ W–B	Power door lock (RrLH) is not operating.		Below 1 V
		Power door lock (RrLH) is operating to unlock.		
		Power door lock (RrLH) is operating to lock.		10 – 14 V
A– ↔ GND *1(R13–1 ↔ R13–25) *2(R13–14 ↔ R13–15)	G–B ↔ W–B	Power door lock (FrLH) is not operating.		Below 1 V
		Power door lock (FrLH) is operating to lock.		
		Power door lock (FrLH) is operating to unlock.		10 – 14 V
LMT ↔ GND *1(R13–27 ↔ R13–25) *2(R13–27 ↔ R13–15)	B–W ↔ W–B	Window full–close position		10 – 14 V
		Except window full–close position		Below 1 V
PLS ↔ GND *1(R13–32 ↔ R13–25) *2(R13–32 ↔ R13–15)	Y–B ↔ W–B	During the power window is operation.		Pulse Generation
		Power window is not operated.	SW ON	Below 1 V
			SW OFF	10 – 14 V
PCTI ↔ GND *1(R13–11 ↔ R13–25) *2(R13–20 ↔ R13–15)	Y–B ↔ W–B	Window lock switch position*	UNLOCK	Below 1 V
			LOCK	10 –14 V
PCTO ↔ GND *1(R13–10 ↔ R13–25) *2(R13–10 ↔ R13–15)	W–G ↔ W–B	Window lock switch position*	UNLOCK	Below 1 V
			LOCK	10 – 14 V
*2 A1+ ↔ GND (R14–13 ↔ R14–15)	GR ↔ W–B	Rear RH door double lock is not operating.		Below 1 V
		Rear RH door double lock is not operating to set		10 – 14 V
		Rear RH door double lock is not operating to unset		Below 1V
*2 A1– ↔ GND (R14–25 ↔ R14–15)	G–B ↔ W–B	Rear RH door double lock is not operating		Below 1 V
		Rear RH door double lock is not operating to set		Below 1V
		Rear RH door double lock is not operating to unset		10 – 14 V
*2 DBLS ↔ LSWE (R14–9 ↔ R14–24)	W ↔ BR–B	Rear RH door double lock is set		Below 1 V
		Rear RH door double lock is unset		10 – 14 V
MPX1 *1(R13–5) *2(R13–4)		Multiplex communication circuit		–
MPX2 *1(R13–4) *2(R13–7)		Multiplex communication circuit		–

*: Power window master switch
*1: w/o Double locking system
*2: w/ Double locking system