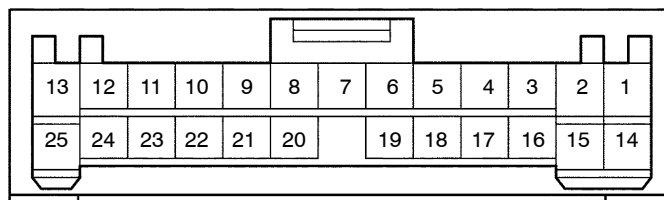
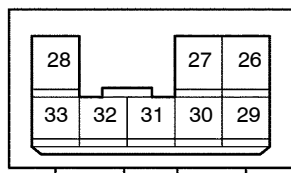


TERMINALS OF ECU

REAR RIGHT DOOR ECU

R14



I03226

Symbols (Terminals No.)	Wiring Color	Condition		STD Voltage (V)
CPUB ↔ GND *1(R14-15 ↔ R14-25) *2(R14-4 ↔ R14-15)	G-W ↔ W-B	Constant		10 – 14 V
BDR ↔ GND *1(R14-14 ↔ R14-25) *2(R14-2 ↔ R14-15)	L-R ↔ W-B	Constant		10 – 14 V
SIG ↔ GND *1(R14-9 ↔ R14-25) *2(R14-8 ↔ R14-15)	B-R ↔ W-B	Constant		10 – 14 V
CTYB ↔ GND *1(R14-2 ↔ R14-25) *2(R14-3 ↔ R14-15)	L-W ↔ W-B	Constant		10 – 14 V
GND ↔ Body Ground *1(R14-25 ↔ Body Ground) *2(R14-15 ↔ Body Ground)	W-B ↔ Body Ground	Constant		Below 1 V
CTY ↔ GND *1(R14-8 ↔ R14-25) *2(R14-18 ↔ R14-15)	R-Y ↔ W-B	Rear right door closed.		10 – 14 V
		Rear right door opened.		Below 1 V
CYL ↔ GND *1(R14-7 ↔ R14-25) *2(R14-5 ↔ R14-15)	R-W ↔ W-B	Constant		10 – 14 V
AUTO ↔ GND *1(R14-22 ↔ R14-25) *2(R14-17 ↔ R14-15)	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(R14-24 ↔ R14-25)* *2(R14-10 ↔ R14-15)	L-W ↔ W-B	Ignition switch position is ON. Power window switch position	OFF	Below 1 V
			UP	10 – 14 V
MDN ↔ GND *1(R14-23 ↔ R14-25) *2(R14-23 ↔ R14-15)	L-B ↔ W-B	Ignition switch position is ON. Power window switch position	OFF	Below 1 V
			Down	10 – 14 V
UP ↔ GND (R14-28 ↔ R14-25)	R ↔ W-B	Power window (FrRH) is not operating.		Below 1 V
		Power window (FrRH) is operating upward.		10 – 14 V

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
DN ↔ GND *1(R14-26 ↔ R14-25) *2(R14-26 ↔ R14-15)	G ↔ W-B	Power window (FrRH) is not operating.	Below 1 V
		Power window (FrRH) is operating downward.	10 – 14 V
A+ ↔ GND *1(R14-13 ↔ R14-25) *2(R14-1 ↔ R14-15)	G-R ↔ W-B	Power door lock (FrRH) is not operating.	Below 1 V
		Power door lock (FrRH) is operating to unlock.	
		Power door lock (FrRH) is operating to lock.	10 – 14 V
A- ↔ GND *1(R14-1 ↔ R14-25) *2(R14-14 ↔ R14-15)	G-B ↔ W-B	Power door lock (FrRH) is not operating.	Below 1 V
		Power door lock (FrRH) is operating to lock.	
		Power door lock (FrRH) is operating to unlock.	10 – 14 V
LMT ↔ GND *1(R14-27 ↔ R14-25) *2(R14-27 ↔ R14-15)	B-W ↔ W-B	Window full-close position	10 – 14 V
		Except window full-close position	Below 1 V
PLS ↔ GND *1(R14-32 ↔ R14-25) *2(R14-32 ↔ R14-15)	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(R14-11 ↔ R14-25) *2(R14-20 ↔ R14-15)	Y ↔ W-B	Window lock switch position*	UNLOCK Below 1 V
			LOCK 10 – 14 V
PCTO ↔ GND *1(R14-10 ↔ R14-25) *2(R14-10 ↔ R14-15)	Y-R ↔ W-B	Window lock switch position*	UNLOCK Below 1 V
			LOCK 10 – 14 V
*2 A1+ ↔ GND (R14-13 ↔ R14-15)	G-R ↔ 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 1 V
*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 1 V
		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(R14-6) *2(R14-5)		Multiplex communication circuit	–
MPX2 *1(R14-7) *2(R14-4)		Multiplex communication circuit	–

*: Power window master switch

(*1): w/o double locking

(*2): w/ double locking