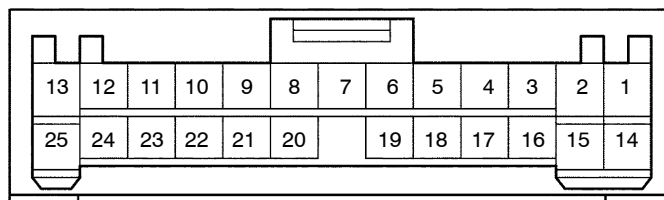
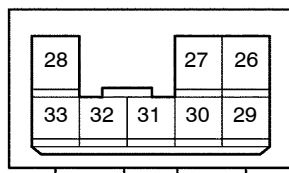


TERMINALS OF ECU

REAR LEFT DOOR ECU

R13



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	DOWN	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