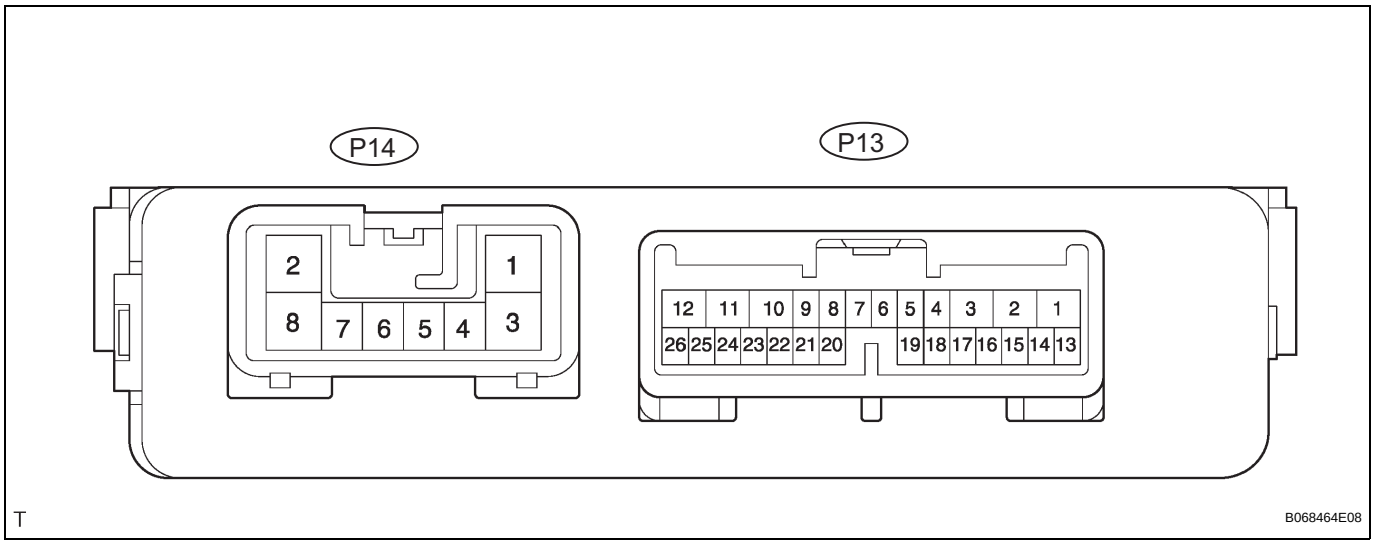
TERMINALS OF ECU

1. CHECK POWER BACK DOOR ECU



(a) Disconnect the P13 and P14 ECU connectors, and check the voltage and resistance of each terminal of the wire harness side connectors.

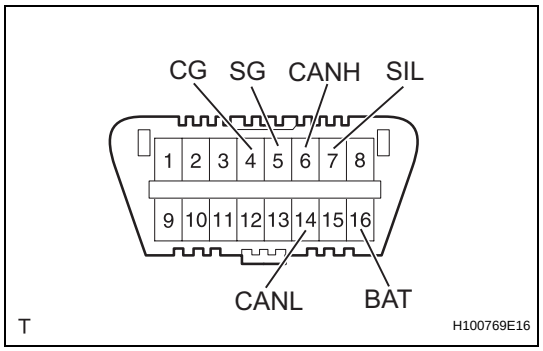
Terminal No.	Wiring Color	Condition	Specified Condition
P14-2 (B) - Body ground	B-R - Body ground	Constant	10 to 14 V
P13-10 (ECUB) - Body ground	W-L - Body ground	Constant	10 to 14 V
P13-9 (IG) - Body ground	B-R - Body ground	Ignition switch OFF → ON	0 V → 10 to 14 V
P14-8 (GND) - Body ground	W-B - Body ground	Constant	Below 1 Ω
P13-3 (HSW) - Body ground	G-B - Body ground	Back door opener switch OFF → ON	10 kΩ or higher → Below 1 Ω

If the result is not as specified, there may be a malfunction on the wire harness side.

(b) Reconnect the ECU connectors, and check the voltage of each terminal of the connectors.

Terminal No.	Wiring Color	Condition	Specified Condition
P14-4 (CTYO) - Body ground	G-W - Body ground	Back door CLOSED → OPEN	10 to 14 V → Below 1 V
P13-7 (HAF) - Body ground	R - Body ground	Back door OPEN → Closer in operation → Back door CLOSED	Below 1 V → 10 to 14 V → Below 1 V →
P13-21 (POS) - Body ground	V - Body ground	Back door OPEN → Closer in operation → CLOSED	Below 1 V → 10 to 14 V → Below 1 V →
P13-8 (FUL) - Body ground	B-W - Body ground	Back door CLOSED → OPEN	10 to 14 V → Below 1 V
P13-12 (DC+) - Body ground	L-W - Body ground	Back door OPEN → Not completely closed → Motor in normal rotation (Right turn) → Motor in reverse rotation (Left turn) → Operation completed (Back door CLOSED)	Below 1 V → Below 1 V → 10 to 14 V → Below 1 V → Below 1 V
P13-11 (DC-) - Body ground	G - Body ground	Back door OPEN → Not completely closed → Motor in normal rotation (Right turn) → Motor in reverse rotation (Left turn) → Operation completed (Back door CLOSED)	Below 1 V → Below 1 V → Below 1 V → 10 to 14 V → Below 1 V

If the result is not as specified, the ECU may have a malfunction.



DIAGNOSIS SYSTEM

1. CHECK DLC3

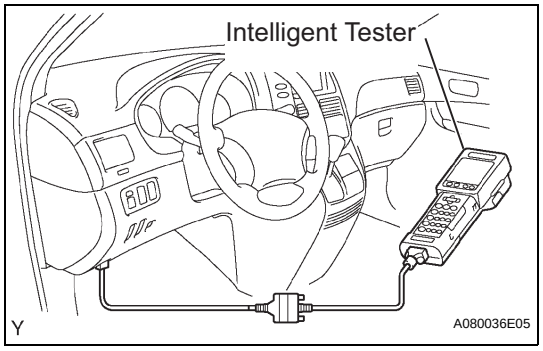
(a) The vehicle's ECU uses ISO 15765-4 for communication protocol. The terminal arrangement of the DLC3 complies with SAE J1962 and matches the ISO 15765-4 format.

Symbols (Terminal No.)	Terminal Description	Condition	Specified Condition
SIL (7) - SG (5)	Bus "+" line	During transmission	Pulse generation
CG (4) - Body ground	Chassis ground	Always	Below 1 Ω
SG (5) - Body ground	Signal ground	Always	Below 1 Ω
BAT (16) - Body ground	Battery positive	Always	10 to 14 V
CANH (6) - CANL (14)	CAN bus line	Ignition switch OFF*	54 to 69 Ω
CANH (6) - CG (4)	HIGH-level CAN bus line	Ignition switch OFF*	200 Ω or higher
CANL (14) - CG (4)	LOW-level CAN bus line	Ignition switch OFF*	200 Ω or higher
CANH (6) - BAT (16)	HIGH-level CAN bus line	Ignition switch OFF*	6 kΩ or higher
CANL (14) - BAT (16)	LOW-level CAN bus line	Ignition switch OFF*	6 kΩ or higher

NOTICE:

***: Before measuring the resistance, leave the vehicle as is for at least 1 minute and do not operate the ignition switch, any other switches or the doors.**

If the result is not as specified, the DLC3 may have a malfunction. Repair or replace the harness and connector.



(b) Connect the cable of the intelligent tester to the DLC3, turn the ignition switch to the ON position and attempt to use the intelligent tester. If the screen displays a communication error message, a problem exists in the vehicle side of the tester side.

HINT:

- If communication is normal when the tool is connected to another vehicle, inspect the DLC3 on the original vehicle.
- If communication is still impossible when the tool is connected to another vehicle, the problem is probably in the tool itself. Consult the Service Department listed in the tool's instruction manual.

2. BACK DOOR LOCK

(a) When the battery is reconnected:

The back door is locked and therefore cannot be opened. Therefore, it is necessary to unlock the back door using the door control switch or transmitter switch.