Terminal No.	Wiring Color	Condition	Specified Condition
P28-7 (CL+) - Body ground	V-W - Body ground	Slide door fully open and A, B or C switch turned ON → Slide door in closing operation → Slide door fully closed	0 V → 10 to 14 V → 0 V
P28-6 (CL-) - Body ground	B-Y - Body ground	Slide door fully closed and A, B or C switch turned ON → Slide door in opening operation → Slide door fully open	0 V → 10 to 14 V → 0 V
P28-1 (SD+) - Body ground	G - Body ground	Slide door fully closed and A, B or C switch turned ON → Slide door in opening operation → Slowdown point → Slide door fully open	0 V → 10 to 14 V → Alternating between 10 to 14 V and 0 V→ 0 V
P28-3 (SD-) - Body ground	Y - Body ground	Slide door fully open and A, B or C switch turned ON → Slide door in closing operation → Slowdown point → Slide door fully closed	0 V → 10 to 14 V → Alternating between 10 to 14 V and 0 V→ 0 V

*1 Satellite switch (Slide door RH)

*2 Power slide door control switch RH

*3 Transmitter switch (Slide door RH)

*4 When all the conditions listed below are met, the warning buzzer sounds.
- Ignition switch is turned ON
- Shift lever is moved into any position except P position
- Slide door is open or power slide door system is activated to open

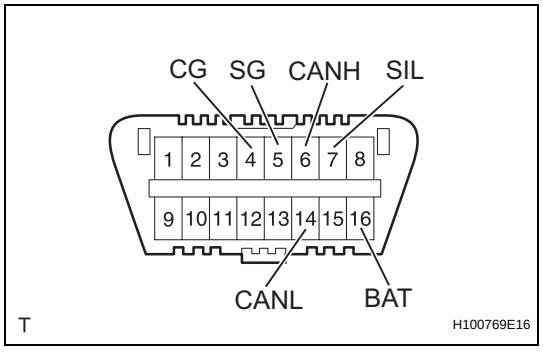
*5 When any condition listed below is met, the sounding warning buzzer stops.
- Shift lever is moved into P position
- Slide door is fully closed

HINT:

Use an oscilloscope to check the output voltages of the power slide door main switch, buzzer and pulse sensor.

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

DIAGNOSIS SYSTEM



1. CHECK DLC3

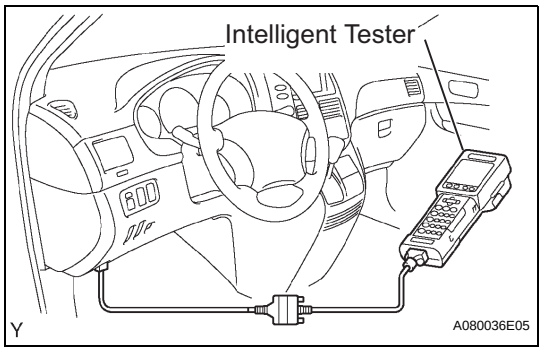
(a) The vehicle's ECU uses ISO 15765-4 for communication protocol. The terminal arrangement of the DLC3 complies with SAE J1962 and matches the ISO 15765-4 format.

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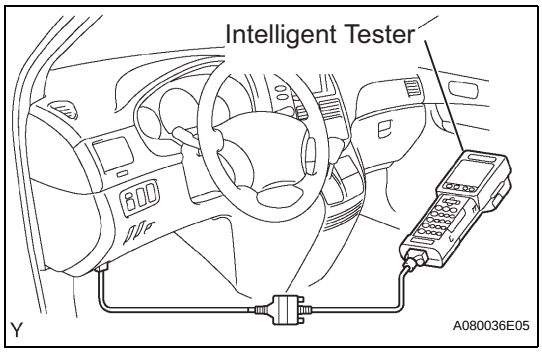
Symbols (Terminal No.)	Terminal Description	Condition	Specified Condition
SIL (7) - SG (5)	Bus "+" line	During transmission	Pulse generation
CG (4) - Body ground	Chassis ground	Always	Below 1 Ω
SG (5) - Body ground	Signal ground	Always	Below 1 Ω
BAT (16) - Body ground	Battery positive	Always	10 to 14 V

Symbols (Terminal No.)	Terminal Description	Condition	Specified Condition
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.



DTC CHECK / CLEAR

1. CHECK DTC (USING INTELLIGENT TESTER)

(a) Checking DTCs.
(1) Connect the intelligent tester to the DLC3.
(2) Turn the ignition switch ON.
(3) Read DTCs by following the prompts on the tester screen.
HINT:
Refer to the intelligent tester operator's manual for further details.

2. CLEAR DTC (USING INTELLIGENT TESTER)

(a) Clearing DTCs from memory.
(1) Connect the intelligent tester to the DLC3.
(2) Turn the ignition switch ON.
(3) Erase the DTCs following the prompts on the tester screen.
HINT:
Refer to the intelligent tester operator's manual for further details.