GROUP 54C

SMART WIRING SYSTEM (SWS) USING SWS MONITOR

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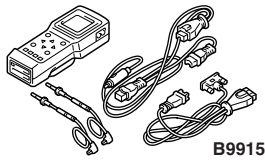
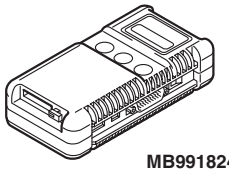
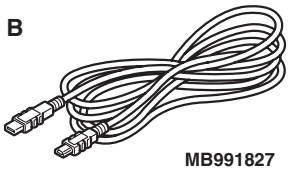
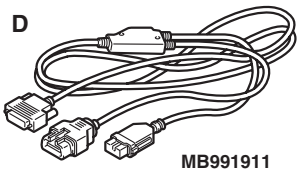
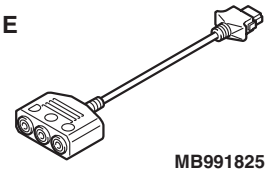
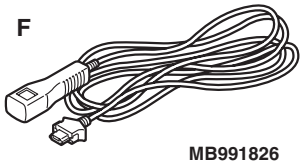
GENERAL INFORMATION

M1549000101031

For the general information regarding the SWS, refer to GROUP 54B – General Information P.54B-2.

SPECIAL TOOLS

M1549000301381

Tool	Number	Name	Use
 B991502	MB991502	M.U.T.-II sub-assembly	Check the SWS (The M.U.T.-II displays DTCs and pulse check)
A  MB991824 B  MB991827 C DO NOT USE MB991910 D  MB991911 E  MB991825 F  MB991826 MB991955	MB991955 A: MB991824 B: MB991827 C: MB991910 D: MB991911 E: MB991825 F: MB991826	M.U.T.-III sub-assembly A: Vehicle Communication Interface (V. C. I.) B: M.U.T.-III USB cable C: M.U.T.-III main harness A (Vehicles with CAN communication system) D: M.U.T.-III main harness B (Vehicles without CAN communication system) E: M.U.T.-III measurement adapter F: M.U.T.-III trigger harness	SWS communication line check (ECU check and service data) **⚠ CAUTION** **M.U.T.-III main harness B (MB991911) should be used. M.U.T.-III main harness A should not be used for this vehicle.**

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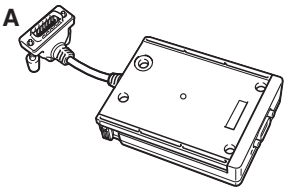
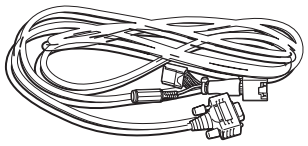
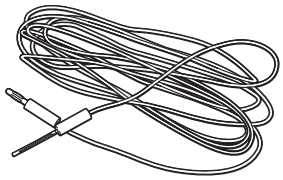
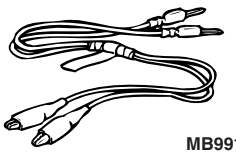
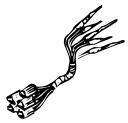
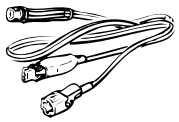
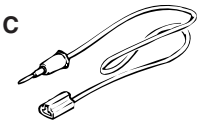
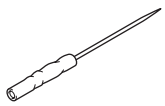
Tool	Number	Name	Use
A  B  C  B991813	MB991813 A: MB991806 B: MB991812 C: MB991822	SWS monitor kit A: SWS monitor cartridge B: SWS monitor harness (for column-ECU) C: Probe harness	SWS communication line check (ECU check and service data)
 MB991529	MB991529	Diagnosis code check harness	Input signal check by using a voltmeter
A  B  C  D MB991223AZ	MB991223 A: MB991219 B: MB991220 C: MB991221 D: MB991222	Harness set A: Test harness B: LED harness C: LED harness adapter D: Probe	Continuity check and voltage measurement at harness wire or connector A: For checking connector pin contact pressure B: For checking power supply circuit C: For checking power supply circuit D: For connecting a locally sourced tester
 MB992006	MB992006	Extra fine probe	Continuity check and voltage measurement at harness wire or connector

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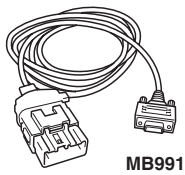
Tool	Number	Name	Use
 MB991854	MB991854	SWS monitor harness (for 13-pin connector)	SWS communication line check (ECU check and service data)

TROUBLESHOOTING

PRIOR TO TROUBLESHOOTING

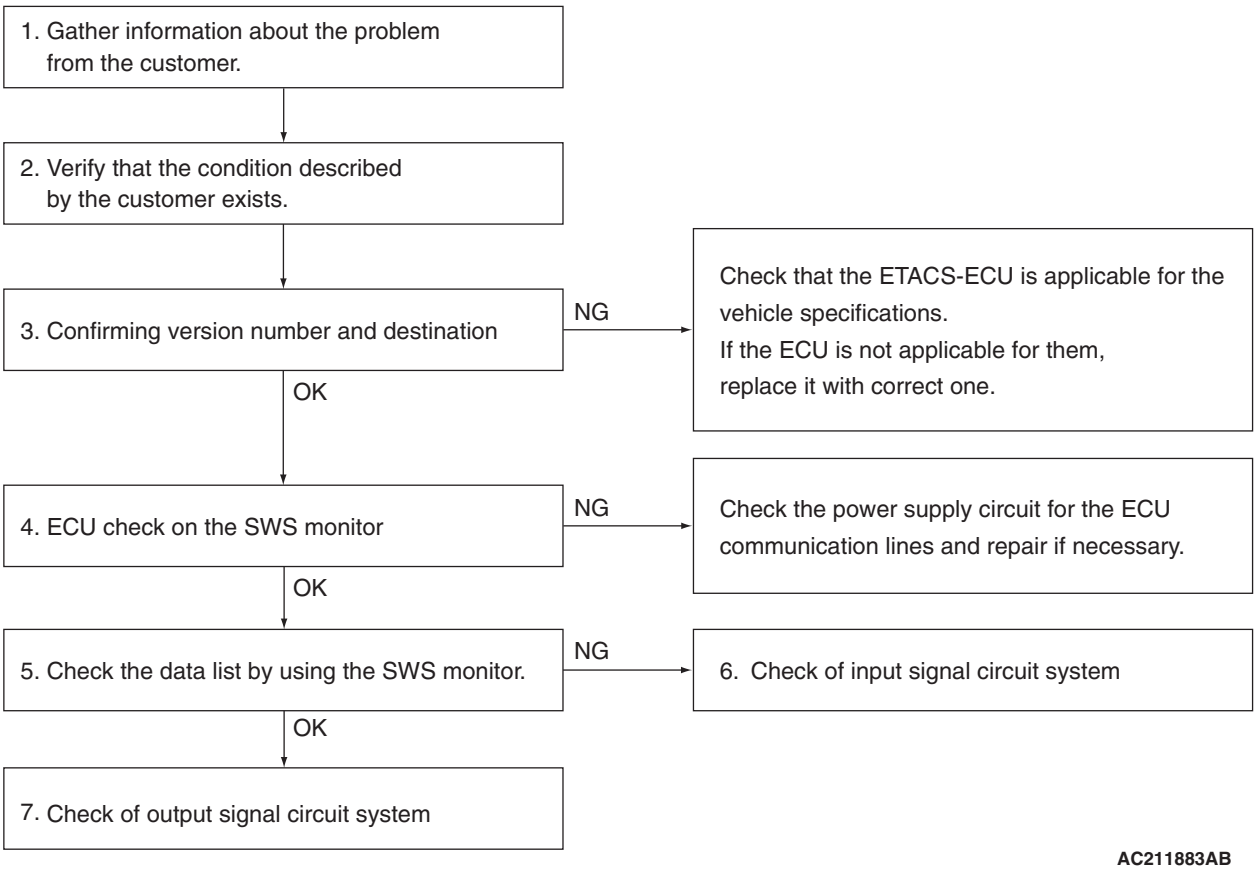
M1549014700851

Before carrying out troubleshooting, check the following two items.

- Make sure that the ETACS-ECU, the junction block (J/B), the front-ECU and the engine compartment relay box are connected securely.
- Check that the system fuses and fusible links are not burned out.

STANDARD FLOW OF DIAGNOSIS TROUBLESHOOTING

M1549000501051



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1. Gather information about the problem from the customer.
2. Verify that the condition described by the customer exists.

   NOTE: . If an error occurs in the SWS communication line, the ECU isolated from the communication line performs a fail-safe or backup operation, so the problem may not match the one shown in the Trouble Symptom Chart. However, the cause of the failure can be tracked down by performing the following troubleshooting with the SWS monitor.
3. Confirming version number and destination

   Check whether the SWS version number (0) and destination ("G/EXP" <except vehicles for GCC and Australia>, "GCC" <vehicles for GCC> or "AUSTRALIA" <vehicles for Australia>) meet the vehicle specifications. If they are different, replace the ETACS-ECU with a correct one.
4. ECU check on the SWS monitor

   Check whether the communication status of the input- or output-signal-side ECU associated with the defective function is normal.
   - If "OK " is displayed for all related ECUs, they communicate with each other normally and the input or output signal circuit system may be defective. Therefore, check SWS monitor service data.
   - If "NG" is displayed for any of the related ECUs, something may be wrong with the ECU for which "NG" appears, its power supply or grounding system, or a wiring harness or connector between the SWS monitor and the ECU. Check the wiring harness and connectors associated with the ECU and examine the ECU itself.
5. Check the data list by using the SWS monitor.

   Select the defective function from the function-specific diagnosis menu, and check the service data that appears for each function item. This allows you to check whether the transmission data is normal or not. You can judge which circuit is the cause of the trouble, input circuit or output circuit.

   NOTE: . In addition to the function-specific diagnosis menu, a service data menu is available for SWS monitor service data to check all items for each ECU.
   - The switch condition does not meet the service data display: Input signal system related to defective functions
   - The switch condition meets the service data display: Output signal system related to defective functions
6. Check of input signal circuit system

   Check relevant switch, sensor, input signal-side ECU and their wiring harness and connector.
7. Check of output signal circuit system

   Check an output signal-side ECU, electrical load components and their wiring harness and connector.

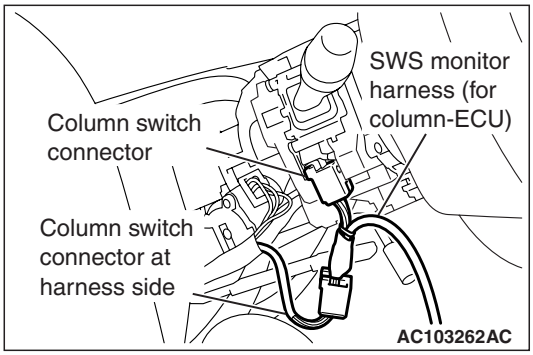
HOW TO CONNECT THE SWS MONITOR

M1549014800795

⚠ CAUTION

Always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting the SWS monitor and the M.U.T.-II/III.

HOW TO CONNECT THE SWS COMMUNICATION LINE <SWS MONITOR HARNESS (FOR COLUMN-ECU)>



1. Remove the steering column cover.
2. Remove the steering column switch connector.
3. Connect the SWS monitor harness (for column-ECU).

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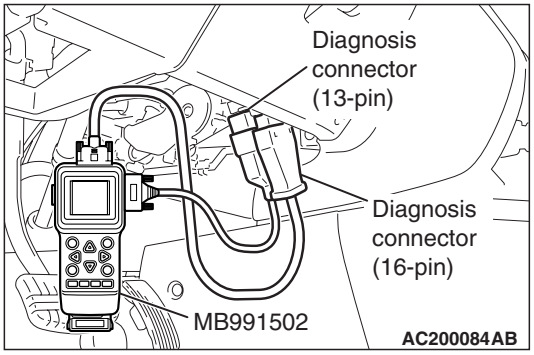
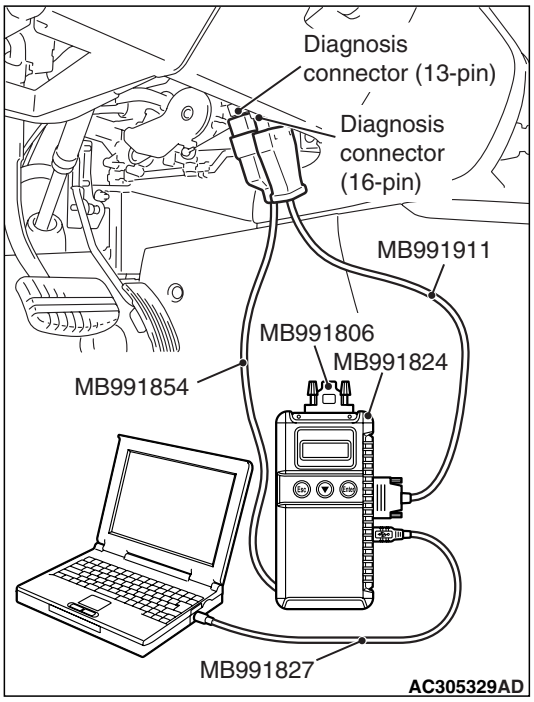
HOW TO CONNECT THE SWS COMMUNICATION LINE <SWS MONITOR HARNESS (FOR 13-PIN CONNECTOR)>





Connect the SWS monitor harness (for 13-pin connector) to the diagnosis connector (13-pin connector).

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ECU CHECK

M1549014900736

1. Use the M.U.T.-II/III and the SWS monitor to check ECUs (Refer to M.U.T.-II reference manual or M.U.T.-III user's manual).
2. The following ECUs can be checked by using the M.U.T.-II/III and the SWS monitor.

NOTE: If a malfunction is found by the "ECU CHECK", proceed "Symptom Procedure" (Refer to P.54C-18).

SWS MONITOR-COMPATIBLE ECUS AND THEIR CONDITIONS

Item No.	ECUs to be checked	Display on M.U.T.-II/III	Normal condition	ECU condition
80	Column switch (column-ECU)	COLUMN ECU	OK*1	All of the column switch, power supply, earth and interconnecting communication line are normal
83	ETACS-ECU	ETACS ECU	OK	All of the ETACS-ECU switch, power supply, earth and interconnecting communication line are normal
84	Front-ECU	FRONT ECU	OK*2	All of the front-ECU, power supply, earth and interconnecting communication line are normal
85*3	Power window main switch (power window module)	P/W MODULE	OK*2 (when the ignition switch is ON)	All of the power window main switch, power supply, earth and interconnecting communication line are normal
86	Sunroof motor assembly (sunroof-ECU)	SUNROOF ECU	OK*2	All of the sunroof motor assembly, power supply, earth and interconnecting communication line are normal
–	Other SWS-related ECUs	Other ECUs	NG	ECUs are not used

NOTE:

- **1: If "NG" is displayed beside the ETACS-ECU while the ignition switch is off, "NG" is also displayed beside the column-ECU.*
- **2: If "NG" is displayed beside the ETACS-ECU, "NG" is also displayed beside the front-ECU and the power window main switch (power window module) and sunroof motor assembly (sunroof-ECU).*
- **3: For Argentina only.*

DATA LIST CHECK

M1549015000800

1. Use the M.U.T.-II/III and the SWS monitor to check "DATA LIST." This "DATA LIST" check is applicable for signals, which are transmitted and received through the SWS communication line and the communication lines routed from one door to another. For the input signals which are not applicable for the SWS monitor check, refer to pulse check procedure P.54C-22.

NOTE: If a problem is found in the "DATA LIST" check, refer to the Problems during Input Signal Check <Service data, function diagnosis or pulse check> (Refer to P.54C-22).

2. The following input signals can be checked by using the M.U.T.-II/III and the SWS monitor.

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DATA LIST REFERENCE TABLE
COLUMN SWITCH (COLUMN-ECU)

Item No.	Check item	Display on M.U.T.-II/III	Check condition	Normal condition
00	Headlamp switch	HEADLAMP SW	Lighting switch: HEAD	ON
			Lighting switch: Other than HEAD	OFF
01	Tail lamp switch	TAIL LAMP SW	Lighting switch: TAIL	ON
			Lighting switch: OFF	OFF
02	Dimmer switch	DIMMER SW	Dimmer switch: ON	ON
			Dimmer switch: OFF	OFF
03	Passing lamp switch	PASSING SW	Passing lamp which: ON	ON
			Passing lamp which: OFF	OFF
05	Windshield intermittent wiper switch	INT WIPER SW	Wiper switch: INT	ON
			Wiper switch: Other than INT	OFF
06	Windshield low-speed wiper switch	LO WIPER SW	Wiper switch: LO	ON
			Wiper switch: Other than LO	OFF
07	Windshield high-speed wiper switch	HI WIPER SW	Wiper switch: HI	ON
			Wiper switch: Other than HI	OFF
08	Wind shield mist wiper switch	MIST WIPER SW	Wiper switch: Mist	ON
			Wiper switch: Other than mist	OFF
09	Windshield washer switch	FRONT WASH. SW	Windshield washer switch: ON	ON
			Windshield washer switch: OFF	OFF
10	Turn-signal lamp switch (RH)	TURN SIG. RH	Turn-signal lamp switch: RH	ON
			Turn-signal lamp switch: Other than RH	OFF
11	Turn-signal lamp switch (LH)	TURN SIG. LH	Turn-signal lamp switch: LH	ON
			Turn-signal lamp switch: Other than LH	OFF
13	Rear wiper switch	REAR WIPER SW	Rear wiper switch: INT	ON
			Rear wiper switch: Other than INT	OFF
14	Rear washer switch	REAR WASH. SW	Rear wiper switch: Washer	ON
			Rear wiper switch: Other than washer	OFF
15	With or without windshield intermittent wiper control	INT WIP KNOB	Vehicles with intermittent wiper control	EQUIP
			Vehicles without intermittent wiper control	NONE

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ETACS-ECU

Item No.	Check item	Display on M.U.T.-II/III	Check condition	Normal condition
30	Ignition switch (IG1)	IG SW(IG1)	Ignition switch: ON or START	ON
			Ignition switch: LOCK (OFF) or ACC	OFF
31	Ignition switch (ACC)	IG SW(ACC)	Ignition switch: ACC or ON	ON
			Ignition switch: LOCK (OFF) or START	OFF
32	Driver's door switch*1	DR DOOR SW	Driver's door switch ON (The driver's door is open).	ON
			Driver's door switch OFF (The driver's door is closed).	OFF
	Front door switch*2	FRONT DOOR SW	Front door switch: ON (front door open)	ON
			Front door switch: OFF (front door closed)	OFF
33	Reception of power window switch	P/W SW ACCEPT	Ignition switch: ON or START	PERMIT
			Ignition switch: from ON or START to LOCK (OFF) or ACC	from PERMIT to PROHIBIT (after approximately 30 seconds)
34	Multimode keyless entry system	KEYLESS ENTRY	1. Keyless entry transmitter LOCK switch: ON 2. Turn ON the keyless entry transmitter LOCK switch again (For the second switch operation, hold pressing the switch for at least one second within 30 seconds after the switch is turned on at first)	MULTI CLOSE (only momentarily when switch is operated)
			1. Keyless entry transmitter UNLOCK switch: ON 2. Turn ON the keyless entry transmitter UNLOCK switch again (For the second switch operation, hold pressing the switch for at least one second within 30 seconds after the switch is turned on at first)	MULTI OPEN (only momentarily when switch is operated)
			1. When multimode is working 2. Turn on any function of the keyless entry transmitter again.	MULTI STOP (only momentarily when switch is operated)
			Other than the conditions above	WAITING
35	Headlamp automatic shutdown function	HD AUTO-CUT	1. Lighting switch: Other than OFF 2. Ignition switch: from ON or START to LOCK (OFF) or ACC 3. Driver's door switch: ON (driver's door open)	OFF to ON (after approximately one second)
			When requirements for the headlamp automatic shutdown are not satisfied	OFF

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Item No.	Check item	Display on M.U.T.-II/III	Check condition	Normal condition
36	Request of fog lamp illumination	F.FOG LAMP	1. Lighting switch: "TAIL" or "HEAD" 2. Fog lamp switch: ON	ON
			Other than the conditions above	OFF
37	Windshield intermittent wiper interval	INT WIPE TIME	1. Ignition switch: ACC or ON 2. Operate the intermittent wiper control, and change the wiper interval	The M.U.T.-II/III displays intermittent wiper interval in response to the intermittent wiper control positions
41	Park/neutral switch ("R" position)	INHIBITOR SW	Park/neutral switch: "R" position	ON
			Park/neutral switch: Other than "R" position	OFF
43	Buzzer	BUZZER	1. Ignition switch: LOCK (OFF) 2. Key reminder switch: ON 3. Driver's door switch: ON (driver's door open)	ON
			When requirements for sounding each warning buzzer are not satisfied	OFF

NOTE:

1. *For item number 43, the M.U.T.-II/III also displays "ON" when the lamp reminder buzzer or R (reverse) position warning buzzer is triggered.*
2. *[*1]: Except for Australia*
3. *[*2]: Vehicles for Australia*

FRONT-ECU

Item No.	Check item	Display on M.U.T.-II/III	Check condition	Normal condition
70	Response by the front-ECU	Front ECU response	Lighting switch: Other than OFF (excluding when high-beam is on) or the wiper switch is at position other than OFF	Normal response
			• Ignition switch: ON or START • Lighting switch: OFF • Wiper switch: OFF	SLEEP RESPONSE
			• Lighting switch: HEAD • Headlamps: at high beam	HI BEAM RESPONSE
			–	No response

NOTE: For item number 70, the M.U.T.-II/III also displays "NG" under the "ECU Check" when it displays "No response" under the front-ECU check.

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POWER WINDOW MAIN SWITCH (POWER WINDOW MODULE) <VEHICLES FOR ARGENTINA ONLY>

Item No.	Check item	Display on M.U.T.-II/III	Check condition	Normal condition
71	Response from power window module	P/W ECU ACK	Ignition switch: ON or START	NORMAL ACK
			1. Ignition switch: ON or START 2. Operate any switch of the power window main switch.	INPUT CHECK (only momentarily when switch is operated)
			–	NO ACK

NOTE: For item number 71, the M.U.T.-II/III also displays "NG" under the "ECU CHECK" when it displays "NO ACK" under the "P/W ECU ACK" check.

SUNROOF MOTOR ASSEMBLY (SUNROOF-ECU)

Item No.	Check item	Display on M.U.T.-II/III	Check condition	Normal condition
72	Response by the sunroof-ECU	S/R ECU ACK	1. Ignition switch: ON or START 2. While sunroof is off	NORMAL ACK → SLEEP ACK (after approximately 30 seconds)
			1. Ignition switch: ON or START 2. One of the sunroof switches is on	INPUT CHECK → NORMAL ACK
			–	NO ACK

NOTE: For item number 72, the M.U.T.-II/III also displays "NG" under the "ECU CHECK" when it displays "NO ACK" under the "S/R ECU ACK" check.

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FUNCTION DIAGNOSIS

The table below shows the service data and their normal condition, which are displayed during the "FUNCTION DIAG." The row "Normal conditions" shows values, which are shown when each operation is made.

WIPER

ITEM	Input signal	Item No.	Display on M.U.T.-II/III	Normal condition
F.WIPER INT (intermittent)	Windshield intermittent wiper switch	05	INT WIPER SW	ON
	Windshield low-speed wiper switch	06	LO WIPER SW	OFF
	Windshield high-speed wiper switch	07	HI WIPER SW	OFF
	Wind shield mist wiper switch	08	MIST WIPER SW	OFF
	Windshield washer switch	09	FRONT WASH. SW	OFF
	Ignition switch (ACC)	31	IG SW(ACC)	ON
	Windshield intermittent wiper interval	37	WIPER INT TIME	The M.U.T.-II/III displays intermittent wiper interval in response to the intermittent wiper control positions
	Response by the front-ECU	70	FRONT ECU ACK	NORMAL ACK or HI-BEAM ACK
F.WIPER LO (low speed)	Windshield intermittent wiper switch	05	INT WIPER SW	OFF
	Windshield low-speed wiper switch	06	LO WIPER SW	ON
	Windshield high-speed wiper switch	07	HI WIPER SW	OFF
	Wind shield mist wiper switch	08	MIST WIPER SW	OFF
	Windshield washer switch	09	FRONT WASH. SW	OFF
	Ignition switch (ACC)	31	IG SW(ACC)	ON
	Response by the front-ECU	70	FRONT ECU ACK	NORMAL ACK or HI-BEAM ACK

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ITEM	Input signal	Item No.	Display on M.U.T.-II/III	Normal condition
F.WIPER HI (high speed)	Windshield intermittent wiper switch	05	INT WIPER SW	OFF
	Windshield low-speed wiper switch	06	LO WIPER SW	OFF
	Windshield high-speed wiper switch	07	HI WIPER SW	ON
	Wind shield mist wiper switch	08	MIST WIPER SW	OFF
	Windshield washer switch	09	FRONT WASH. SW	OFF
	Ignition switch (ACC)	31	IG SW(ACC)	ON
	Response by the front-ECU	70	FRONT ECU ACK	NORMAL ACK or HI-BEAM ACK
F.WIPER MIST	Windshield intermittent wiper switch	05	INT WIPER SW	OFF
	Windshield low-speed wiper switch	06	LO WIPER SW	OFF
	Windshield high-speed wiper switch	07	HI WIPER SW	OFF
	Wind shield mist wiper switch	08	MIST WIPER SW	ON
	Windshield washer switch	09	FRONT WASH. SW	OFF
	Ignition switch (ACC)	31	IG SW(ACC)	ON
	Response by the front-ECU	70	FRONT ECU ACK	NORMAL ACK or HI-BEAM ACK
F.WIPER WASH	Wind shield mist wiper switch	08	MIST WIPER SW	OFF
	Windshield washer switch	09	FRONT WASH. SW	ON
	Ignition switch (ACC)	31	IG SW(ACC)	ON
	Response by the front-ECU	70	FRONT ECU ACK	NORMAL ACK or HI-BEAM ACK

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REAR WIPER

ITEM	Input signal	Item No.	Display on M.U.T.-II/III	Normal condition
REAR WIPER	Rear wiper switch	13	REAR WIPER SW	ON
	Rear washer switch	14	REAR WASH. SW	OFF
	Ignition switch (ACC)	31	IG SW(ACC)	ON
REV. INTERLOCK	Rear wiper switch	13	REAR WIPER SW	ON
	Ignition switch (ACC)	31	IG SW(ACC)	ON
	Park/neutral switch ("R" position)	41	INHIBITOR SW	ON
REAR WASHER	Rear washer switch	14	REAR WASH. SW	ON
	Ignition switch (ACC)	31	IG SW(ACC)	ON

LIGHTING

ITEM	Input signal	Item No.	Display on M.U.T.-II/III	Normal condition
OFF	Headlamp switch	00	HEADLAMP SW	OFF
	Tail lamp switch	01	TAIL LAMP SW	OFF
	Passing lamp switch	03	PASSING SW	OFF
	Ignition switch (IG1)*	30	IG SW(IG1)	ON
	Headlamp automatic shutdown function*	35	HD AUTO-CUT	OFF
	Response by the front-ECU	70	FRONT ECU ACK	NORMAL ACK or HI-BEAM ACK
TAIL LAMP	Headlamp switch	00	HEADLAMP SW	OFF
	Tail lamp switch	01	TAIL LAMP SW	ON
	Passing lamp switch	03	PASSING SW	OFF
	Ignition switch (IG1)*	30	IG SW(IG1)	ON
	Headlamp automatic shutdown function*	35	HD AUTO-CUT	OFF
	Response by the front-ECU	70	FRONT ECU ACK	NORMAL ACK

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ITEM	Input signal	Item No.	Display on M.U.T.-II/III	Normal condition
HEADLAMP LO (low-beam)	Headlamp switch	00	HEADLAMP SW	ON
	Passing lamp switch	03	PASSING SW	OFF
	Ignition switch (IG1)*	30	IG SW(IG1)	ON
	Headlamp automatic shutdown function*	35	HD AUTO-CUT	OFF
	Response by the front-ECU	70	FRONT ECU ACK	NORMAL ACK
HEADLAMP HI (high-beam)	Headlamp switch	00	HEADLAMP SW	ON
	Dimmer switch	02	DIMMER SW	ON
	Ignition switch (IG1)*	30	IG SW(IG1)	ON
	Headlamp automatic shutdown function*	35	HD AUTO-CUT	OFF
	Response by the front-ECU	70	FRONT ECU ACK	HI-BEAM ACK
PASSING LAMP	Passing lamp switch	03	PASSING SW	ON
	Response by the front-ECU	70	FRONT ECU ACK	NORMAL ACK or HI-BEAM ACK
F.FOG LAMP	Headlamp switch	00	HEADLAMP SW	Either of items is ON
	Tail lamp switch	01	TAIL LAMP SW	
	Ignition switch (IG1)*	30	IG SW(IG1)	ON
	Headlamp automatic shutdown function*	35	HD AUTO-CUT	OFF
	Request of fog lamp illumination	36	F.FOG LAMP	ON
	Response by the front-ECU	70	FRONT ECU ACK	NORMAL ACK
REAR FOG LAMP	Headlamp switch	00	HEADLAMP SW	ON
	Tail lamp switch	01	TAIL LAMP SW	ON
	Headlamp automatic shutdown function*	35	HD AUTO-CUT	OFF
	Response by the front-ECU	70	FRONT ECU ACK	NORMAL ACK or HI-BEAM ACK

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ITEM	Input signal	Item No.	Display on M.U.T.-II/III	Normal condition
HD AUTO-CUT*	Headlamp switch	00	HEADLAMP SW	Either is on
	Tail lamp switch	01	TAIL LAMP SW	
	Ignition switch (IG1)	30	IG SW(IG1)	OFF
	Driver's door switch	32	DR DOOR SW	ON
	Headlamp automatic shutdown function	35	HD AUTO-CUT	ON
	Response by the front-ECU	70	FRONT ECU ACK	NORMAL ACK or HI-BEAM ACK

NOTE:

1. *When checking the input signals (off, tail, low-beam or high-beam), turn the ignition switch to the "ON" position in order to disable the headlamp automatic shutdown function. However, the titles on the M.U.T.-II/III screen will not be highlighted as this has nothing to do with actual lamp operation.*
2. *For checking item "HEADLAMP HI", the M.U.T.-II/III displays "OFF" on the item No.02 "DIMMER SW" when the headlamps are at high-beam. Therefore, the M.U.T.-II/III should display "ON" momentarily when the dimmer switch is operated.*
3. **: Except for Australia*

TURN-SIGNAL LAMP

ITEM	Input signal	Item No.	Display on M.U.T.-II/III	Normal condition
Turn-signal lamp (RH)	Turn-signal lamp switch (RH)	10	TURN SIGNAL RH SW	ON
	Turn-signal lamp switch (LH)	11	TURN SIGNAL LH SW	OFF
	Ignition switch (IG1)	30	IGNITION SW IG1	ON
Turn-signal lamp (LH)	Turn-signal lamp switch (RH)	10	TURN SIGNAL RH SW	OFF
	Turn-signal lamp switch (LH)	11	TURN SIGNAL LH SW	ON
	Ignition switch (IG1)	30	IGNITION SW IG1	ON

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BUZZER

ITEM	Input signal	Item No.	Display on M.U.T.-II/III	Normal condition
Lighting monitor buzzer	Headlamp switch	00	HEADLAMP SW	Either is on
	Tail lamp switch	01	TAIL LAMP SW	
	Ignition switch (IG1)	30	IGNITION SW IG1	OFF
	Driver's door switch	32	DRIVER DOOR SW	ON
	Headlamp automatic shutdown function	35	HD LAMP AUTOCUT	OFF
	Buzzer	43	BUZZER	ON
Key reminder buzzer*	Ignition switch (IG1)	30	IGNITION SW IG1	OFF
	Driver's door switch	32	DRIVER DOOR SW	ON
	Buzzer	43	BUZZER	ON

NOTE:

1. *The headlamp automatic shutdown function works in approximately one second after the lighting monitor buzzer starts sounding, and then the buzzer ceases sounding.*
2. **: Except for Australia*

SUNROOF

ITEM	Input signal	Item No.	Display on M.U.T.-II/III	Normal condition
SUNROOF OPE.	Ignition switch (IG1)	30	IG SW(IG1)	ON
	Response by power window module	71	P/W ECU ACK	NORMAL ACK
	Response by the sunroof-ECU	72	S/R ECU ACK	INPUT CHECK (only momentarily when switch is operated)

PULSE CHECK

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⚠ CAUTION

Before connecting or disconnecting the M.U.T.-II/III, turn the ignition switch to the "LOCK" (OFF) position.

1. The input signals (signals other than communication line signals), which are compatible with the SWS monitor by using the M.U.T.-II/III or voltmeter, can be confirmed by the Pulse Check.

NOTE: If a problem is found in the "Pulse Check", refer to the Problems during Input Signal Check <Service data, function diagnosis or pulse check> (Refer to P.54C-22).

2. Use the M.U.T.-II/III or voltmeter to check the following input signals.

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SWITCHES WHICH ARE APPLICABLE TO INPUT SIGNAL CHECK, AND THEIR CHECK CONDITIONS

Input signal		Requirements for sounding buzzer
Key reminder switch <vehicles with keyless entry system>		When the inserted ignition key is pulled out.
Hazard warning lamp switch		When the switch is turned from off to on.
Front fog lamp switch		
Rear fog lamp switch		
All of the door switches		A door is opened when all the doors are closed.
Driver's door lock actuator		When the driver's key cylinder or inside lock knob is unlocked or locked.
Vehicle speed signal (engine-A/T-ECU) <Except vehicles for GCC>		When the vehicle speed has reached 10 km/h or more.
Keyless entry transmitter	Switches	When the switch is turned from off to on.
Interior lamp loaded signal		When a load is applied through multi-purpose fuse No.22.

M.U.T.-II/III DRIVE RECORDER FUNCTION

M1549017800233

1. The SWS monitor cartridge memory can store the ECU check results, the service data, the communication data obtained by the function diagnosis. This communication data can be displayed as a chart or graphical form.
2. If data obtained by the drive recorder function has to be stored for long time, the data can be transferred to the SWS monitor cartridge. By doing this, you can disconnect the M.U.T.-II/III to prevent excessive battery drain.

   NOTE: For the details about the M.U.T.-II/III drive recorder function, refer to M.U.T.-II reference manual or M.U.T.-III user's manual.

TROUBLE SYMPTOM CHART

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Symptom	Inspection procedure number	Reference page
Communication with the SWS monitor is not possible.	A-1	P.54C-25
Communication with the column switch (column-ECU) is not possible.	A-2	P.54C-26
Communication with the ETACS-ECU is not possible.	A-3	P.54C-27
Communication with the front-ECU is not possible.	A-4	P.54C-29
Communication with the power window main switch (power window module) is not possible. <Vehicles for Argentina>	A-5	P.54C-30
Communication with the sunroof motor assembly (sunroof-ECU) is not possible.	A-6	P.54C-32

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<FUNCTION SYSTEM>

Symptom			Inspection procedure number	Reference page
Buzzer	Ignition key reminder buzzer function does not work. <Vehicles for GCC>		B-1	P.54C-34
	Lamp reminder buzzer function does not work normally.		B-2	P.54C-36
Central door locking system	Central door locking system does not work.	LH drive vehicles	C-1	P.54C-37
		RH drive vehicles		P.54C-38
	A door or a tailgate can not be locked or unlocked by the central door locking system.	LH drive vehicles	C-2	P.54C-39
		RH drive vehicles		P.54C-41
	The central door locking system can not be operated by means of the front passenger's door key cylinder.		C-3	P.54C-43
	The ignition key reminder function does not work normally.		C-4	P.54C-44
	The impact detection door unlock function does not function.		C-5	P.54C-46
Power windows	Power windows do not work at all.	Except vehicles for Argentina	D-1	P.54C-47
		Vehicles for Argentina		P.54C-50
	Driver's power window does not work by means of the power window main switch.	Except vehicles for Argentina	D-2	P.54C-51
		Vehicles for Argentina		P.54C-53
	Relevant power window(s) do not work by means of the front and rear passenger's power window sub switches.	LH drive vehicles except for Argentina	D-3	P.54C-54
		LH drive vehicles for Argentina		P.54C-57
		RH drive vehicles		P.54C-54
	Front and/or rear passenger's power window(s) do not work by means of the power window main switch.	LH drive vehicles except for Argentina	D-4	P.54C-65
		LH drive vehicles for Argentina		P.54C-67
		RH drive vehicles		P.54C-68
	The power window timer function does not work normally.	Except vehicles for Argentina	D-5	P.54C-70
		Vehicles for Argentina		P.54C-71
	The window glass lowers automatically while it is rising.		D-6	P.54C-73
	Power window anti-trap function does not work normally. <Vehicles for Argentina>		D-7	P.54C-74

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Symptom			Inspection procedure number	Reference page
Keyless entry system	Keyless entry system does not work.		E-1	P.54C-77
	Keyless entry hazard warning lamp answerback function or the room lamp answerback function does not work normally.		E-2	P.54C-78
	Encrypted code cannot be registered.		E-3	P.54C-79
	The timer lock function does not work after the doors have been unlocked by the keyless entry system.		E-4	P.54C-80
Sunroof	The sunroof does not work at all.		F-1	P.54C-80
	Any of the sunroof switch positions is defective.		F-2	P.54C-82
	Sunroof timer function does not work normally.	Except vehicles for Australia	F-3	P.54C-83
		Vehicles for Australia		P.54C-83
	Sunroof anti-trap function does not work normally.		F-4	P.54C-84
Windshield wiper and washer	The windshield wipers does not work at all.		G-1	P.54C-85
	The windshield wipers does not work when the wiper switch is at "INT", "Washer" or "Mist" position. However, the wipers work at low speed when the switch is at "Lo" and "Hi" position.		G-2	P.54C-87
	The windshield wipers do not stop at the specified park position.		G-3	P.54C-88
	The windshield wipers does not work normally.		G-4	P.54C-89
	The intermittent wiper interval can not be adjusted by operating the windshield intermittent wiper volume control.		G-5	P.54C-90
	The intermittent wiper interval is not changed according to the vehicle speed.		G-6	P.54C-91
	The windshield washer does not work.		G-7	P.54C-92
Rear wiper and washer	The rear wiper does no not work at all.		H-1	P.54C-93
	The rear wiper does not stop at the specified park position.		H-2	P.54C-95
	When the selector lever is moved to "R" position during the rear wiper operation, the rear wiper does not operate at the continuous mode.		H-3	P.54C-96
	The rear washer does not work.		H-4	P.54C-96
Headlamp washer	The headlamp washer does not work.		I-1	P.54C-98
Ignition key cylinder illumination lamp	The ignition key cylinder illumination lamp does not illuminate/extinguish normally.		J-1	P.54C-100
Seat belt warning lamp <Vehicles for Australia>	The seat belt warning lamp does not flash normally.		K-1	P.54C-102

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Symptom			Inspection procedure number	Reference page
Headlamp and tail lamp	The headlamps do not illuminate when the lighting switch is at "TAIL" or "PASSING" position, but illuminate only at low beam when the switch is at "HEAD" position. However, the headlamps do not illuminate at high beam.		L-1	P.54C-103
	The tail lamps do not illuminate normally.		L-2	P.54C-104
	The low-beam headlamps do not illuminate normally.		L-3	P.54C-105
	The high-beam headlamps do not illuminate normally.		L-4	P.54C-107
	The high-beam and low-beam headlamps do not illuminate when the passing switch is operated.		L-5	P.54C-108
	The headlamp automatic shutdown function does not work normally. <Except vehicles for Australia>		L-6	P.54C-109
	Any of tail lamps, position lamps or licence plate lamp does not illuminate.		L-7	P.54C-111
	Either of the headlamps or high-beam indicator lamps does not illuminate.		L-8	P.54C-112
Flasher timer	The turn-signal lamps do not illuminate.		M-1	P.54C-114
	The hazard warning lamps do not illuminate.		M-2	P.54C-115
	Any of the turn-signal lamps does not illuminate.		M-3	P.54C-116
Fog lamp	The front fog lamps do not illuminate normally.		N-1	P.54C-118
	The rear fog lamps do not illuminate normally.<Vehicles for Argentina>		N-2	P.54C-120
	Either of the front fog lamp(s) does not illuminate normally.		N-3	P.54C-122
	Any of the rear fog lamps does not illuminate.<Vehicles for Argentina>		N-4	P.54C-123
Interior lamp	The front or rear room lamp does not illuminate or extinguish normally.	Vehicles without keyless entry system	O-1	P.54C-125
		Vehicles with keyless entry system	O-2	P.54C-127
	Interior lamp automatic shutoff function does not work normally. <Vehicles with keyless entry system>		O-3	P.54C-129
	The door-ajar warning lamp does not illuminate/extinguish normally.		O-4	P.54C-130

CHECK TROUBLE BY USING THE INPUT SIGNAL CHECK

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<Pulse check>

If a problem is found in the Service Data or Pulse Check inspection, observe the table below.

Symptom		Inspection procedure number	Reference page
The ignition switch (ACC) signal is not received.		P-1	P.54C-132
The ignition switch (IG1) signal is not received.		P-2	P.54C-133
The inhibitor switch (reverse position) signal is not received.		P-3	P.54C-134
The driver's door switch signal is not received.	LH drive vehicles	P-4	P.54C-135
	RH drive vehicles		P.54C-136
Column switch (lighting and turn-signal lamp switch)	The tail lamp switch signal is not received.	P-5	P.54C-137
	The headlamp switch signal is not received.		
	The dimmer switch signal is not received.		
	The passing switch signal is not received.		
	The turn-signal lamp switch (LH) signal is not received.		
	The turn-signal lamp switch (RH) signal is not received.		
Column switch (windshield wiper/washer and rear wiper/washer switch)	The windshield mist wiper switch signal is not received.	P-6	P.54C-138
	The windshield intermittent wiper switch signal is not received.		
	The windshield low-speed wiper switch signal is not received.		
	The windshield high-speed wiper switch signal is not received.		
	The windshield washer switch signal is not received.		
	The rear wiper switch signal is not received.		
	The rear washer switch signal is not received.		
	The windshield intermittent wiper volume signal is not received.	P-7	P.54C-138
Power window main switch <vehicles for Argentina>	When the power window main switch is operated, the switch signals are not received.	P-8	P.54C-139
Sunroof	When the sunroof switch is operated, the switch signals are not received.	P-9	P.54C-141

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Symptom		Inspection procedure number	Reference page
The front fog lamp switch signal is not received.		P-10	P.54C-142
The rear fog lamp switch signal is not received.		P-11	P.54C-143
The key reminder switch signal is not received.		P-12	P.54C-144
The hazard warning lamp switch signal is not received.		P-13	P.54C-145
All the door switch signals are not received.	LH drive vehicles	P-14	P.54C-146
	RH drive vehicles		P.54C-147
The driver's door lock actuator switch signal is not received.	LH drive vehicles	P-15	P.54C-148
	RH drive vehicles		P.54C-149
The vehicle speed signal is not received. <Except vehicles for GCC>		P-16	P.54C-150
Each switch signal of the keyless entry transmitter is not received.		P-17	P.54C-151
The interior lamp loaded signal is not detected.		P-18	P.54C-152
The passenger’s door lock key cylinder switch signal is not detected.	LH drive vehicles	P-19	P.54C-153
	RH drive vehicles		P.54C-154
The passenger’s door switch signal is not detected. <vehicles for Australia>		P-20	P.54C-155

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OPERATION AND FUNCTION QUICK-REFERENCE TABLE FOR INPUT SIGNAL INSPECTION PROCEDURES

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If troubles have occurred in the functions which use the SWS simultaneously, observe the table below to check input signals. (This table shows only the input signals which will cause troubles in at least two functions simultaneously).

Function	P-1	P-2	P-4	P-5	P-6	P-12	P-14	P-15	P-18
Ignition key reminder buzzer function <Vehicles for GCC only>	–	×	×	–	–	×	–	–	–
Lamp reminder function	–	×	×	×	–	–	–	–	–
Control of central door locking	–	–	–	–	–	–	–	×	–
Key reminder function <Vehicles with keyless entry system>	–	–	×	–	–	×	–	×	–
Door locking released due to impact detection.	–	–	–	–	–	–	–	–	–
Keyless entry system	–	–	×	–	–	×	×	×	–
Keyless entry hazard warning lamp answerback	–	–	–	–	–	–	–	–	–
Power window control	–	×	–	–	–	–	–	–	–
Power window timer	–	×	×	–	–	–	–	–	–
Sunroof control	–	–	×	–	–	–	–	–	–
Sunroof timer	–	×	×	–	–	–	–	–	–
Control of windshield wiper/washer	×	–	–	–	×	–	–	–	–
Rear wiper/washer control	×	–	–	–	×	–	–	–	–
Ignition key cylinder illumination lamp function	–	×	×	–	–	×	–	–	×
Seat belt warning lamp control	–	×	–	–	–	–	–	–	–
Headlamp control	–	×	–	×	–	–	–	–	–
Tail lamp control	–	×	–	×	–	–	–	–	–
Headlamp automatic shutdown function <except for Australia>	–	×	×	×	–	–	–	–	–
Fog lamp control	–	–	–	×	–	–	–	–	–
Turn-signal lamp control	–	×	–	×	–	–	–	–	–
Room lamp control	–	×	×	–	–	×	×	×	×
Interior lamp automatic shutdown function	×	–	–	–	–	–	–	–	×
Door-ajar indicator lamp	–	–	×	–	–	–	×	–	–

SYMPTOM PROCEDURES

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INSPECTION PROCEDURE A-1: Communication with the SWS monitor is not possible.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the power supply circuit, the grounding circuit and the communication circuit are normal.

COMMENTS ON TROUBLE SYMPTOM
The SWS monitor may be connected improperly.

POSSIBLE CAUSES
- Malfunction of the SWS monitor body (I/F cartridge)
- Malfunction of the SWS monitor harness
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check that the M.U.T.-II/III communicates with the other systems.
Use the M.U.T.-II/III to confirm that it communicates with the other systems.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Diagnose the engine control system. Refer to P.13A-107 <4G64> or P.13B-249 <4G69>.

Step 2. Check the M.U.T.-II/III power supply system.
When the ignition switch is turned ON, check if the M.U.T.-II/III can communicate with the system.

Q: Is the check result normal?
YES : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."
NO : Go to Step 3.

Step 3. Connector check: C-219 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 4.
NO : Repair the defective connector.

Step 4. Measure the resistance at the C-219 ETACS-ECU connector.
(1) Disconnect the connector, and measure at the junction block side.
(2) Resistance between C-219 ETACS-ECU connector terminal No.56 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 6.
NO : Go to Step 5.

Step 5. Check the wiring harness between C-219 ETACS-ECU connector terminal No.56 and body earth.
- Check the earth wires for open circuit.

Q: Are the check results normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 6. Connector check: C-24 diagnosis connector

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the defective connector.

Step 7. Check the wiring harness from C-219 ETACS-ECU connector terminal Nos.51 and 67 to C-24 diagnosis connector terminal Nos.9 and 1.
- Check the communication lines for open circuit.

Q: Are the check results normal?
YES : Replace the ETACS-ECU.
NO : Repair the wiring harness.

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INSPECTION PROCEDURE A-2: Communication with the column switch (column-ECU) is not possible.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the power supply circuit, the grounding circuit and the communication circuit are normal.

COMMENTS ON TROUBLE SYMPTOM

The power supply circuit to the column switch (column-ECU) may be defective. If the wiring harness of the battery power supply circuit for the ECU (column switch terminal No.1) is defective, also check the power supply circuit to the ignition switch (IG1) (column switch terminal No.9) and repair if necessary.

TROUBLESHOOTING HINTS

- Malfunction of the ETACS-ECU
- Malfunction of the column switch
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.
- Ignition switch: ON

ECU TO BE CHECKED
- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 2. Connector check: C-310 column switch connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

Step 3. Measure the voltage at C-310 column switch connector.
(1) Disconnect the connector, and measure at the connector side.
(2) Voltage between C-310 column switch connector No.1 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness between C-310 column switch connector terminal No.1 and fusible link (1).
NOTE: Prior to the wiring harness inspection, check intermediate connector A-14 <RH drive vehicle>, C-116 <LH drive vehicle>, C-125 <RH drive vehicle>, junction block connector C-204, C-202, joint connectors C-02 <LH drive vehicle>, and repair if necessary.
- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Measure the resistance at C-310 column switch connector.
(1) Disconnect the connector, and measure at the connector side.
(2) Continuity between C-310 column switch connector No.4 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 7.
NO : Go to Step 6.

Step 6. Check the wiring harness between C-310 column switch connector No.4 and body earth
- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

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Step 7. Connector check: C-219 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 8.
NO : Repair the defective connector.

Step 8. Check the wiring harness from C-219 ETACS-ECU connector terminal Nos.59 and 68 to C-310 column switch connector terminal Nos.3 and 2.

NOTE: Prior to the wiring harness inspection, check joint connector C-02, and repair if necessary.

- Check the communication lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 9.
NO : Repair the wiring harness.

Step 9. ECU check by using the SWS monitor

- Ignition switch: ON

ECU TO BE CHECKED

- COLUMN ECU

OK: "OK" is displayed on the "COLUMN ECU" menu.

Q: Is the check result normal?
YES : Go to Step 10.
NO : Replace the column switch.

Step 10. Retest the system.

Check that the ETACS-ECU communicates with the column switch.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE A-3: Communication with the ETACS-ECU is not possible.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the power supply circuit, the grounding circuit and the communication circuit are normal.

COMMENTS ON TROUBLE SYMPTOM

It is suspected that the power supply circuit to the ETACS-ECU is defective, or the wiring harness between the SWS monitor and the ETACS-ECU or their connector(s) is damaged. If the battery power supply circuit to the ECU (terminal No.20 of the ETACS-ECU) is damaged, also check the power supply circuit from the ignition switch (IG1) (terminal No.8 of the ETACS-ECU), and repair if necessary. If the earth circuit to the ECU (terminal No.3 of the ETACS-ECU) is defective, also check the earth circuit to the sensor (terminal No.56 of the ETACS-ECU), and repair if necessary.

TROUBLESHOOTING HINTS

- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Measure the voltage at the C-217 ETACS-ECU connector.

(1) Remove the ETACS-ECU, and measure at the junction block side.
(2) Voltage between C-217 ETACS-ECU connector terminal No.20 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 4.
NO : Go to Step 3.

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Step 3. Check the wiring harness between C-217 ETACS-ECU connector terminal No.20 and battery.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-116 <RH drive vehicle>, joint connector C-02 and junction block connector C-202 and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 4. Measure the resistance at the C-217 ETACS-ECU connector.

(1) Remove the ETACS-ECU, and measure at the junction block side.

(2) Resistance between C-217 ETACS-ECU connector terminal No.3 and body earth

OK: 2 Ω or less

Q: Is the check result normal?

YES : Go to Step 6.

NO : Go to Step 5.

Step 5. Check the wiring harness between C-217 ETACS-ECU connector terminal No.3 and body earth.

NOTE: Prior to the wiring harness inspection, check junction block connector C-205, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 6. Connector check: C-219 ETACS-ECU connector and C-310 column switch connector

Q: Is the check result normal?

YES : Go to Step 7.

NO : Repair the defective connector.

Step 7. Check the wiring harness from C-219 ETACS-ECU connector terminal Nos.59 and 68 to C-310 column switch connector terminal Nos.3 and 2.

NOTE: Prior to the wiring harness inspection, check joint connector C-02, and repair if necessary.

- Check the communication lines for open circuit.

Q: Is the check result normal?

YES : Go to Step 8.

NO : Repair the wiring harness.

Step 8. ECU check by using the SWS monitor

- Ignition switch: OFF

ECU TO BE CHECKED

- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE A-4: Communication with the front-ECU is not possible.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the power supply circuit, the grounding circuit and the communication circuit are normal.

COMMENTS ON TROUBLE SYMPTOM

It is suspected that the power supply circuit to the front-ECU is defective, or the wiring harness between the SWS monitor and the front-ECU or their connector(s) is damaged. If the battery power supply circuit to the ECU (terminal No.5 of the front-ECU) is damaged, also check the power supply circuit from the ignition switch (IG2) (terminal No.22 of the front-ECU), and repair if necessary.

POSSIBLE CAUSES

- Malfunction of the front-ECU
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.

- Ignition switch: OFF

ECU TO BE CHECKED

- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 2. Connector check: A-11X front-ECU connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

Step 3. Measure the voltage at A-11X front-ECU connector.
(1) Disconnect the connector, and measure at the relay box side.
(2) Ignition switch: ON
(3) Voltage between A-11X front-ECU connector No.5 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 6.
NO <LH drive vehicle> : Go to Step 4.
NO <RH drive vehicle> : Go to Step 5.

Step 4. Check the wiring harness between A-11X front-ECU connector terminal No.5 and the battery.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Check the wiring harness between A-11X front-ECU connector terminal No.5 and fusible link (1).

NOTE: Prior to the wiring harness inspection, check junction block connectors C-202, C-204, intermediate connectors A-14, C-116, C-125 and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 6. Connector check: A-12X front-ECU connector

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the defective connector.

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Step 7. Measure the resistance at A-11X front-ECU connector.

(1) Disconnect the connector, and measure at the relay box side.
(2) Resistance between A-12X front-ECU connector terminal No.21 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 9.
NO : Go to Step 8.

Step 8. Check the wiring harness between A-12X front-ECU terminal connector No.21 and body earth.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 9. Connector check: C-219 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 10.
NO : Repair the defective connector.

Step 10. Check the wiring harness between A-12X front-ECU connector terminal No.30 and C-219 ETACS-ECU connector terminal No.59.

NOTE: Prior to the wiring harness inspection, check joint connector C-02 and intermediate connector C-116, and repair if necessary.

- Check the communication lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 11.
NO : Repair the wiring harness.

Step 11. ECU check by using the SWS monitor

Check that the power supply and earth lines to the front-ECU and the SWS communication lines are normal.

- Ignition switch: ON

ECU TO BE CHECKED

- FRONT ECU

OK: "OK" is displayed on the "FRONT ECU" menu.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the front-ECU.

INSPECTION PROCEDURE A-5: Communication with the power window main switch (power window module) is not possible. <Vehicles for Argentina>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the power supply circuit, the grounding circuit and the communication circuit are normal.

COMMENTS ON TROUBLE SYMPTOM

The power window main switch, the power supply circuit (power window relay driving circuit) or communication circuit for that switch may be defective.

POSSIBLE CAUSES

- Malfunction of the power window main switch
- Malfunction of the power window relay
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor

Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.

- Ignition switch: OFF

ECU TO BE CHECKED

- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 2. Check the data list by using the SWS monitor.

<Selected item> ETACS ECU

- Ignition switch: ON

Item No.	Item name	Normal condition
Item 30	IG SW(IG1)	ON

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

Step 3. Connector check: E-05 power window main switch connector

Q: Is the check result normal?
YES : Go to Step 4.
NO : Repair the defective connector.

Step 4. Measure the voltage at the E-05 power window main switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Ignition switch: ON
(3) Voltage between E-05 power window main switch connector terminal No.6 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 13.
NO : Go to Step 5.

Step 5. Connector check: C-208 power window relay connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

Step 6. Check the power window relay.

Refer to GROUP 42 – Door P.42-28.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Replace the power window relay.

Step 7. Measure the voltage at C-208 power window relay connector.

(1) Remove the power window relay, and measure at the junction block side.
(2) Voltage between C-208 power window relay connector terminal No.5 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 9.
NO : Go to Step 8.

Step 8. Check the wiring harness between C-208 power window relay connector terminal No.3 and fusible link (5).

NOTE: Prior to the wiring harness inspection, check intermediate connector C-116 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 9. Measure the resistance at C-208 power window relay connector.

(1) Remove the power window relay, and measure at the junction block side.
(2) Resistance between C-208 power window relay connector terminal No.3 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 11.
NO : Go to Step 10.

Step 10. Check the wiring harness between C-208 power window relay connector terminal No.3 and body earth.

NOTE: Prior to the wiring harness inspection, check junction block connector C-205, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 11. Connector check: C-219 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 12.
NO : Repair the defective connector.

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Step 12. Check the wiring harness between C-208 power window relay connector terminal No.4 and E-05 power window main switch connector terminal No.6.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-118, E-12 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 13. Measure the resistance at the E-05 power window main switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between E-05 power window main switch connector terminal No.2 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 15.
NO : Go to Step 14.

Step 14. Check the wiring harness between E-05 power window main switch connector terminal No.2 and body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-118 and E-12, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 15. Connector check: C-219 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 16.
NO : Repair the defective connector.

Step 16. Check the wiring harness between C-219 ETACS-ECU connector terminal No.59 and E-05 power window main switch connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-118, E-12 and joint connector C-02, and repair if necessary.

- Check the communication lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 17.
NO : Repair the wiring harness.

Step 17. ECU check by using the SWS monitor

Check that the power supply and earth lines to the power window main switch (power window module) and the SWS communication lines are normal.

- Ignition switch: ON

ECU TO BE CHECKED

- P/W MODULE

OK: "OK" is displayed on the "P/W MODULE" menu.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the power window main switch.

INSPECTION PROCEDURE A-6: Communication with the sunroof motor assembly (sunroof-ECU) is not possible.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the power supply circuit, the grounding circuit and the communication circuit are normal.

COMMENTS ON TROUBLE SYMPTOM

The sunroof motor assembly, the power supply circuit or the communication circuit for that assembly may be defective.

POSSIBLE CAUSES

- Malfunction of the sunroof motor assembly
- Damaged harness wires and connectors

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DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.
- Ignition switch: OFF

ECU TO BE CHECKED
- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 2. Connector check: D-09 sunroof motor assembly connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

Step 3. Measure the voltage at D-09 sunroof motor assembly connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Voltage between D-09 sunroof motor assembly connector terminal No.1 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness between D-09 sunroof motor assembly connector terminal No.1 and fusible link (5).

NOTE: Prior to the wiring harness inspection, check intermediate connectors A-14 <RH drive vehicle>, C-116 <LH drive vehicle>, <RH drive vehicle> and C-218, and repair if necessary.
- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Measure the voltage at D-09 sunroof motor assembly connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Ignition switch: ON
(3) Voltage between D-09 sunroof motor assembly connector terminal No.2 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 7.
NO : Go to Step 6.

Step 6. Check the wiring harness between D-09 sunroof motor assembly connector terminal No.2 and ignition switch (IG2).

NOTE: Prior to the wiring harness inspection, check junction block connectors C-203 and C-210, and repair if necessary.
- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 7. Measure the resistance at D-09 sunroof motor assembly connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between D-09 sunroof motor assembly connector terminal No.5 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 9.
NO : Go to Step 8.

Step 8. Check the wiring harness between D-09 sunroof motor assembly connector terminal No.5 and body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-218, and repair if necessary.
- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

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Step 9. Connector check: C-219 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 10.
NO : Repair the defective connector.

Step 10. Check the wiring harness between D-09 sunroof motor assembly connector terminal No.10 and C-219 ETACS-ECU connector terminal No.59.

NOTE: Prior to the wiring harness inspection, check joint connector C-02 and intermediate connector C-218, and repair if necessary.

- Check the communication lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 11.
NO : Repair the wiring harness.

Step 11. ECU check by using the SWS monitor
Check that the power supply and earth lines to the sunroof motor assembly and the SWS communication lines are normal.

- Ignition switch: ON

ECUS TO BE CHECKED

- SUNROOF ECU

OK: "OK" is displayed on the "SUNROOF ECU" menu.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the sunroof motor assembly.

BUZZER

INSPECTION PROCEDURE B-1: Ignition key reminder buzzer function does not work. <Vehicles for GCC>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The ETACS-ECU operates this function in accordance with the input signals below.

- Ignition switch (IG1)
- Key reminder switch
- Driver's door switch

If this function does not work normally, these input signal circuit(s) or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the key reminder switch
- Malfunction of the driver's door switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.

- Ignition switch: OFF

ECU TO BE CHECKED

- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

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Step 2. Function diagnosis by using the SWS monitor

Check the SWS communication signals, which are related to the ignition key reminder function.

<Selected item> BUZZER - KEY REMND. ALM

- Ignition switch: OFF (key inserted)
- Driver's door: open

Item No.	Item name	Normal condition
Item 30	IG SW(IG1)	OFF
Item 32	DR DOOR SW*1	ON
	FRONT DOOR SW*2	
Item 43	BUZZER	ON

NOTE:

1. **1: Except for Australia*
2. **2: Vehicles for Australia*

OK: Normal conditions are displayed for all the items.

Q: Is the check result normal?

Normal conditions are displayed for all the items. : Go to Step 3.

Normal condition is not displayed for item No.30. : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

Normal condition is not displayed for item No.32. : Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <LH drive vehicles>P.54C-135." Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <RH drive vehicles>P.54C-136."

Normal condition is not displayed for item No.43. : Go to Step 3.

Step 3. Pulse check

Check the input signals below, which are related to the ignition key reminder function.

System switch	Check condition
Key reminder switch	When the inserted ignition key is pulled out

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?

YES : Go to Step 4.

NO : Refer to Inspection Procedure P-12 "The key reminder switch signal is not received P.54C-144."

Step 4. Retest the system.

The ignition key reminder buzzer function should work normally.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE B-2: Lamp reminder buzzer function does not work normally.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The ETACS-ECU operates this function in accordance with the input signals below.
- Ignition switch (IG1)
- Driver's door switch
- Tail lamp switch
- Headlamp switch

If this function does not work normally, these input signal circuit(s) or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the driver's door switch
- Malfunction of the column switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the column switch (column-ECU) and the SWS communication lines are normal.
- Ignition switch: OFF

ECU TO BE CHECKED
- ETACS ECU
- COLUMN ECU

OK: "OK" are displayed for all the items

Q: Is the check result normal?
"OK" are displayed for all the items : Go to Step 2.
"NG" is displayed on the "ETACS ECU" menu. : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."
"NG" is displayed on the "COLUMN ECU" menu. : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."

Step 2. Function diagnosis by using the SWS monitor
Check the SWS communication signal, which are related to the lamp reminder function.

<Selected item> BUZZER - LGT MONI. ALRM
- Ignition switch: OFF (key removed)
- Lighting switch: HEAD
- Driver's door: open

Item No.	Item name	Normal condition
Item 00	HEADLAMP SW	ON when the lighting switch is at HEAD
Item 01	TAIL LAMP SW	ON when the lighting switch is at TAIL
Item 30	IG SW(IG1)	OFF
Item 32	DR DOOR SW*1	ON
	FRONT DOOR SW*2	
Item 43	BUZZER	ON

NOTE:
1. **1: Except for Australia*
2. **2: Vehicles for Australia*

OK: Normal conditions are displayed for all the items.

Q: Is the check result normal?
Normal conditions displayed for all the items : Go to Step 3.
Normal condition is not displayed for item No.00 or No.01 : Refer to Inspection Procedure P-5 "The column switch (lighting and turn-signal lamp switch) signal is not received P.54C-137."
Normal condition is not displayed for item No.30 : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."
Normal condition is not displayed for item No.32 : Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <LH drive vehicles>P.54C-135." Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <RH drive vehicles>P.54C-136."
Normal condition is not displayed for item No.43 : Replace the ETACS-ECU.

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Step 3. Retest the system.
The lamp reminder buzzer function should work normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

CENTRAL DOOR LOCKING SYSTEM

INSPECTION PROCEDURE C-1: Central door locking system does not work. <LH drive vehicles>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENT ON TROUBLE SYMPTOM
If the central door locking system does not work at all, the driver's door lock actuator or the ETACS-ECU may be defective.

POSSIBLE CAUSES
- Malfunction of the driver's door lock actuator
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.
- Ignition switch: OFF

ECU TO BE CHECKED
- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 2. Pulse check
Check the input signal from the driver's door lock actuator switch.

System switch	Check condition
Driver's door lock actuator switch	When the driver's key cylinder or inside lock knob is unlocked or locked

OK: The M.U.T.-II/III sound or the voltmeter needle fluctuate.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure P-15 "The driver's door lock actuator signal is not received P.54C-148."

Step 3. Connector check: E-11 driver's door lock actuator connector

Q: Is the check result normal?
YES : Go to Step 4.
NO : Repair the defective connector.

Step 4. Driver's door lock actuator check
Check that the driver's door lock actuator works normally. Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 5.
NO : Replace the driver's door lock actuator.

Step 5. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

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Step 6. Check the wiring harness between C-217 ETACS-ECU connector terminal No.2 and fusible link (1).

NOTE: Prior to the wiring harness inspection, check intermediate connector C-116 and junction block connector C-204, and repair if necessary.

- Check the power supply line for open or short circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Retest the system.
Check that the central door locking system works normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE C-1: Central door locking system does not work. <RH drive vehicles>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENT ON TROUBLE SYMPTOM

If the central door locking system does not work at all, the driver's door lock actuator or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the driver's door lock actuator
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.

- Ignition switch: OFF

ECU TO BE CHECKED

- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 2. Pulse check
Check the input signal from the driver's door lock actuator switch.

System switch	Check condition
Driver's door lock actuator switch	When the driver's key cylinder or inside lock knob is unlocked or locked

OK: The M.U.T.-II/III sound or the voltmeter needle fluctuate.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure P-15 "The driver's door lock actuator signal is not received P.54C-149."

Step 3. Connector check: E-25 driver's door lock actuator connector

Q: Is the check result normal?
YES : Go to Step 4.
NO : Repair the defective connector.

Step 4. Driver's door lock actuator check
Check that the driver's door lock actuator works normally. Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 5.
NO : Replace the driver's door lock actuator.

Step 5. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

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Step 6. Check the wiring harness between C-217 ETACS-ECU connector terminal No.2 and fusible link (1).

NOTE: Prior to the wiring harness inspection, check intermediate connectors A-14, C-125 and junction block connector C-204, and repair if necessary.

- Check the power supply line for open or short circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Retest the system.
Check that the central door locking system works normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE C-2: A door or a tailgate can not be locked or unlocked by the central door locking system. <LH drive vehicles>

COMMENT ON TROUBLE SYMPTOM

If a door or the tailgate can not be locked or unlocked by the central door locking system, the door lock actuator or the tailgate lock actuator may be defective.

POSSIBLE CAUSES

- Malfunction of the door lock actuator
- Malfunction of the tailgate lock actuator
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Confirm which door lock actuator is defective.

Q: Which door fails to lock correctly?
Driver's door : Go to Step 2.
Front passenger's door : Go to Step 6.
Rear right door : Go to Step 10.
Rear left door : Go to Step 14.
Tailgate : Go to Step 18.

Step 2. Connector check: E-11 driver's door lock actuator connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

Step 3. Driver's door lock actuator check
Check that the driver's door lock actuator works normally. Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Replace the driver's door lock actuator.

Step 4. Connector check: C-217, C-220 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 5.
NO : Repair the defective connector.

Step 5. Check the wiring harness from C-217 ETACS-ECU connector terminal No.12 and C-220 ETACS-ECU connector No.22 to E-11 driver's door lock actuator connector terminal Nos.6 and 4.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-118 and junction block connector C-205, and repair if necessary.

- Check the input and output lines for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 6. Connector check: E-25 front passenger's door lock actuator connector

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the defective connector.

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Step 7. Check the front passenger's door lock actuator.
Check that the front passenger's door lock actuator works normally. Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 8.
NO : Replace the front passenger's door lock actuator.

Step 8. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 9.
NO : Repair the defective connector.

Step 9. Check the wiring harness from C-217 ETACS-ECU connector terminal Nos.12 and 13 to E-25 front passenger's door lock actuator connector terminal Nos.4 and 6.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-15 and junction block connector C-205, and repair if necessary.

- Check the input and output lines for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 10. Connector check: E-28 rear door lock actuator (RH) connector

Q: Is the check result normal?
YES : Go to Step 11.
NO : Repair the defective connector.

Step 11. Check the rear door lock actuator (RH).
Check that the rear door lock actuator (RH) is in good condition. Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 12.
NO : Replace the rear door lock actuator (RH).

Step 12. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 13.
NO : Repair the defective connector.

Step 13. Check the wiring harness from C-217 ETACS-ECU connector terminal Nos.12 and 13 to E-28 rear door lock actuator (RH) connector terminal Nos.2 and 3.

NOTE: Prior to the wiring harness inspection, check D-02 <vehicles except for Argentina>, D-01 <Vehicles for Argentina>, D-31 intermediate connectors and C-209 junction block connector, and repair if necessary.

- Check the input and output lines for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 14. Connector check: E-08 rear door lock actuator (LH) connector

Q: Is the check result normal?
YES : Go to Step 15.
NO : Repair the defective connector.

Step 15. Check the rear door lock actuator (LH).
Check that the rear door lock actuator (LH) is in good condition. Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 16.
NO : Replace the rear door lock actuator (LH).

Step 16. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 17.
NO : Repair the defective connector.

Step 17. Check the wiring harness from C-217 ETACS-ECU connector terminal Nos.12 and 13 to E-08 rear door lock actuator (LH) connector terminal Nos.3 and 2.

NOTE: Prior to the wiring harness inspection, check D-26 <vehicles except for Argentina>, D-25 <Vehicles for Argentina> intermediate connectors and C-209 junction block connector, and repair if necessary.

- Check the input and output lines for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

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Step 18. Connector check: F-06 tailgate lock actuator connector

Q: Is the check result normal?
YES : Go to Step 19.
NO : Repair the defective connector.

Step 19. Check the tailgate lock actuator.
Check that the tailgate lock actuator is in good condition. Refer to GROUP 42 – Tailgate P.42-52.

Q: Is the check result normal?
YES : Go to Step 20.
NO : Replace the tailgate lock actuator.

Step 20. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 21.
NO : Repair the defective connector.

Step 21. Check the wiring harness from C-217 ETACS-ECU connector terminal Nos.12 and 13 to F-06 tailgate lock actuator connector terminal Nos.2 and 3.

NOTE: Prior to the wiring harness inspection, check intermediate connector F-05 and junction block connector C-209, and repair if necessary.

- Check the input and output lines for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

INSPECTION PROCEDURE C-2: A door or the tailgate can not be locked or unlocked by the central door locking system. <RH drive vehicles>

COMMENT ON TROUBLE SYMPTOM

If a door or the tailgate can not be locked or unlocked by the central door locking system, the door lock actuator or the tailgate lock actuator may be defective.

POSSIBLE CAUSES

- Malfunction of the door lock actuator
- Malfunction of the tailgate lock actuator
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Confirm which door lock actuator is defective.

Q: Which door fails to lock correctly?
Driver's door : Go to Step 2.
Front passenger's door : Go to Step 6.
Rear right door : Go to Step 10.
Rear left door : Go to Step 14.
Tailgate : Go to Step 18.

Step 2. Connector check: E-25 driver's door lock actuator connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

Step 3. Driver's door lock actuator check
Check that the driver's door lock actuator works normally. Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Replace the driver's door lock actuator.

Step 4. Connector check: C-217, C-220 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 5.
NO : Repair the defective connector.

Step 5. Check the wiring harness from C-217 ETACS-ECU connector terminal No.12 and C-220 ETACS-ECU connector No.22 to E-25 driver's door lock actuator connector terminal Nos.4 and 6.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-15 and junction block connector C-205, and repair if necessary.

- Check the input and output lines for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

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Step 6. Connector check: E-11 front passenger's door lock actuator connector

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the defective connector.

Step 7. Check the front passenger's door lock actuator.
Check that the front passenger's door lock actuator works normally. Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 8.
NO : Replace the front passenger's door lock actuator.

Step 8. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 9.
NO : Repair the defective connector.

Step 9. Check the wiring harness from C-217 ETACS-ECU connector terminal Nos.12 and 13 to E-11 front passenger's door lock actuator connector terminal Nos.6 and 4.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-34 and junction block connector C-205, and repair if necessary.

- Check the input and output lines for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 10. Connector check: E-28 rear door lock actuator (RH) connector

Q: Is the check result normal?
YES : Go to Step 11.
NO : Repair the defective connector.

Step 11. Check the rear door lock actuator (RH).
Check that the rear door lock actuator (RH) is in good condition. Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 12.
NO : Replace the rear door lock actuator (RH).

Step 12. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 13.
NO : Repair the defective connector.

Step 13. Check the wiring harness from C-217 ETACS-ECU connector terminal Nos.12 and 13 to E-28 rear door lock actuator (RH) connector terminal Nos.2 and 3.

NOTE: Prior to the wiring harness inspection, check D-01 intermediate connector and C-221 junction block connector, and repair if necessary.

- Check the input and output lines for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 14. Connector check: E-08 rear door lock actuator (LH) connector

Q: Is the check result normal?
YES : Go to Step 15.
NO : Repair the defective connector.

Step 15. Check the rear door lock actuator (LH).
Check that the rear door lock actuator (LH) is in good condition. Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 16.
NO : Replace the rear door lock actuator (LH).

Step 16. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 17.
NO : Repair the defective connector.

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Step 17. Check the wiring harness from C-217 ETACS-ECU connector terminal Nos.12 and 13 to E-08 rear door lock actuator (LH) connector terminal Nos.3 and 2.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-117 and D-26 and junction block connector C-205, and repair if necessary.

- Check the input and output lines for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 18. Connector check: F-06 tailgate lock actuator connector

Q: Is the check result normal?
YES : Go to Step 19.
NO : Repair the defective connector.

Step 19. Check the tailgate lock actuator.
Check that the tailgate lock actuator is in good condition. Refer to GROUP 42 – Tailgate P.42-52.

Q: Is the check result normal?
YES : Go to Step 20.
NO : Replace the tailgate lock actuator.

Step 20. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 21.
NO : Repair the defective connector.

Step 21. Check the wiring harness from C-217 ETACS-ECU connector terminal Nos.12 and 13 to F-06 tailgate lock actuator connector terminal Nos.2 and 3.

NOTE: Prior to the wiring harness inspection, check intermediate connector F-05 and junction block connector C-221, and repair if necessary.

- Check the input and output lines for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

INSPECTION PROCEDURE C-3: The central door locking system can not be operated by means of the front passenger's door key cylinder.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENT ON TROUBLE SYMPTOM

If the central door locking system does not work by means of the front passenger's door key cylinder, the front passenger's door key cylinder or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the front passenger's door key cylinder
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the operation of the central door locking system.
Check that the central door locking system works normally by means of the driver's door key cylinder and inside lock knob.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure C-1 "Central door locking system does not work <LH drive vehicles>P.54C-37 ." Refer to Inspection Procedure C-1 "Central door locking system does not work <RH drive vehicles>P.54C-38 ."

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Step 2. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.
- Ignition switch: OFF

ECUS TO BE CHECKED
- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 3. Pulse check
Check the input signal from the front passenger's door lock key cylinder switch.

System switch	Check condition
Passenger's door lock key cylinder switch	Turn the key to the lock or unlock position

OK: The M.U.T.-II/III sound or the voltmeter needle fluctuate.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Refer to Inspection Procedure P-19 "The front passenger's door lock key cylinder switch signal is not detected <LH drive vehicles>P.54C-153 ." Refer to Inspection Procedure P-19 "The front passenger's door lock key cylinder switch signal is not detected <RH drive vehicles>P.54C-154 ."

Step 4. Retest the system.
Check that the central door locking system works normally by means of the front passenger's door key cylinder.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE C-4: The ignition key reminder function does not work normally.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM
If the key reminder function does not work normally, the input signal circuits below or the ETACS-ECU may be defective.
- Key reminder switch
- Driver's door switch
- Driver's door lock actuator

POSSIBLE CAUSES
- Malfunction of the key reminder switch
- Malfunction of the driver's door switch
- Malfunction of the driver's door lock actuator
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.
- Ignition switch: OFF

ECUS TO BE CHECKED
- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

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Step 2. SWS monitor data list

Check the SWS communication signals, which are related to the key reminder function.

<Selected item> ETACS

- Driver's door: open

Item No.	Item name	Normal condition
Item 32	DR DOOR SW*1	ON
	FRONT DOOR SW*2	

NOTE:

1. **1: Except for Australia*
2. **2: Vehicles for Australia*

OK: Normal condition is displayed.

Q: Is the check result normal?

YES : Go to Step 3.

NO : Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <LH drive vehicles>P.54C-135 ." Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <RH drive vehicles>P.54C-135 ."

Step 3. Pulse check

Check the input signals below which are related to the key reminder function.

System switch	Check condition
Key reminder switch	When the inserted ignition key is pulled out
Driver's door lock actuator switch	When the driver's key cylinder or inside lock knob is unlocked or locked

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?

All the signals are received normally. : Go to Step 4.

The key reminder switch signal is not received. : Refer to Inspection Procedure P-12 "The key reminder switch signal is not received P.54C-144."

The driver's door lock actuator switch signal is not received. : Refer to Inspection Procedure P-15 "The driver's door lock actuator signal is not received <LH drive vehicles>P.54C-148." Refer to Inspection Procedure P-15 "The driver's door lock actuator signal is not received <RH drive vehicles>P.54C-149."

Step 4. Retest the system.

Q: Does the ignition key reminder function work normally?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE C-5: The impact detection door unlock function does not function.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the impact detection door unlock function does not work normally, the input signal circuit from the impact detection sensor, the SRS-ECU or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the SRS-ECU
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. M.U.T.-II/III diagnosis code
Check that the SRS-ECU sets a diagnosis code.

Q: Is the diagnosis code set?
YES : Refer to GROUP 52B – Troubleshooting P.52B-9.
NO : Go to Step 2.

Step 2. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.
- Ignition switch: OFF

ECU TO BE CHECKED
- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 3. Connector check: C-115 SRS-ECU connector

Q: Is the check result normal?
YES : Go to Step 4.
NO : Repair the defective connector.

Step 4. Measure the resistance at the C-115 SRS-ECU connector.
1. Disconnect the connector, and measure at the wiring harness side.
2. Resistance between C-115 SRS-ECU connector terminal No.15 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 6.
NO : Go to Step 5.

Step 5. Check the wiring harness between C-115 SRS-ECU connector terminal No.15 and body earth.
- Check the earth line for open or short circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 6. Connector check: C-220 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the defective connector.

Step 7. Check the wiring harness between C-115 SRS-ECU connector terminal No.14 and C-220 ETACS-ECU connector terminal No.29.
- Check the power supply line for open or short circuit.

Q: Is the check result normal?
YES : Go to Step 8.
NO : Repair the wiring harness.

Step 8. Retest the system.
Check that the impact detection door unlock function works normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

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POWER WINDOW

INSPECTION PROCEDURE D-1: Power windows do not work at all. <except vehicles for Argentina>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the power windows do not work at all, the power window relay, the power window main switch or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the power window relay
- Malfunction of the power window main switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.
- Turn the ignition switch to the ON position.

ECU TO BE CHECKED
- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 2. Connector check: C-208 power window relay connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the connector.

Step 3. Check the power window relay.
Refer to GROUP 42 – Door – On-vehicle Service P.42-28.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Replace the power window relay.

Step 4. Connector check: E-05 power window main switch connector

Q: Is the check result normal?
YES : Go to Step 5.
NO : Repair the connector.

Step 5. Check the power window main switch.
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES <R.H. drive vehicles> : Go to Step 6.
YES <L.H. drive vehicles> : Go to Step 14.
NO : Replace the power window main switch.

Step 6. Measure the voltage at the E-05 power window main switch connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 13 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 10.
NO : Go to Step 7.

Step 7. Check the wiring harness between C-208 power window relay connector terminal No.4 and E-05 power window main switch connector terminal No.13.
NOTE: Prior to the wiring harness inspection, check intermediate connectors C-15, E-29 and junction block connector C-203, and repair if necessary.
- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : Go to Step 8.
NO : Repair the harness wire, and then go to Step 8.

Step 8. Measure the voltage at C-208 power window relay connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.

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(3) Voltage between terminal 5 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 10.
NO : Go to Step 9.

Step 9. Check the wiring harness between C-208 power window relay connector terminal No.5 and fusible link (5).

NOTE: Prior to the wiring harness inspection, check intermediate connectors A-14, C-126 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 10. Measure the resistance at the E-05 power window main switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between terminal 12 and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 12.
NO : Go to Step 11.

Step 11. Check the wiring harness between E-05 power window main switch connector terminal No.12 and body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-15 and E-29, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 12. Measure the resistance at C-208 power window relay connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between terminal 3 and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 14.
NO : Go to Step 13.

Step 13. Check the wiring harness between C-208 power window relay connector terminal No.3 and body earth.

NOTE: Prior to the wiring harness inspection, check junction block connector C-205, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 14. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 15.
NO : Repair the connector.

Step 15. Retest the system.

Check that the all the power windows work.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

Step 16. Measure the voltage at the E-05 power window main switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 13 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 18.
NO : Go to Step 17.

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Step 17. Check the wiring harness between C-208 power window relay connector terminal No.4 and E-05 power window main switch connector terminal No.13.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-118, E-12 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : Go to Step 18.
NO : Repair the harness wire, and then go to Step 18.

Step 18. Measure the voltage at C-208 power window relay connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 5 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 20.
NO : Go to Step 19.

Step 19. Check the wiring harness between C-208 power window relay connector terminal No.5 and fusible link (5).

NOTE: Prior to the wiring harness inspection, check intermediate connector C-116 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 20. Measure the resistance at the E-05 power window main switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between terminal 12 and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 22.
NO : Go to Step 21.

Step 21. Check the wiring harness between E-05 power window main switch connector terminal No.12 and body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-118 and E-12, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 22. Measure the resistance at C-208 power window relay connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between terminal 3 and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 24.
NO : Go to Step 23.

Step 23. Check the wiring harness between C-208 power window relay connector terminal No.3 and body earth.

NOTE: Prior to the wiring harness inspection, check junction block connector C-205, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 24. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 25.
NO : Repair the connector.

Step 25. Retest the system.

Check that the all the power windows work.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE D-1: Power windows do not work at all. <vehicles for Argentina>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the power windows do not work at all, the power window relay, the power window main switch or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the power window relay
- Malfunction of the power window main switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor

Check that the power supply and earth lines to the ETACS-ECU and the power window main switch (power window module) and the SWS communication lines are normal.

- Turn the ignition switch to the ON position.

ECU TO BE CHECKED

- ETACS ECU
- P/W MODULE

OK: "OK" are displayed for all the items

Q: Is the check result normal?

"OK" are displayed for all the items : Go to Step 2.

"NG" is displayed on the "ETACS ECU" menu. : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

"NG" is displayed on the "P/W MODULE" menu. : Refer to Inspection Procedure A-5 "Communication with power window main switch (power window module) is not possible P.54C-30."

Step 2. Function diagnosis by using the SWS monitor

Check the SWS communication signal, which are related to the power windows.

<Selected item> POWER WINDOW

- Turn the ignition switch to the ON position.
- Power window main switch: UP

Item No.	Item name	Normal condition
30	IG SW (IG1)	ON
33	P/W SW ACCEPT	PERMIT
71	P/W ECU ACK	INPUT CHECK (only momentarily when switch is operated)

OK: Normal conditions are displayed for all the items.

Q: Is the check result normal?

Normal conditions displayed for all the items : Go to Step 3.

Normal condition is not displayed for item No.30 : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

Normal condition is not displayed for item No.33 : Replace the ETACS-ECU.

Normal condition is not displayed for item No.71 : Replace the power window main switch.

Step 3. Retest the system.

Check that the all the power windows work.

Q: Is the check result normal?

YES : Intermittent malfunction. (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5)).

NO : Replace the power window main switch.

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INSPECTION PROCEDURE D-2: Driver's power window does not work by means of the power window main switch. <except vehicles for Argentina>

COMMENTS ON TROUBLE SYMPTOM

If the driver's power window does not work by means of the power window main switch, the power window main switch or the driver's door power window motor may be defective.

POSSIBLE CAUSES

- Malfunction of the power window main switch
- Malfunction of the power window motor (front RH) <R.H. drive vehicles>
- Malfunction of the power window motor (front LH) <L.H. drive vehicles>
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the power window main switch.

Check that all of the front passenger's and rear door power windows can operate by means of the power window main switch.

Q: Is the check result normal?

YES : Go to Step 2.

NO : Refer to Inspection Procedure D-1 "Power windows do not work at all <except vehicles for Argentina>P.54C-47."

Step 2. Connector check: E-05 power window main switch connector

Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the connector.

Step 3. Check the power window main switch.

Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?

YES <R.H. drive vehicles> : Go to Step 4.

YES <L.H. drive vehicles> : Go to Step 10.

NO : Replace the power window main switch.

Step 4. Measure the voltage at the E-05 power window main switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 13 and body earth

OK: Battery positive voltage

Q: Is the check result normal?

YES : Go to Step 7.

NO : Go to Step 5.

Step 5. Connector check: C-208 power window relay connector

Q: Is the check result normal?

YES : Go to Step 6.

NO : Repair the connector.

Step 6. Check the wiring harness between C-208 power window relay connector terminal No.4 and E-05 power window main switch connector terminal No.13.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-15, E-29 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 7. Connector check: E-23 power window motor (front RH) connector

Q: Is the check result normal?

YES : Go to Step 8.

NO : Repair the connector.

Step 8. Check the power window motor (front RH).

Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?

YES : Go to Step 9.

NO : Replace the power window motor (front RH).

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Step 9. Check the wiring harness from E-23 power window motor (front RH) connector terminal Nos.1 and 4 to E-05 power window main switch connector terminal Nos.8 and 9.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-29, and repair if necessary.

- Check the power window operating lines for open or short circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 10. Measure the voltage at the E-05 power window main switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 13 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 13.
NO : Go to Step 11.

Step 11. Connector check: C-208 power window relay connector

Q: Is the check result normal?
YES : Go to Step 12.
NO : Repair the connector.

Step 12. Check the wiring harness between C-208 power window relay connector terminal No.4 and E-05 power window main switch connector terminal No.13.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-118, E-12 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 13. Connector check: E-13 power window motor (front LH) connector

Q: Is the check result normal?
YES : Go to Step 14.
NO : Repair the connector.

Step 14. Check the power window motor (front LH).

Refer to GROUP 42 – Door P.42-37.

Q: Is the check result normal?
YES : Go to Step 15.
NO : Replace the power window motor (front LH).

Step 15. Check the wiring harness from E-13 power window motor (front LH) connector terminal Nos.1 and 4 to E-05 power window main switch connector terminal Nos.8 and 9.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-12, and repair if necessary.

- Check the power window operating lines for open or short circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

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INSPECTION PROCEDURE D-2: Driver's power window does not work by means of the power window main switch. <vehicles for Argentina>

COMMENTS ON TROUBLE SYMPTOM

If the driver's power window does not work by means of the power window main switch, the power window main switch or the driver's door power window motor may be defective.

POSSIBLE CAUSES

- Malfunction of the power window main switch
- Malfunction of the power window motor (front LH)
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the power window main switch.

Check that all of the front passenger's and rear door power windows can operate by means of the power window main switch.

Q: Is the check result normal?

YES : Go to Step 2.

NO : Refer to Inspection Procedure D-1 "Power windows do not work at all <vehicles for Argentina>P.54C-50."

Step 2. Connector check: E-05 power window main switch connector

Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the connector.

Step 3. Measure the resistance at the E-05 power window main switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.

(2) Resistance between terminal 2 and body earth

OK: 2Ω or less

Q: Is the check result normal?

YES : Go to Step 5.

NO : Go to Step 4.

Step 4. Check the wiring harness between E-05 power window main switch connector terminal No.2 and body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-118 and E-12, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 5. Measure the voltage at the E-05 power window main switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.

(2) Turn the ignition switch to the ON position.

(3) Voltage between terminal 6 and body earth

OK: Battery positive voltage

Q: Is the check result normal?

YES : Go to Step 8.

NO : Go to Step 6.

Step 6. Connector check: C-208 power window relay connector

Q: Is the check result normal?

YES : Go to Step 7.

NO : Repair the connector.

Step 7. Check the wiring harness between C-208 power window relay connector terminal No.4 and E-05 power window main switch connector terminal No.6.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-118, E-12 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

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Step 8. Connector check: E-13 power window motor (front LH) connector

Q: Is the check result normal?
YES : Go to Step 9.
NO : Repair the connector.

Step 9. Check the wiring harness from E-13 power window motor (front LH) connector terminal Nos.1 and 3 to E-05 power window main switch connector terminal Nos.7 and 1.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-12, and repair if necessary.

- Check the input and output lines for open or short circuit.

Q: Is the check result normal?
YES : Go to Step 10.
NO : Repair the wiring harness.

Step 10. Retest the system.
After the power window main switch is replaced, check that the driver's door power window can be operated by the power window main switch.
(1) Replace the power window main switch.
(2) Check that the driver's power window works by means of the power window main switch.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the power window motor assembly (front LH).

INSPECTION PROCEDURE D-3: Relevant power window(s) do not work by means of the front and rear passenger's power window sub switches. <LH drive vehicles except for Argentina>

COMMENTS ON TROUBLE SYMPTOM

If the front passenger's or rear power window does not work by means of the respective power window sub switch, the power window sub switch or the power window motor may be defective.

POSSIBLE CAUSES

- Malfunction of the power window sub switch (front LH), power window sub switch (rear RH) or power window sub switch (rear LH)
- Malfunction of the power window sub switch (front LH), power window motor (rear RH) or power window motor (rear LH)
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the power window main switch.
Check that the power window lock switch is turned off.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Turn off the power window lock switch.

Step 2. Connector check: E-05 power window main switch connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the connector.

Step 3. Check the power window main switch.
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Replace the power window main switch.

Step 4. Determine a trouble spot.

Q: Which power window does not work?
Front passenger's door : Go to Step 5.
Rear right door : Go to Step 14.
Rear left door : Go to Step 23.

Step 5. Connector check: E-17 power window sub switch (front RH) connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the connector.

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Step 6. Check the power window sub switch (front RH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Replace the power window sub switch (front RH).

Step 7. Measure the voltage at E-17 power window sub switch (front RH) connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 5 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 10.
NO : Go to Step 8.

Step 8. Connector check: C-208 power window relay connector

Q: Is the check result normal?
YES : Go to Step 9.
NO : Repair the connector.

Step 9. Check the wiring harness from E-17 power window sub switch (front RH) connector terminal No.5 to C-208 power window connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-15, E-24 and junction block connector C-203, and repair if necessary.
- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 10. Connector check: E-23 power window motor (front RH) connector

Q: Is the check result normal?
YES : Go to Step 11.
NO : Repair the connector.

Step 11. Check the power window motor (front RH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 12.
NO : Replace the power window motor (front RH).

Step 12. Check the wiring harness from E-23 power window motor (front RH) connector terminal Nos.1 and 4 to E-17 power window sub switch (front RH) connector terminal Nos.7 and 6.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-24, and repair if necessary.
- Check the power window operation line for open circuit.

Q: Is the check result normal?
YES : Go to Step 13.
NO : Repair the wiring harness.

Step 13. Check the wiring harness from E-17 power window sub switch (front RH) connector terminals 4 and 8 to E-05 power window main switch connector terminals 3 and 11.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-15, C-118, E-12 and E-24, and repair if necessary.
- Check the power window operation line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 14. Connector check: E-21 power window sub switch (rear RH) connector

Q: Is the check result normal?
YES : Go to Step 15.
NO : Repair the connector.

Step 15. Check the power window sub switch (rear RH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 16.
NO : Replace the power window sub switch (rear RH).

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Step 16. Measure the voltage at E-21 power window sub switch (rear RH) connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 5 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 19.
NO : Go to Step 17.

Step 17. Connector check: C-208 power window relay connector

Q: Is the check result normal?
YES : Go to Step 18.
NO : Repair the connector.

Step 18. Check the wiring harness from E-21 power window sub switch (rear RH) connector terminal No.5 to C-208 power window connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-13, D-01, E-27 and junction block connector C-203, and repair if necessary.
- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 19. Connector check: E-19 power window motor (rear RH) connector

Q: Is the check result normal?
YES : Go to Step 20.
NO : Repair the connector.

Step 20. Check the power window motor (rear RH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 21.
NO : Replace the power window motor (rear RH).

Step 21. Check the wiring harness from E-19 power window motor (rear RH) connector terminal Nos.1 and 2 to E-21 power window sub switch (rear RH) connector terminal Nos.7 and 6.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-27, and repair if necessary.
- Check the power window operation line for open circuit.

Q: Is the check result normal?
YES : Go to Step 22.
NO : Repair the wiring harness.

Step 22. Check the wiring harness from E-21 power window sub switch (rear LH) connector terminals 4 and 8 to E-05 power window main switch connector terminals 14 and 6.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-13, C-118, D-01, E-12 and E-27, and repair if necessary.
- Check the power window operation line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 23. Connector check: E-01 power window sub switch (rear LH) connector

Q: Is the check result normal?
YES : Go to Step 24.
NO : Repair the connector.

Step 24. Check the power window sub switch (rear LH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 25.
NO : Replace the power window sub switch (rear LH).

Step 25. Measure the voltage at E-01 power window sub switch (rear LH) connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 5 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 28.
NO : Go to Step 26.

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Step 26. C-208 power window relay connector

Q: Is the check result normal?
YES : Go to Step 27.
NO : Repair the connector.

Step 27. Check the wiring harness from E-01 power window sub switch (rear LH) connector terminal No.5 to C-208 power window connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-117, D-25, E-09 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 28. Connector check: E-02 power window motor (rear LH) connector

Q: Is the check result normal?
YES : Go to Step 29.
NO : Repair the connector.

Step 29. Check the power window motor (rear LH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 30.
NO : Replace the power window motor (rear LH).

Step 30. Check the wiring harness from E-02 power window motor (rear LH) connector terminal Nos.1 and 2 to E-01 power window sub switch (rear LH) connector terminal Nos.7 and 6.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-09, and repair if necessary.

- Check the power window operation line for open circuit.

Q: Is the check result normal?
YES : Go to Step 31.
NO : Repair the wiring harness.

Step 31. Check the wiring harness from E-01 power window sub switch (rear LH) connector terminals 4 and 8 to E-05 power window main switch connector terminals 1 and 2.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-117, C-118, D-25, E-09 and E-12, and repair if necessary.

- Check the power window operation line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

INSPECTION PROCEDURE D-3: Relevant power window(s) do not work by means of the front and rear passenger's power window sub switches. <LH drive vehicles for Argentina>

COMMENTS ON TROUBLE SYMPTOM

If the front passenger's or rear power window does not work by means of the respective power window sub switch, the power window sub switch or the power window motor may be defective.

POSSIBLE CAUSES

- Malfunction of the power window sub switch (front RH), power window sub switch (rear, RH) or power window sub switch (rear LH)
- Malfunction of the power window motor (front RH), power window motor (rear RH) or power window motor (rear LH)
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the power window main switch.
Check that the power window lock switch is turned off.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Turn off the power window lock switch.

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Step 2. Determine a trouble spot.

Q: Which power window does not work?
Front passenger's door : Go to Step 3.
Rear right door : Go to Step 14.
Rear left door : Go to Step 25.

Step 3. Connector check: E-23 power window sub switch (front RH) connector

Q: Is the check result normal?
YES : Go to Step 4.
NO : Repair the connector.

Step 4. Measure the resistance at E-23 power window sub switch (front RH) connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between terminal 1 and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 6.
NO : Go to Step 5.

Step 5. Check the wiring harness from E-17 power window sub switch (front RH) connector terminal No.1 to body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-15, and repair if necessary.
- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 6. Measure the voltage at E-17 power window sub switch (front RH) connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 4 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 9.
NO : Go to Step 7.

Step 7. Connector check: C-208 power window relay connector

Q: Is the check result normal?
YES : Go to Step 8.
NO : Repair the connector.

Step 8. Check the wiring harness from E-17 power window sub switch (front LH) connector terminal No.4 to C-208 power window connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-15, E-24 and junction block connector C-203, and repair if necessary.
- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 9. Connector check: E-23 power window motor (front RH) connector

Q: Is the check result normal?
YES : Go to Step 10.
NO : Repair the connector.

Step 10. Measure the resistance at E-23 power window motor (front RH) connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Resistance between terminal 5 and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 12.
NO : Go to Step 11.

Step 11. Check the wiring harness from E-23 power window motor (front RH) connector terminal No.5 to body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-15, and repair if necessary.
- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

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Step 12. Check the wiring harness from E-23 power window motor (front RH) connector terminal Nos.1 and 3 to E-17 power window sub switch (front LH) connector terminal Nos.5 and 7.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-24, and repair if necessary.

- Check the input and output lines for open or short circuit.

Q: Is the check result normal?
YES : Go to Step 13.
NO : Repair the wiring harness.

Step 13. Retest the system.

After the power window sub switch (front RH) is replaced, check that the front passenger's door power window can be operated by the power window sub switch (front RH).
(1) Replace the power window sub switch (front RH).
(2) Check that the front passenger's door power window can be operated by the power window sub switch (front RH).

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the power window motor assembly (front RH).

Step 14. Connector check: E-21 power window sub switch (rear RH) connector

Q: Is the check result normal?
YES : Go to Step 15.
NO : Repair the connector.

Step 15. Measure the resistance at E-21 power window sub switch (rear RH) connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between terminal 1 and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 17.
NO : Go to Step 16.

Step 16. Check the wiring harness from E-21 power window sub switch (rear RH) connector terminal No.1 to body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connectors E-27 and D-02, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 17. Measure the voltage at E-21 power window sub switch (rear RH) connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 4 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 20.
NO : Go to Step 18.

Step 18. Connector check: C-208 power window relay connector

Q: Is the check result normal?
YES : Go to Step 19.
NO : Repair the connector.

Step 19. Check the wiring harness from E-21 power window sub switch (rear RH) connector terminal No.4 to C-208 power window connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-13, D-02, E-27 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 20. Connector check: E-20 power window motor (rear RH) connector

Q: Is the check result normal?
YES : Go to Step 21.
NO : Repair the connector.

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Step 21. Measure the resistance at E-20 power window motor (rear RH) connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Resistance between terminal 5 and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 23.
NO : Go to Step 22.

Step 22. Check the wiring harness from E-20 power window motor (rear RH) connector terminal No.5 to body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector D-02, and repair if necessary.
- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 23. Check the wiring harness from E-20 power window motor (rear RH) connector terminal Nos.1 and 3 to E-21 power window sub switch (rear RH) connector terminal Nos.7 and 5.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-27, and repair if necessary.
- Check the input and output lines for open or short circuit.

Q: Is the check result normal?
YES : Go to Step 24.
NO : Repair the wiring harness.

Step 24. Retest the system.
After the power window sub switch (rear RH) is replaced, check that the rear right door power window can be operated by the power window sub switch (rear RH).
(1) Replace the power window sub switch (rear RH).
(2) Check that the rear right door power window can be operated by the power window sub switch (rear RH).

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the power window motor assembly (rear RH).

Step 25. Connector check: E-01 power window sub switch (rear LH) connector

Q: Is the check result normal?
YES : Go to Step 26.
NO : Repair the connector.

Step 26. Measure the resistance at E-01 power window sub switch (rear LH) connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between terminal 1 and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 28.
NO : Go to Step 27.

Step 27. Check the wiring harness from E-01 power window sub switch (rear LH) connector terminal No.1 to body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connectors E-09 and D-26, and repair if necessary.
- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 28. Measure the voltage at E-01 power window sub switch (rear LH) connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 4 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 31.
NO : Go to Step 29.

Step 29. C-208 power window relay connector

Q: Is the check result normal?
YES : Go to Step 30.
NO : Repair the connector.

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Step 30. Check the wiring harness from E-01 power window sub switch (rear LH) connector terminal No.4 to C-208 power window connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-117, D-26, E-09 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 31. Connector check: E-03 power window motor (rear LH) connector

Q: Is the check result normal?

YES : Go to Step 32.

NO : Repair the connector.

Step 32. Measure the resistance at E-03 power window motor (rear LH) connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Resistance between terminal 5 and body earth

OK: 2Ω or less

Q: Is the check result normal?

YES : Go to Step 34.

NO : Go to Step 33.

Step 33. Check the wiring harness from E-03 power window motor (rear LH) connector terminal No.5 to body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector D-26, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 34. Check the wiring harness from E-03 power window motor (rear LH) connector terminal Nos.1 and 3 to E-01 power window sub switch (rear LH) connector terminal Nos.7 and 5.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-09, and repair if necessary.

- Check the input and output lines for open or short circuit.

Q: Is the check result normal?

YES : Go to Step 35.

NO : Repair the wiring harness.

Step 35. Retest the system.

After the power window sub switch (rear LH) is replaced, check that the rear left door power window can be operated by the power window sub switch (rear LH).

(1) Replace the power window sub switch (rear LH).
(2) Check that the rear left door power window can be operated by the power window sub switch (rear LH).

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the power window motor assembly (rear LH).

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INSPECTION PROCEDURE D-3: Relevant power window(s) do not work by means of the front and rear passenger's power window sub switches. <RH drive vehicles>

COMMENTS ON TROUBLE SYMPTOM

If the front passenger's or rear power window does not work by means of the respective power window sub switch, the power window sub switch or the power window motor may be defective.

POSSIBLE CAUSES

- Malfunction of the power window sub switch (front LH), power window sub switch (rear RH) or power window sub switch (rear LH)
- Malfunction of the power window sub switch (front LH), power window motor (rear RH) or power window motor (rear LH)
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the power window main switch.
Check that the power window lock switch is turned off.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Turn off the power window lock switch.

Step 2. Connector check: E-05 power window main switch connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the connector.

Step 3. Check the power window main switch.
Refer to GROUP 42 – Door P.42-27.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Replace the power window main switch.

Step 4. Determine a trouble spot.

Q: Which power window does not work?
Front passenger's door : Go to Step 5.
Rear right door : Go to Step 14.
Rear left door : Go to Step 23.

Step 5. Connector check: E-31 power window sub switch (front LH) connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the connector.

Step 6. Check the power window sub switch (front LH).
Refer to GROUP 42 – Door P.42-27.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Replace the power window sub switch (front LH).

Step 7. Measure the voltage at E-31 power window sub switch (front LH) connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 5 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 10.
NO : Go to Step 8.

Step 8. Connector check: C-208 power window relay connector

Q: Is the check result normal?
YES : Go to Step 9.
NO : Repair the connector.

Step 9. Check the wiring harness from E-31 power window sub switch (front LH) connector terminal No.5 to C-208 power window connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-34, E-30 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 10. Connector check: E-13 power window motor (front LH) connector

Q: Is the check result normal?
YES : Go to Step 11.
NO : Repair the connector.

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Step 11. Check the power window motor (front LH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 12.
NO : Replace the power window motor (front LH).

Step 12. Check the wiring harness from E-13 power window motor (front LH) connector terminal Nos.1 and 4 to E-31 power window sub switch (front LH) connector terminal Nos.7 and 6.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-30, and repair if necessary.

- Check the power window operation line for open circuit.

Q: Is the check result normal?
YES : Go to Step 13.
NO : Repair the wiring harness.

Step 13. Check the wiring harness from E-31 power window sub switch (front LH) connector terminals 4 and 8 to E-05 power window main switch connector terminals 3 and 11.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-15, C-34, E-29 and E-30, and repair if necessary.

- Check the power window operation line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 14. Connector check: E-21 power window sub switch (rear RH) connector

Q: Is the check result normal?
YES : Go to Step 15.
NO : Repair the connector.

Step 15. Check the power window sub switch (rear RH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 16.
NO : Replace the power window sub switch (rear RH).

Step 16. Measure the voltage at E-21 power window sub switch (rear RH) connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 5 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 19.
NO : Go to Step 17.

Step 17. Connector check: C-208 power window relay connector

Q: Is the check result normal?
YES : Go to Step 18.
NO : Repair the connector.

Step 18. Check the wiring harness from E-21 power window sub switch (rear RH) connector terminal No.5 to C-208 power window connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-13, D-01, E-27 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 19. Connector check: E-19 power window motor (rear RH) connector

Q: Is the check result normal?
YES : Go to Step 20.
NO : Repair the connector.

Step 20. Check the power window motor (rear RH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 21.
NO : Replace the power window motor (rear RH).

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Step 21. Check the wiring harness from E-19 power window motor (rear RH) connector terminal Nos.1 and 2 to E-21 power window sub switch (rear RH) connector terminal Nos.7 and 6.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-27, and repair if necessary.

- Check the power window operation line for open circuit.

Q: Is the check result normal?
YES : Go to Step 22.
NO : Repair the wiring harness.

Step 22. Check the wiring harness from E-21 power window sub switch (rear LH) connector terminals 4 and 8 to E-05 power window main switch connector terminals 14 and 6.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-13, C-15, D-01, E-27 and E-29, and repair if necessary.

- Check the power window operation line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 23. Connector check: E-01 power window sub switch (rear LH) connector

Q: Is the check result normal?
YES : Go to Step 24.
NO : Repair the connector.

Step 24. Check the power window sub switch (rear LH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 25.
NO : Replace the power window sub switch (rear LH).

Step 25. Measure the voltage at E-01 power window sub switch (rear LH) connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Turn the ignition switch to the ON position.
(3) Voltage between terminal 5 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 28.
NO : Go to Step 26.

Step 26. C-208 power window relay connector

Q: Is the check result normal?
YES : Go to Step 27.
NO : Repair the connector.

Step 27. Check the wiring harness from E-01 power window sub switch (rear LH) connector terminal No.5 to C-208 power window connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-117, D-25, E-09 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 28. Connector check: E-02 power window motor (rear LH) connector

Q: Is the check result normal?
YES : Go to Step 29.
NO : Repair the connector.

Step 29. Check the power window motor (rear LH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 30.
NO : Replace the power window motor (rear LH).

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Step 30. Check the wiring harness from E-02 power window motor (rear LH) connector terminal Nos.1 and 2 to E-01 power window sub switch (rear RH) connector terminal Nos.7 and 6.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-09, and repair if necessary.

- Check the power window operation line for open circuit.

Q: Is the check result normal?
YES : Go to Step 31.
NO : Repair the wiring harness.

Step 31. Check the wiring harness from E-01 power window sub switch (rear LH) connector terminals 4 and 8 to E-05 power window main switch connector terminals 1 and 2.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-15, C-117, D-25, E-09 and E-29, and repair if necessary.

- Check the power window operation line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

INSPECTION PROCEDURE D-4: Front and/or rear passenger's power window(s) do not work by means of the power window main switch. <LH drive vehicles except for Argentina>

COMMENTS ON TROUBLE SYMPTOM

If the passenger's and/or rear power window does not work by means of the power window main switch, the power window main switch or the respective power window sub switch(es) may be defective.

POSSIBLE CAUSES

- Malfunction of the power window main switch
- Malfunction of the power window sub switch (front RH), power window sub switch (rear RH) or power window sub switch (rear LH)
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the power window main switch.
Check that the driver's power window works by means of the power window main switch.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure D-2 "Driver's power window does not work by means of the power window main switch <Except vehicles for Argentina>P.54C-51 ."

Step 2. Check the power window sub switch.
Check that each power window works by means of the respective power window sub switch when the power window lock switch is turned off.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure D-3 "Relevant power window(s) do not work by means of the front and rear passenger's power window sub switches <LH drive vehicles except for Argentina>P.54C-54 ."

Step 3. Connector check: E-05 power window main switch connector

Q: Is the check result normal?
YES : Go to Step 4.
NO : Repair the connector.

Step 4. Check the power window main switch.
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 5.
NO : Replace the power window main switch.

Step 5. Determine a trouble spot.

Q: Which power window does not work when the power window main switch is operated?
Front passenger's door : Go to Step 6.
Rear right door : Go to Step 9.
Rear left door : Go to Step 12.

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Step 6. Connector check: E-17 power window sub switch (front RH) connector

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the connector.

Step 7. Check the power window sub switch (front RH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 8.
NO : Replace the power window sub switch (front RH).

Step 8. Check the wiring harness from E-17 power window sub switch (front RH) connector terminals 4 and 8 to E-05 power window main switch connector terminals 3 and 11.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-15, C-118, E-12 and E-24, and repair if necessary.

- Check the power window operating lines for open or short circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 9. Connector check: E-21 power window sub switch (rear RH) connector

Q: Is the check result normal?
YES : Go to Step 10.
NO : Repair the connector.

Step 10. Check the power window sub switch (rear RH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 11.
NO : Replace the power window sub switch (rear RH).

Step 11. Check the wiring harness from E-21 power window sub switch (rear RH) connector terminals 4 and 8 to E-05 power window main switch connector terminals 14 and 6.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-13, C-118, D-01, E-12 and E-27, and repair if necessary.

- Check the power window operating lines for open or short circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 12. Connector check: E-01 power window sub switch (rear LH) connector

Q: Is the check result normal?
YES : Go to Step 13.
NO : Repair the connector.

Step 13. Check the power window sub switch (rear LH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 14.
NO : Replace the power window sub switch (rear LH).

Step 14. Check the wiring harness from E-21 power window sub switch (rear LH) connector terminals 4 and 8 to E-05 power window main switch connector terminals 1 and 2.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-117, C-118, D-25, E-09 and E-12, and repair if necessary.

- Check the power window operating lines for open or short circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

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INSPECTION PROCEDURE D-4: Front and/or rear passenger's power window(s) do not work by means of the power window main switch. <LH drive vehicles for Argentina>

COMMENTS ON TROUBLE SYMPTOM

If the passenger's and/or rear power window does not work by means of the power window main switch, the power window main switch or the respective power window sub switch(es) may be defective.

POSSIBLE CAUSES

- Malfunction of the power window main switch
- Malfunction of the power window sub switch (front RH), power window sub switch (rear RH) or power window sub switch (rear LH)
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor

Check that the power supply and earth lines to the power window main switch (power window module) and the SWS communication lines are normal.

- Turn the ignition switch to the ON position.

ECU TO BE CHECKED

- P/W MODULE

OK: "OK" is displayed on the "P/W MODULE" menu.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure A-5 "Communication with power window main switch (power window module) is not possible P.54C-30."

Step 2. Check the power window sub switch.

Check that each power window works by means of the respective power window sub switch when the power window lock switch is turned off.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure D-3 "Relevant power window(s) do not work by means of the front and rear passenger's power window sub switches <LH drive vehicles for Argentina>P.54C-57 ."

Step 3. Determine a trouble spot.

Q: Which power window does not work when the power window main switch is operated?
Front passenger's door : Go to Step 4.
Rear right door : Go to Step 7.
Rear left door : Go to Step 10.

Step 4. Connector check: E-05 power window main switch connector and E-17 power window sub switch (front RH) connector

Q: Is the check result normal?
YES : Go to Step 5.
NO : Repair the connector.

Step 5. Check the wiring harness between E-05 power window main switch connector terminal No.11 and E-17 power window sub switch (front LH) connector terminal No.6.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-15, C-118, E-12 and E-24, and repair if necessary.

- Check the communication lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the wiring harness.

Step 6. Retest the system.

After the power window sub switch (front LH) is replaced, check that the front passenger's door power window can be operated by the power window sub switch.
(1) Replace the power window sub switch (front LH).
(2) Check that the front passenger's power window works by means of the power window main switch.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the power window main switch.

Step 7. Connector check: E-05 power window main switch connector and E-21 power window sub switch (rear RH) connector

Q: Is the check result normal?
YES : Go to Step 8.
NO : Repair the connector.

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Step 8. Check the wiring harness between E-05 power window main switch connector terminal No.11 and E-21 power window sub switch (rear RH) connector terminal No.6.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-13, C-118, D-02, E-12 and E-27, and repair if necessary.

- Check the communication lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 9.
NO : Repair the wiring harness.

Step 9. Retest the system.

After the power window sub switch (rear RH) is replaced, check that the rear right door power window can be operated by the power window sub switch.
(1) Replace the power window sub switch (rear RH).
(2) Check that the rear right power window works by means of the power window main switch.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the power window main switch.

Step 10. Connector check: E-05 power window main switch connector and E-01 power window sub switch (rear LH) connector

Q: Is the check result normal?
YES : Go to Step 11.
NO : Repair the connector.

Step 11. Check the wiring harness between E-05 power window main switch connector terminal No.11 and E-01 power window sub switch (rear LH) connector terminal No.6.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-117, C-118, D-26, E-09 and E-12, and repair if necessary.

- Check the communication lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 12.
NO : Repair the wiring harness.

Step 12. Retest the system.

After the power window sub switch (rear LH) is replaced, check that the rear left door power window can be operated by the power window sub switch.
(1) Replace the power window sub switch (rear LH).
(2) Check that the rear left power window works by means of the power window main switch.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the power window main switch.

INSPECTION PROCEDURE D-4: Front and/or rear passenger's power window(s) do not work by means of the power window main switch. <RH drive vehicles>

COMMENTS ON TROUBLE SYMPTOM

If the passenger's and/or rear power window does not work by means of the power window main switch, the power window main switch or the respective power window sub switch(es) may be defective.

POSSIBLE CAUSES

- Malfunction of the power window main switch
- Malfunction of the power window sub switch (front LH), power window sub switch (rear RH) or power window sub switch (rear LH)
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the power window main switch.

Check that the driver's power window works by means of the power window main switch.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure D-2 "Driver's power window does not work by means of the power window main switch <Except vehicles for Argentina>P.54C-51 ."

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Step 2. Check the power window sub switch.
Check that each power window works by means of the respective power window sub switch when the power window lock switch is turned off.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure D-3 "Relevant power window(s) do not work by means of the front and rear passenger's power window sub switches <RH drive vehicles>P.54C-62 ."

Step 3. Connector check: E-05 power window main switch connector

Q: Is the check result normal?
YES : Go to Step 4.
NO : Repair the connector.

Step 4. Check the power window main switch.
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 5.
NO : Replace the power window main switch.

Step 5. Determine a trouble spot.

Q: Which power window does not work when the power window main switch is operated?
Front passenger's door : Go to Step 6.
Rear right door : Go to Step 9.
Rear left door : Go to Step 12.

Step 6. Connector check: E-31 power window sub switch (front LH) connector

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the connector.

Step 7. Check the power window sub switch (front LH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 8.
NO : Replace the power window sub switch (front LH).

Step 8. Check the wiring harness from E-31 power window sub switch (front LH) connector terminals 4 and 8 to E-05 power window main switch connector terminals 3 and 11.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-15, C-34, E-29 and E-30, and repair if necessary.

- Check the communication lines for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 9. Connector check: E-21 power window sub switch (rear RH) connector

Q: Is the check result normal?
YES : Go to Step 10.
NO : Repair the connector.

Step 10. Check the power window sub switch (rear RH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 11.
NO : Replace the power window sub switch (rear RH).

Step 11. Check the wiring harness from E-21 power window sub switch (rear RH) connector terminals 4 and 8 to E-05 power window main switch connector terminals 14 and 6.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-13, C-15, D-01, E-27 and E-29, and repair if necessary.

- Check the communication lines for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 12. Connector check: E-01 power window sub switch (rear LH) connector

Q: Is the check result normal?
YES : Go to Step 13.
NO : Repair the connector.

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Step 13. Check the power window sub switch (rear LH).
Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?
YES : Go to Step 14.
NO : Replace the power window sub switch (rear LH).

Step 14. Check the wiring harness from E-21 power window sub switch (rear LH) connector terminals 4 and 8 to E-05 power window main switch connector terminals 1 and 2.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-15, C-117, D-25, E-09 and E-29, and repair if necessary.

- Check the communication lines for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

INSPECTION PROCEDURE D-5: The power window timer function does not work normally. <except vehicles for Argentina>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

OPERATION
The ETACS-ECU operates this function in accordance with the input signals below.
- Ignition switch (IG1)
- Driver's door switch
- Passenger's door switch <vehicles for Australia>

COMMENTS ON TROUBLE SYMPTOM
If the power window timer function does not work normally, these input signal circuit(s), the power window main switch or the ETACS-ECU may be defective.

POSSIBLE CAUSES
- Malfunction of the front door switch (RH)
- Malfunction of the front door switch (LH)
- Malfunction of the power window main switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the adjustment function.
Check that the power window timer function has been enabled by using the adjustment function.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Use the adjustment function to enable the power window timer function (Refer to GROUP 54B – Adjustment function P.54B-155).

Step 2. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.
- Ignition switch: OFF

ECU TO BE CHECKED
- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

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Step 3. SWS monitor data list

Check the input signals below, which are related to the power window timer function.

<Selected item> ETACS ECU

- Ignition switch: OFF
- Driver's door: open

Item No.	Item name	Normal condition
Item 30	IG SW(IG1)	OFF
Item 31	IG SW(ACC)	OFF
Item 32	DR DOOR SW*1	ON
	FRONT DOOR SW*2	

NOTE:

1. **1: Except for Australia*
2. **2: Vehicles for Australia*

OK: Normal condition is displayed.

Q: Is the check result normal?

Normal conditions are displayed for all the items. : Go to Step 4.

Normal condition is not displayed for item No.30. : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

Normal condition is not displayed for item No.31. : Refer to Inspection Procedure P-1 "The ignition switch (ACC) signal is not received P.54C-132."

Normal condition is not displayed for item No.32. : Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <LH drive vehicles>P.54C-135." Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <RH drive vehicles>P.54C-136."

Step 4. Connector check: E-05 power window main switch connector

Q: Is the check result normal?

YES : Go to Step 5.

NO : Repair the connector.

Step 5. Check the power window main switch.

Refer to GROUP 42 – Door P.42-35.

Q: Is the check result normal?

YES : Go to Step 6.

NO : Replace the power window main switch.

Step 6. Retest the system.

Check that the power window timer function works normally.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE D-5: The power window timer function does not work normally. <Vehicles for Argentina>

⚠ CAUTION

Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

OPERATION

The ETACS-ECU operates this function in accordance with the input signals below.

- Ignition switch (IG1)
- Driver's door switch

COMMENTS ON TROUBLE SYMPTOM

If the power window timer function does not work normally, these input signal circuit(s), the power window main switch or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the front door switch (LH)
- Malfunction of the power window main switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

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DIAGNOSIS PROCEDURE

Step 1. Check the adjustment function.
Check that the power window timer function has been enabled by using the adjustment function.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Enable the power window timer function by using the adjustment function. Refer to P.54B-155.

Step 2. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the power window main switch (power window module) and the SWS communication lines are normal.

- Turn the ignition switch from the ON to the OFF position.

ECUS TO BE CHECKED

- ETACS ECU
- P/W MODULE

OK: "OK" are displayed for all the items

NOTE: "OK" is displayed for the power window switch (power window module) for approximately one minute, and then changed to "NG". However, only "OK" is displayed for the ETACS-ECU.

Q: Is the check result normal?
"OK" are displayed for all the items : Go to Step 3.
"NG" is displayed on the "ETACS ECU" menu. : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."
"NG" is displayed on the "P/W MODULE" menu. : Refer to Inspection Procedure A-5 "Communication with power window main switch (power window module) is not possible P.54C-30."

Step 3. Function diagnosis by using the SWS monitor
Check the SWS communication signal, which are related to the power window timer function.

<Selected item> POWER WINDOW

- Turn the ignition switch from the ON to the OFF position.

Item No.	Item name	Normal condition
30	IG SW IG1	OFF
33	P/W SW ACCEPT	PERMIT
71	P/W ECU ACK	NORMAL ACK

NOTE: For item No.33 "P/W SW ACCEPT", "PERMIT" is displayed for approximately 30 seconds after the ignition switch is turned off, and then change to "PROHIBIT". In addition, on item No.71 "P/W MODULE", "NORMAL ACK" is changed to "INPUT CHECK" momentarily, when the power window main switch is operated for approximately 30 seconds after the ignition switch is turned off.

OK: Normal conditions are displayed for all the items.

Q: Is the check result normal?
Normal conditions are displayed for all the items. : Go to Step 4.
Normal condition is not displayed for item No.30 : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."
Normal condition is not displayed for item No.33 : Replace the ETACS-ECU.
Normal condition is not displayed for item No.71 : Replace the power window main switch.

Step 4. Retest the system.
After the power window main switch is replaced, check that the power window timer function works normally.
(1) Replace the power window main switch.
(2) Check that the power window timer function works normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE D-6: The window glass lowers automatically while it is rising.

COMMENTS ON TROUBLE SYMPTOM

If the sliding resistance is too great when the window is being raised or the window glass encounters an object, the window glass will lower by approximately 150 mm.

POSSIBLE CAUSES

- Improper adjusted door window glass
- Incorrectly installed or warped glass slider
- Malfunction of the power window motor
- Malfunction of the window regulator

DIAGNOSIS PROCEDURE

Step 1. Check the power window anti-trap function. <vehicles for Argentina>

Check that the power window anti-trap function works. Refer to GROUP 42 – Door – On-vehicle Service P.42-27.

Q: Is the check result normal?

YES : Go to Step 2.

NO : Refer to Inspection Procedure D-7 "Power window anti-trap function does not work normally <vehicles for Argentina>P.54C-74."

Step 2. Check the power window operating current.

Check that the power window operating current is normal (Refer to GROUP 42 – Door – On-vehicle service P.42-28).

Q: Is the check result normal?

YES : . Adjust the door window glass (Refer to GROUP 42 – Door – On-vehicle service P.42-27), and then go to Step 3.

NO : . Replace the defective power window motor assembly which operating current are abnormal.

Step 3. Check that the door window glasses are installed correctly.

Check that the door window glasses are installed correctly. Refer to GROUP 42 – Door – On-vehicle Service P.42-27.

Q: Is the check result normal?

YES : Go to Step 4.

NO : Adjust the door window glass (Refer to GROUP 42 – Door – On-vehicle service P.42-27).

Step 4. Retest the system.

Check that the power window does not lower automatically while it is being raised.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the power window motor assembly of the defective window.

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INSPECTION PROCEDURE D-7: Power window anti-trap function does not work normally. <vehicles for Argentina>

COMMENTS ON TROUBLE SYMPTOM

The revolution detection sensor, which is incorporated in the power window motor, may be defective.

POSSIBLE CAUSE

- Malfunction of the power window motor

DIAGNOSIS PROCEDURE

Step 1. Check the power window operating current.

Check that the power window operating current is normal (Refer to GROUP 42 – Door – On-vehicle service P.42-28).

Q: Is the check result normal?

YES : Adjust the door window glass (Refer to GROUP 42 – Door – On-vehicle service P.42-27), and then go to Step 2.

NO : Replace the defective power window motor assembly which operating current are abnormal.

Step 2. Confirm the power window learning function.

Check that the power window switch has learned the fully closed position of the windows (Refer to GROUP 42 – Door P.42-37).

Q: Is the check result normal?

YES : Go to Step 3.

NO : Make the power window switch learn the fully closed position of the windows (Refer to GROUP 42 – Door P.42-37).

Step 3. Determine a trouble spot.

Q: Which door does the power window anti-trap function fail on?

Driver's door : Go to Step 4.

Front passenger's door : Go to Step 7.

Rear right door : Go to Step 13.

Rear left door : Go to Step 19.

Step 4. Connector check: E-05 power window main switch connector and E-13 power window motor (front LH) connector

Q: Is the check result normal?

YES : Go to Step 5.

NO : Repair the defective connector.

Step 5. Check the wiring harness from E-05 power window main switch connector terminal Nos.8, 9, 10 and 12 to E-13 power window motor (front RH) connector terminal Nos.5, 4, 6 and 2.

- Check the input and output lines to the revolution detection sensor for open or short circuit.

Q: Is the check result normal?

YES : Go to Step 6.

NO : Repair the wiring harness.

Step 6. Retest the system.

After the power window main switch is replaced, check that the driver's power window anti-trap function works.

(1) Replace the power window main switch.

(2) Check that the driver's power window anti-trap function works.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the power window motor assembly (front LH).

Step 7. Connector check: E-23 power window motor (front RH) connector

Q: Is the check result normal?

YES : Go to Step 8.

NO : Repair the defective connector.

Step 8. Measure the resistance at E-23 power window motor (front RH) connector.

(1) Disconnect the connector, and measure at the wiring harness side.

(2) Resistance between E-23 power window motor (front RH) connector terminal No.5 and body earth.

OK: 2Ω or less

Q: Is the check result normal?

YES : Go to Step 10.

NO : Go to Step 9.

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Step 9. Check the wiring harness from E-23 power window motor (front RH) connector terminal No.5 to body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-15, and repair if necessary.

- Check the input and output lines to the revolution detection sensor for open or short circuit.

Q: Is the check result normal?
YES : Go to Step 10.
NO : Repair the wiring harness.

Step 10. Connector check: E-17 power window sub switch (front RH) connector

Q: Is the check result normal?
YES : Go to Step 11.
NO : Repair the defective connector.

Step 11. Check the wiring harness from E-17 power window sub switch (front RH) connector terminal Nos.2, 8 and 3 to E-23 power window motor (front LH) connector terminal Nos.6, 4 and 2.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-24, and repair if necessary.

- Check the input and output lines to the revolution detection sensor for open or short circuit.

Q: Is the check result normal?
YES : Go to Step 12.
NO : Repair the wiring harness.

Step 12. Retest the system.

After the power window sub switch (front LH) is replaced, check that the front passenger's anti-trap function can be operated by the power window sub switch.

(1) Replace the power window sub switch (front LH).
(2) Check that the front passenger's power window anti-trap function works.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the power window motor assembly (front LH).

Step 13. Connector check: E-20 power window motor (rear RH) connector

Q: Is the check result normal?
YES : Go to Step 14.
NO : Repair the defective connector.

Step 14. Measure the resistance at E-20 power window motor (rear RH) connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between E-20 power window motor (rear RH) connector terminal No.5 and body earth.

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 16.
NO : Go to Step 15.

Step 15. Check the wiring harness from E-20 power window motor (rear RH) connector terminal No.5 to body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector D-02, and repair if necessary.

- Check the input and output lines to the revolution detection sensor for open or short circuit.

Q: Is the check result normal?
YES : Go to Step 16.
NO : Repair the wiring harness.

Step 16. Connector check: E-21 power window sub switch (rear RH) connector

Q: Is the check result normal?
YES : Go to Step 17.
NO : Repair the defective connector.

Step 17. Check the wiring harness from E-21 power window sub switch (rear RH) connector terminal Nos.2, 8 and 3 to E-20 power window motor (rear RH) connector terminal Nos.6, 4 and 2.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-27, and repair if necessary.

- Check the input and output lines to the revolution detection sensor for open or short circuit.

Q: Is the check result normal?
YES : Go to Step 18.
NO : Repair the wiring harness.

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Step 18. Retest the system.
After the power window sub switch (rear RH) is replaced, check that the rear right door anti-trap function can be operated by the power window sub switch.
(1) Replace the power window sub switch (rear RH).
(2) Check that the rear right power window anti-trap function works.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the power window motor assembly (rear RH).

Step 19. Connector check: E-03 power window motor (rear LH) connector

Q: Is the check result normal?
YES : Go to Step 20.
NO : Repair the defective connector.

Step 20. Measure the resistance at E-03 power window motor (rear LH) connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between E-03 power window motor (rear LH) connector terminal No.5 and body earth.

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 22.
NO : Go to Step 21.

Step 21. Check the wiring harness from E-03 power window motor (rear LH) connector terminal No.5 to body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector D-26, and repair if necessary.
- Check the input and output lines to the revolution detection sensor for open or short circuit.

Q: Is the check result normal?
YES : Go to Step 22.
NO : Repair the wiring harness.

Step 22. Connector check: E-01 power window sub switch (rear LH) connector

Q: Is the check result normal?
YES : Go to Step 23.
NO : Repair the defective connector.

Step 23. Check the wiring harness from E-01 power window sub switch (rear LH) connector terminal Nos.8, 2 and 3 to E-03 power window motor (rear LH) connector terminal Nos.6, 4 and 2.

NOTE: Prior to the wiring harness inspection, check intermediate connector E-09, and repair if necessary.
- Check the input and output lines to the revolution detection sensor for open or short circuit.

Q: Is the check result normal?
YES : Go to Step 24.
NO : Repair the wiring harness.

Step 24. Retest the system.
After the power window sub switch (rear LH) is replaced, check that the rear left door anti-trap function can be operated by the power window sub switch.
(1) Replace the power window sub switch (rear LH).
(2) Check that the rear left power window anti-trap function works.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the power window motor assembly (rear LH).

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KEYLESS ENTRY SYSTEM

INSPECTION PROCEDURE E-1: Keyless entry system does not work.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the keyless entry system does not work normally, the input signal circuits to the components below or the ETACS-ECU may be defective.

- Key reminder switch
- All of the door switches
- Keyless entry transmitter
- Driver's door lock actuator

POSSIBLE CAUSES

- Malfunction of the key reminder switch
- Malfunction of the door switches
- Malfunction of the keyless entry transmitter
- Malfunction of the driver's door lock actuator
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor

Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.

- Ignition switch: OFF

ECU TO BE CHECKED

- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?

YES : Go to Step 2.

NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 2. Pulse check

Check the input signals below which are related to the keyless entry system.

System switch	Check condition
Key reminder switch	When the inserted ignition key is pulled out
All of the door switches	A door is opened when all the doors are closed
Driver's door lock actuator switch	When the driver's key cylinder or inside lock knob is unlocked or locked
Keyless entry transmitter switch	When the switch is turned from off to on

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?

All the signals are received normally. : Go to Step 3.

The key reminder switch signal is not received. : Refer to Inspection Procedure P-12 "The key reminder switch signal is not received P.54C-144."

All the door switch signals are not received. : Refer to Inspection Procedure P-14 "All the door switch signals are not received <LH drive vehicles>P.54C-146." Refer to Inspection Procedure P-14 "All the door switch signals are not received <RH drive vehicles>P.54C-147."

The driver's door lock actuator switch signal is not received. : Refer to Inspection Procedure P-15 "The driver's door lock actuator signal is not received <LH drive vehicles>P.54C-148." Refer to Inspection Procedure P-15 "The driver's door lock actuator signal is not received <RH drive vehicles>P.54C-149."

The keyless entry transmitter switch signal is not received. : Refer to Inspection Procedure P-17 "Each switch signal of the keyless entry transmitter is not received P.54C-151."

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Step 3. Retest the system.
Check the keyless entry system works normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE E-2: Keyless entry hazard warning lamp answerback function or the room lamp answerback function does not work normally.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM
If the hazard warning lamp and the room lamp work normally, the ETACS-ECU may be defective. Alternatively, it is possible that the keyless entry hazard warning lamp answerback function was disabled by the adjustment function.

POSSIBLE CAUSES
- Defective turn-signal lamp
- Malfunction of the room lamp
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the adjustment function.
Check that the keyless entry hazard warning lamp answerback function has been enabled by using the adjustment function.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Enable the keyless entry hazard warning lamp answerback function by using the adjustment function. (Refer to GROUP 54B – Adjustment function P.54B-155.)

Step 2. Check the operation of the hazard warning lamp.
Check that the hazard warning lamps illuminate normally.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure M-2 "The hazard warning lamps do not illuminate P.54C-115".

Step 3. Check the operation of the room lamps.
Check that the room lamps illuminate normally.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Refer to Inspection Procedure O-2 "The front or rear room lamp does not illuminate/extinguish P.54C-127."

Step 4. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.
- Ignition switch: OFF

ECU TO BE CHECKED
- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 5.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 5. Retest the system.
Check that the keyless entry hazard warning lamp answerback function or the room lamp answerback function work normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE E-3: Encrypted code cannot be registered.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the encrypted code registration mode is not entered, the key reminder switch, the hazard warning lamp switch or the ETACS-ECU may be defective.
If the registration is not possible although the registration mode is entered, the keyless entry transmitter or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the keyless entry transmitter
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the encrypted code registration mode.
Check that the encrypted code registration mode is entered.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Go to Step 2.

Step 2. Pulse check
Check the input signals below which are related to the encrypted code of the keyless entry transmitter.

System switch	Check condition
Key reminder switch	When the inserted ignition key is pulled out
Hazard warning lamp switch	When the switch is turned from off to on
Keyless entry transmitter switch	When the switch is turned from off to on

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
All the signals are received normally. : Go to Step 3.
The key reminder switch signal is not received. : Refer to Inspection Procedure P-12 "The key reminder switch signal is not received P.54C-144."
The hazard warning lamp switch signal is not received. : Refer to Inspection Procedure P-13 "The hazard warning lamp switch signal is not received P.54C-145."
The keyless entry transmitter switch signal is not received. : Refer to Inspection Procedure P-17 "Each switch signal of the keyless entry transmitter is not received P.54C-151."

Step 3. Retest the system.
Check that the encrypted code can be registered.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE E-4: The timer lock function does not work after the doors have been unlocked by the keyless entry system.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENT ON TROUBLE SYMPTOM

If the keyless entry timer lock does not work normally, the input signal circuit(s) to the keyless entry transmitter or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the keyless entry transmitter
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the operation of the keyless entry system.
Check that the keyless entry system works normally.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure E-1 "Keyless entry system does not work P.54C-77."

Step 2. Retest the system.
Check that the timer lock works normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

SUNROOF

INSPECTION PROCEDURE F-1: The sunroof does not work at all.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the sunroof does not work at all, these power supply circuit(s), these earth circuit(s), sunroof switch or the sunroof motor assembly (sunroof-ECU) may be defective.

POSSIBLE CAUSES

- Malfunction of the sunroof switch
- Malfunction of the sunroof motor assembly (sunroof-ECU)
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the sunroof motor assembly (sunroof-ECU) and the ETACS-ECU and the SWS communication lines are normal.
- Ignition switch: ON
- Operate the sunroof switch.

ECUS TO BE CHECKED
- ETACS ECU
- SUNROOF ECU

OK: "OK" are displayed for all the items.

Q: Is the check result normal?
"OK" are displayed for all the items : Go to Step 2.
"NG" is displayed on the "ETACS ECU" menu. : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."
"NG" is displayed on the "SUNROOF ECU" menu. : Refer to Inspection Procedure A-6 "Communication with sunroof motor assembly (sunroof-ECU) is not possible P.54C-32."

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Step 2. Function diagnosis by using the SWS monitor

Check the SWS communication signal, which are related to the sunroof.

<Selected item> SUNROOF OPE

- Ignition switch: ON

Item No.	Item name	Normal condition
Item 30	IG SW(IG1)	ON
Item 72	S/R ECU ACK	INPUT CHECK (only momentarily when switch is operated)

OK: Normal conditions displayed for all the items.

Q: Is the check result normal?

Normal conditions are displayed for all the items. : Go to Step 3.

Normal condition is not displayed for item No.30 : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

Normal condition is not displayed for item No.72 : Replace the sunroof motor assembly.

Step 3. Connector check: D-06 sunroof switch connector

Q: Is the check result normal?

YES : Go to Step 4.

NO : Repair the connector.

Step 4. Check the sunroof switch.

Refer to GROUP 42 – Sunroof P.42-64.

Q: Is the check result normal?

YES : Go to Step 5.

NO : Replace the sunroof switch.

Step 5. Measure the resistance at the D-06 sunroof switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.

(2) Continuity between D-06 sunroof switch connector terminal No.4 and body earth

OK: 2Ω or less

Q: Is the check result normal?

YES : Go to Step 7.

NO : Go to Step 6.

Step 6. Check the wiring harness between D-06 sunroof switch connector terminal No.4 and body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-218 , and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 7. Connector check: D-09 sunroof motor assembly connector

Q: Is the check result normal?

YES : Go to Step 8.

NO : Repair the connector.

Step 8. Measure the voltage at the D-09 sunroof motor assembly connector.

(1) Disconnect the sunroof motor assembly connector, and measure at the harness side.

(2) Check the voltage between the D-09 sunroof motor assembly connector terminal No.1 and body earth.

OK: Battery positive voltage

Q: Is the check result normal?

YES : Go to Step 10.

NO : Go to Step 9.

Step 9. Check the wiring harness between D-09 sunroof motor assembly connector terminal No.1 and the fusible link (5).

NOTE: Prior to the wiring harness inspection, check intermediate connectors A-14 <R.H. drive vehicles>, C-116 <L.H. drive vehicles>, C-126 <R.H. drive vehicles> and C-218, and repair if necessary.

- Check the power supply line to the battery for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

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Step 10. Measure the voltage at the D-09 sunroof motor assembly connector.
(1) Disconnect the sunroof motor assembly connector, and measure at the harness side.
(2) Ignition switch: ON
(3) Check the voltage between the D-09 sunroof motor assembly connector terminal No.2 and body earth.

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 12.
NO : Go to Step 11.

Step 11. Check the wiring harness between D-09 sunroof motor assembly connector terminal No.2 and the ignition switch (IG2).

NOTE: Prior to the wiring harness inspection, check junction block connectors C-203 and C-210, and repair if necessary.

- Check the power supply line to the ignition switch (IG2) for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 12. Measure the resistance at the D-09 sunroof motor assembly connector.
(1) Disconnect the sunroof motor assembly connector, and measure at the harness side.
(2) Check the resistance between D-09 sunroof motor assembly connector terminal No.5 and body earth.

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 14.
NO : Go to Step 13.

Step 13. Check the wiring harness between D-09 sunroof motor assembly connector terminal No.5 and body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-218, and repair if necessary.

- Check body earth line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 14. Retest the system.
The sunroof assembly should now work normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the sunroof motor assembly.

INSPECTION PROCEDURE F-2: Any of the sunroof switch positions is defective.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If any of the sunroof switch positions is defective, the communication line between the sunroof switch and the sunroof motor assembly (sunroof-ECU) may be defective.

POSSIBLE CAUSES

- Malfunction of the sunroof switch
- Malfunction of the sunroof motor assembly (sunroof-ECU)
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: D-06 sunroof switch connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the connector.

Step 2. Check the sunroof switch.
Refer to GROUP 42 – Sunroof P.42-64.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the sunroof switch.

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Step 3. Connector check: D-09 sunroof motor assembly connector

Q: Is the check result normal?
YES : Go to Step 4.
NO : Repair the connector.

Step 4. Check the wiring harness between D-09 sunroof motor assembly connector terminal No.6, 7 and 8 and D-06 sunroof switch connector terminal No.6, 3 and 5.

- Check the communication line for open circuit.

Q: Is the check result normal?
YES : Replace the sunroof motor assembly.
NO : Repair the wiring harness.

INSPECTION PROCEDURE F-3: Sunroof timer function does not work normally. <Except vehicles for Australia>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the sunroof timer function does not work, the input circuit from the ignition switch (IG1) or the driver's door switch, the communication lines between the ETACS-ECU and the sunroof motor assembly (sunroof-ECU), the sunroof motor assembly (sunroof-ECU) or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of ETACS-ECU
- Malfunction of the sunroof motor assembly (sunroof-ECU)
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor

Check that the power supply and earth lines to the sunroof motor assembly (sunroof-ECU) and the ETACS-ECU and the SWS communication lines are normal.

- Ignition switch: ON
- Operate the sunroof switch.

ECUS TO BE CHECKED

- ETACS ECU
- SUNROOF ECU

OK: "OK" are displayed for all the items

Q: Is the check result normal?
"OK" are displayed for all the items : Go to Step 2.
"NG" is displayed on the "ETACS ECU" menu. : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."
"NG" is displayed on the "SUNROOF ECU" menu. : Refer to Inspection Procedure A-6 "Communication with sunroof motor assembly (sunroof-ECU) is not possible P.54C-32."

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Step 2. SWS monitor data list

Check the SWS communication signal, which are related to the sunroof timer function.

<Selected item> ETACS ECU

- Ignition switch: OFF

Item No.	Item name	Normal condition
Item 30	IG SW(IG1)	OFF
Item 32	DR DOOR SW	From OFF to ON

OK: Normal conditions displayed for all the items.

Q: Is the check result normal?

Normal conditions are displayed for all the items. : Go to Step 3.

Normal condition is not displayed for item No.30 : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

Normal condition is not displayed for item No.32 : Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <LH drive vehicles>P.54C-135 ." Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <RH drive vehicles>P.54C-136 .

Step 3. SWS monitor data list

Check the SWS communication signal, which are related to the sunroof.

<Selected item> SUNROOF OPE

- Ignition switch: ON

Item No.	Item name	Normal condition
Item 72	S/R ECU ACK	INPUT CHECK (only momentarily when switch is operated)

OK: Normal condition is displayed.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the sunroof motor assembly.

INSPECTION PROCEDURE F-4: Sunroof anti-trap function does not work normally.

⚠ CAUTION

Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the sunroof anti-trap function does not work, the sunroof motor assembly (sunroof-ECU) may be defective.

POSSIBLE CAUSES

- Malfunction of the sunroof motor assembly (sunroof-ECU)

DIAGNOSIS PROCEDURE

Retest the system.

Check that the sunroof anti-trap function work normally.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the sunroof motor assembly.

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WINDSHIELD WIPER AND WASHER

INSPECTION PROCEDURE G-1: The windshield wipers does not work at all.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The windshield wiper motor, the column switch or the front-ECU may be defective. If a problem is found in the ECU check by using the SWS monitor, also check the wiper backup circuit (between C-310 column switch connector terminal No.8 and A-12X front-ECU connector terminal No.26) and repair if necessary.

POSSIBLE CAUSES

- Malfunction of the windshield wiper motor
- Malfunction of the column switch
- Malfunction of the front-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor

Check that the power supply and earth lines to the column switch (column-ECU) and the front-ECU and the SWS communication lines are normal.

- Turn the ignition switch to the ON position.

ECUS TO BE CHECKED

- COLUMN ECU
- FRONT ECU

OK: "OK" are displayed for all the items

Q: Is the check result normal?

"OK" are displayed for all the items : Go to Step 2.

"NG" is displayed on the "COLUMN ECU" menu. : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."

"NG" is displayed on the "FRONT ECU" menu. : Refer to Inspection Procedure A-4 "Communication with front-ECU is not possible P.54C-29."

Step 2. Function diagnosis by using the SWS monitor

Check the SWS communication signal, which are related to the windshield wiper function.

<Selected item> F.WIPER INT

- Turn the ignition switch to the ACC position.
- Windshield wiper switch: INT

Item No.	Item name	Normal condition
Item 05	INT WIPER SW	ON
Item 31	IGNITION SW ACC	ON
Item 70	FRONT ECU ACK	NORMAL ACK or HI-BEAM ACK

OK: Normal conditions are displayed for all the items.

Q: Is the check result normal?

Normal conditions displayed for all the items : Go to Step 3.

Normal condition is not displayed for item No.05 : Replace the column switch.

Normal condition is not displayed for item No.31 : Refer to Inspection Procedure P-1 "The ignition switch (ACC) signal is not received P.54C-132."

Normal condition is not displayed for item No.70 : Replace the front-ECU.

Step 3. Connector check: B-07 windshield wiper motor connector

Q: Is the check result normal?

YES : Go to Step 4.

NO : Repair the connector.

Step 4. Check the windshield wiper motor assembly.

Refer to GROUP 51 – Windshield wiperP.51-32.

Q: Is the check result normal?

YES : Go to Step 5

NO : Replace the windshield wiper motor assembly.

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Step 5. Measure the resistance at the B-07 windshield wiper motor connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Continuity between B-07 windshield wiper motor connector terminal No.4 and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 7.
NO : Go to Step 6.

Step 6. Check the wiring harness between B-07 windshield wiper motor connector terminal No.4 and body earth.

NOTE: Prior to the wiring harness inspection, check the junction connector C-17 <L.H. drive vehicles> and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 7. Measure the voltage at the A-12X front-ECU connector.

(1) Remove the front-ECU, and measure at the junction block side.
(2) Ignition switch: ACC
(3) Check the voltage between the A-12X front-ECU connector terminal No.28 and body earth.

OK: Battery positive voltage

Q: Is the check result normal?
YES : . Go to Step 9.
NO : . Go to Step 8.

Step 8. Check the wiring harness between A-12X front-ECU connector terminal No.28 and ignition switch (ACC).

NOTE: Prior to the wiring harness inspection, check the junction block connectors C-202, C-203 and intermediate connector C-116 and repair if necessary.

- Check the power supply line to ignition switch (ACC) for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 9. Retest the system.

The windshield wiper should now work normally at all.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the front-ECU.

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INSPECTION PROCEDURE G-2: The windshield wipers does not work when the wiper switch is at "INT", "WASHER" or "MIST" position. However, the wipers work at low speed when the switch is at "LO" and "HI" position.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The system may be at fail-safe mode as the SWS communication line is defective. If the ETACS-ECU does not receive the ignition switch (ACC) signal due to an open circuit in the SWS communication lines or other reasons when the ignition switch is at the ACC position, the system will enter the fail-safe mode.

POSSIBLE CAUSES

- Malfunction of the column switch
- Malfunction of the front-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the column switch (column-ECU) and the front-ECU and the SWS communication lines are normal.
- Turn the ignition switch to the ACC position.

ECUS TO BE CHECKED
- COLUMN ECU
- FRONT ECU

OK: "OK" are displayed for all the items

Q: Is the check result normal?
"OK" are displayed for all the items : Go to Step 2.
"NG" is displayed on the "COLUMN ECU" menu. : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."
"NG" is displayed on the "FRONT ECU" menu. : Refer to Inspection Procedure A-4 "Communication with front-ECU is not possible P.54C-29."

Step 2. Retest the system.
The windshield wiper should now work normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the front-ECU.

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INSPECTION PROCEDURE G-3: The windshield wipers do not stop at the specified park position.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM
The windshield wiper motor or the front-ECU may be defective.

POSSIBLE CAUSES
- Malfunction of the windshield wiper motor
- Malfunction of the front-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: B-07 windshield wiper motor connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the connector.

Step 2. Check the windshield wiper motor assembly.
Refer to GROUP 51 – Windshield wiperP.51-32.

Q: Is the check result normal?
YES : Go to Step 3
NO : Replace the windshield wiper motor assembly.

Step 3. Measure the voltage at the B-07 windshield wiper motor connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Ignition switch: ACC
(3) Check the voltage between the B-07 windshield wiper motor connector terminal No.2 and body earth.

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness between B-07 windshield wiper motor connector terminal No.2 and ignition switch (ACC).

NOTE: Prior to the wiring harness inspection, check the junction connectors C-202, C-203 and the intermediate connector C-106 <R.H. drive vehicles> or C-104 <L.H. drive vehicles> and repair if necessary.
- Check the power supply line to ignition switch (ACC) for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Connector check: A-12X front-ECU connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the connector.

Step 6. Check the wiring harness between B-07 windshield wiper motor connector terminal No.3 <L.H. drive vehicles> or No.1 <R.H. drive vehicles> and A-12X front-ECU connector terminal No.29.

NOTE: Prior to the wiring harness inspection, check the intermediate connector A-14 and repair if necessary.
- Check the input signal lines.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Retest the system.
Check that the windshield wipers stop at the specified park position.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the front-ECU.

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INSPECTION PROCEDURE G-4: The windshield wipers does not work normally.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The windshield wiper motor, the column switch or the front-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the windshield wiper motor
- Malfunction of the column switch
- Malfunction of the front-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. SWS monitor data list
Check the SWS communication signal, which are related to the windshield wipers.

<Selected item> Column switch (column-ECU)
- Ignition switch: ON
- Move the windshield wiper switch to each position.

Item No.	Item name	Normal condition
Item 05	INT WIPER SW	ON
Item 06	LO WIPER SW	ON
Item 07	HI WIPER SW	ON
Item 08	MIST WIPER SW	ON

OK: Normal conditions are displayed for all the functions of the switch.

Q: Is the check result normal?
Normal conditions are displayed for all the items. : Go to Step 2.
NO : Replace the column switch

Step 2. Connector check: B-07 windshield wiper motor connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

Step 3. Check the windshield wiper motor assembly.
Refer to GROUP 51 – Windshield wiperP.51-32.

Q: Is the check result normal?
YES : Go to Step 4
NO : Replace the windshield wiper motor assembly.

Step 4. Check the wiring harness between A-12X front-ECU connector terminal No.24 and 25 and B-07 windshield wiper motor connector terminal No.1 and 4 <L.H. drive vehicles> or No.3 and 5 <R.H. drive vehicles>.
- Check the output lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 5.
NO : Repair the wiring harness.

Step 5. Retest the system.
Check that the windshield wipers work normally by moving the switch to each position.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the front-ECU.

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INSPECTION PROCEDURE G-5: The intermittent wiper interval can not be adjusted by operating the windshield intermittent wiper volume control.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The column switch or the front-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the column switch
- Malfunction of the front-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. SWS monitor data list

- Rotate the windshield intermittent wiper volume when the vehicle is stopped.

NOTE: Also check that the windshield wiper interval changes smoothly when the windshield intermittent wiper interval adjusting knob is rotated from "SLOW" to "FAST" positions.

Item No.	Item name	Normal condition
Item 37	INT WIPER TIME	2.4 – 18.0 s

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure P-7 "The windshield intermittent wiper volume signal is not received P.54C-138."

Step 2. Retest the system.
Check that the windshield intermittent wiper interval can be adjusted by operating the windshield intermittent wiper volume control.

OK: The intermittent wiper interval is changed as the intermittent wiper volume is rotated.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the front-ECU.

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INSPECTION PROCEDURE G-6: The intermittent wiper interval is not changed according to the vehicle speed.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The ETACS-ECU calculates the intermittent wiper interval according to the vehicle speed signal which is sent by the engine-A/T-ECU.
If the intermittent wiper interval does not depend on the vehicle speed, the input circuit of the vehicle speed signal and the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the vehicle speed signal (engine-A/T-ECU)
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Retest the system.
Check that the windshield intermittent wiper interval can be adjusted by operating the windshield intermittent wiper volume control.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure G-5 "The intermittent wiper interval can not be adjusted by operating the windshield intermittent wiper volume control P.54C-90."

Step 2. Check the adjustment function.
Check that "SPEED SEN WIP" is set to "W.FUNCTION" by using the adjustment function.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Set "SPEED SEN WIP" to "W.FUNCTION" by using the adjustment function. (Refer to P.54B-155).

Step 3. SWS monitor data list
- Enter a simulated vehicle speed when the windshield intermittent wiper interval adjusting knob position is slow side.

NOTE: Also check that the wiper interval changes smoothly when the vehicle is accelerated from 0 km/h to 25 km/h.

Item No.	Item name	Normal condition
ITEM 37	INT WIPER TIME	18.0 – 12.0 s

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Refer to Inspection Procedure P-16 "The vehicle speed signal is not received P.54C-150."

Step 4. Retest the system.
Check that the intermittent wiper interval depends on the vehicle speed.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE G-7: The windshield washer does not work.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The windshield washer motor, the column switch or the front-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the windshield washer motor
- Malfunction of the column switch
- Malfunction of the front-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the operation of the windshield wipers.
Check that the windshield wipers work normally.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure G-1 "The windshield wipers does not work at allP.54C-85."

Step 2. ECU check on the SWS monitor
Check that the power supply and earth lines to the column switch (column-ECU) and the front-ECU and the SWS communication lines are normal.
- Turn the ignition switch to the ACC position.

ECUS TO BE CHECKED
- COLUMN ECU
- FRONT ECU

OK: "OK" are displayed for all the items

Q: Is the check result normal?
"OK" are displayed for all the items : Go to Step 3.
"NG" is displayed on the "COLUMN ECU" menu. : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."
"NG" is displayed on the "FRONT ECU" menu. : Refer to Inspection Procedure A-4 "Communication with front-ECU is not possible P.54C-29."

Step 3. Function diagnosis by using the SWS monitor
Check the SWS communication signal, which are related to the windshield washer function.

<Selected item> F.WIPER WASH
- Turn the ignition switch to the ACC position.
- Windshield washer switch: ON

Item No.	Item name	Normal condition
Item 09	FRONT WASH. SW	ON
Item 31	IG SW (ACC)	ON
Item 70	FRONT ECU ACK	NORMAL ACK or HI-BEAM ACK

OK: Normal conditions are displayed for all the items.

Q: Is the check result normal?
Normal conditions displayed for all the items : Go to Step 4.
Normal condition is not displayed for item No.09 : Replace the column switch.
Normal condition is not displayed for item No.31 : Refer to Inspection Procedure P-1 "The ignition switch (ACC) signal is not received P.54C-132."
Normal condition is not displayed for item No.70 : Replace the front-ECU.

Step 4. Connector check: A-26 windshield washer motor connector

Q: Is the check result normal?
YES : Go to Step 5.
NO : Repair the connector.

Step 5. Check the windshield washer motor assembly.
Refer to GROUP 51 – Windshield washerP.51-36.

Q: Is the check result normal?
YES : Go to Step 6.
NO : Replace the windshield washer motor.

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Step 6. Measure the resistance at the A-26 windshield washer motor connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Continuity between A-26 windshield washer motor connector terminal No.1 and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 8.
NO : Go to Step 7.

Step 7. Check the wiring harness between A-26 windshield washer motor connector terminal No.1 and body earth.
- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 8. Connector check: A-12X front-ECU connector

Q: Is the check result normal?
YES : Go to Step 9.
NO : Repair the connector.

Step 9. Check the wiring harness between A-26 windshield washer motor connector terminal No.2 and A-12X front-ECU connector terminal No.31.
- Check the output lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 10.
NO : Repair the wiring harness.

Step 10. Retest the system.
The windshield washer should now work normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the front-ECU.

REAR WIPER AND WASHER

INSPECTION PROCEDURE H-1: The rear wiper does not work at all.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the rear wiper does not work normally, the input signal circuits to the components below, the rear wiper motor or the ETACS-ECU may be defective.
- Ignition switch (ACC)
- Rear wiper switch

POSSIBLE CAUSES

- Malfunction of the rear wiper motor
- Malfunction of the column switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the column switch (column-ECU) and the ETACS-ECU and the SWS communication lines are normal.
- Ignition switch: ACC

ECUS TO BE CHECKED
- COLUMN ECU
- ETACS ECU

OK: "OK" are displayed for all the items

Q: Is the check result normal?
"OK" are displayed for all the items : Go to Step 2.
"NG" is displayed on the "COLUMN ECU" menu. : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."
"NG" is displayed on the "ETACS ECU" menu. : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

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Step 2. Function diagnosis by using the SWS monitor

Check the SWS communication signal, which are related to the rear wiper function.

<Selected item> REAR WIPER

- Ignition switch: ACC
- Rear wiper switch: ON

Item No.	Item name	Normal condition
Item 13	REAR WIPER SW	ON
Item 31	IG SW (ACC)	ON

OK: Normal conditions are displayed for all the items.

Q: Is the check result normal?

Normal conditions displayed for all the items : Go to Step 3.

Normal condition is not displayed for item No.13 : Replace the column switch.

Normal condition is not displayed for item No.31 : Refer to Inspection Procedure P-1 "The ignition switch (ACC) signal is not received P.54C-132."

Step 3. Connector check: F-02 rear wiper motor connector

Q: Is the check result normal?

YES : Go to Step 4.

NO : Repair the connector.

Step 4. Check the rear wiper motor.

Refer to GROUP 51 – Rear wiper and washer P.51-40.

Q: Is the check result normal?

YES : Go to Step 5.

NO : Replace the rear wiper motor.

Step 5. Measure the resistance at the F-02 rear wiper motor connector.

(1) Disconnect the connector, and measure at the wiring harness side.

(2) Resistance between F-02 rear wiper motor connector terminal No.1 and body earth

OK: 2 Ω or less

Q: Is the check result normal?

YES : . Go to Step 7.

NO : . Go to Step 6.

Step 6. Check the wiring harness between F-02 rear wiper motor connector terminal No.1 and body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector F-05 and repair if necessary.

- Check the earth line for open or short circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 7. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?

YES : Go to Step 8.

NO : Repair the connector.

Step 8. Check the wiring harness between C-217 ETACS-ECU connector terminal No.16 and F-02 rear wiper motor connector terminal No.2.

NOTE: Prior to the wiring harness inspection, check intermediate connector F-05 and junction block connectors C-209 <L.H. drive vehicles>, C-221 <R.H. drive vehicles> and repair if necessary.

- Check the power supply line for open or short circuit.

Q: 1Is the check result normal?

YES : Go to Step 9.

NO : Repair the wiring harness.

Step 9. Retest the system.

Check that the rear wiper works normally.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE H-2: The rear wiper does not stop at the specified park position.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the rear wiper does not stop normally within the predetermined range, the rear wiper motor or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the rear wiper motor
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: F-02 rear wiper motor connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the connector.

Step 2. Check the rear wiper motor.
Refer to GROUP 51 – Rear wiper and washer P.51-40.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the rear wiper motor.

Step 3. Measure the voltage at the F-02 rear wiper motor connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Ignition switch: ACC
(3) Check the voltage between F-02 rear wiper motor connector terminal No.4 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness between ignition switch (ACC) and F-02 rear wiper motor connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check intermediate connector F-05 and junction block connectors C-203, C-209 <LH drive vehicles>, C-221 <RH drive vehicles> and repair if necessary.

- Check the power supply line for open or short circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the connector.

Step 6. Check the wiring harness between C-217 ETACS-ECU connector terminal No.17 and F-02 rear wiper motor connector terminal No.3.

NOTE: Prior to the wiring harness inspection, check intermediate connector F-05 and junction block connectors C-209 <LH drive vehicles>, C-221 <RH drive vehicles> and repair if necessary.

- Check the power supply line for open or short circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Retest the system.
Check that the rear wiper auto stop function works normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE H-3: When the selector lever is moved to "R" position during the rear wiper operation, the rear wiper does not operate at the continuous mode.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM
If the rear wiper does not operate consecutively when the selector lever is moved to the R position during the rear wiper operation, the input signal circuit to the inhibitor switch ("R" position) or the ETACS-ECU may be defective.

POSSIBLE CAUSES
- Malfunction of the inhibitor switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Function diagnosis by using the SWS monitor
Check the SWS communication signal, which are related to the R (reverse) gear-linked rear wiper operation.

<Selected item> REAR WIPER-REV. INTERLOCK
- Ignition switch: ON
- Rear wiper switch: ON
- Shift position: R position

Item No.	Item name	Normal condition
Item 41	INHIBITOR SW	ON

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure P-3 "The inhibitor switch (reverse position) signal is not received P.54C-134."

Step 2. Retest the system.
Check that the rear wiper operates consecutively when the selector lever is moved to the R position during the rear wiper operation.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE H-4: The rear washer does not work.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM
If the rear washer does not work normally, the input signal circuits to the rear washer switch, rear washer motor or the ETACS-ECU may be defective.

POSSIBLE CAUSES
- Malfunction of the rear washer motor
- Malfunction of the column switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Confirm the operation of the rear wiper.
Check that the rear wiper work normally.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure H-1 "The rear wiper does not work at all P.54C-93."

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Step 2. Function diagnosis by using the SWS monitor

Check the SWS communication signal, which are related to the rear washer function.

<Selected item> REAR WIPER-REAR WASHER

- Ignition switch: ACC
- Rear washer switch: ON

Item No.	Item name	Normal condition
Item 14	REAR WASH. SW	ON

OK: Normal condition is displayed.

Q: Is the check result normal?

YES : Go to Step 3.

NO : Refer to Inspection Procedure P-6 "The column switch (windshield wiper/washer and rear wiper/washer switch) signal is not received P.54C-138."

Step 3. Connector check: A-27 rear washer motor connector

Q: Is the check result normal?

YES : Go to Step 4.

NO : Repair the connector.

Step 4. Check the rear washer motor.

Refer to GROUP 51 – Rear wiper and washer P.51-40.

Q: Is the check result normal?

YES : Go to Step 5.

NO : Replace the rear washer motor.

Step 5. Measure the resistance at the A-27 rear washer motor connector.

(1) Disconnect the connector, and measure at the wiring harness side.

(2) Resistance between A-27 rear washer motor connector terminal No.1 and body earth

OK: 2 Ω or less

Q: Is the check result normal?

YES : Go to Step 7.

NO : Go to Step 6.

Step 6. Check the wiring harness between A-27 rear washer motor connector terminal No.1 and body earth.

- Check the earth line for open or short circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 7. Connector check: C-220 ETACS-ECU connector

Q: Is the check result normal?

YES : Go to Step 8.

NO : Repair the connector.

Step 8. Check the wiring harness between C-220 ETACS-ECU connector terminal No.23 and A-27 rear washer motor connector terminal No.2.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-116 and repair if necessary.

- Check the power supply line for open or short circuit.

Q: Is the check result normal?

YES : Go to Step 9.

NO : Repair the wiring harness.

Step 9. Retest the system.

Check that the rear washer works normally.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

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HEADLAMP WASHER

INSPECTION PROCEDURE I-1: The headlamp washer does not work.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The headlamp washer motor, the column switch or the front-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the headlamp washer motor
- Malfunction of the column switch
- Malfunction of the front-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor

Check that the power supply and earth lines to the column switch (column-ECU) and the front-ECU and the SWS communication lines are normal.

- Turn the ignition switch to the ON position.

ECUS TO BE CHECKED

- COLUMN ECU
- FRONT ECU

OK: "OK" is displayed for all the items

Q: Is the check result normal?

"OK" is displayed for all the items : Go to Step 2.

"NG" is displayed on the "COLUMN ECU" menu. : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."

"NG" is displayed on the "FRONT ECU" menu. : Refer to Inspection Procedure A-4 "Communication with front-ECU is not possible P.54C-29."

Step 2. Function diagnosis by using the SWS monitor

Check the SWS communication signal, which are related to the headlamp washer function.

<Selected item> HD WASHER

- Turn the ignition switch to the ACC position.
- Headlamp washer switch: ON

Item No.	Item name	Normal condition
Item 16	HD WASHER SW	ON
Item 31	IG SW (ACC)	ON
Item 70	FRONT ECU ACK	NORMAL ACK or HI-BEAM ACK

OK: Normal conditions are displayed for all the items.

Q: Is the check result normal?

Normal conditions displayed for all the items : Go to Step 3.

Normal condition is not displayed for item No.16 : Replace the column switch.

Normal condition is not displayed for item No.31 : Refer to Inspection Procedure P-1 "The ignition switch (ACC) signal is not received P.54C-132."

Normal condition is not displayed for item No.70 : Replace the front-ECU.

Step 3. Connector check: A-25 headlamp washer motor connector

Q: Is the check result normal?

YES : Go to Step 4.

NO : Repair the connector.

Step 4. Check the headlamp washer motor assembly.

Refer to GROUP 51 – Headlamp washer P.51-36.

Q: Is the check result normal?

YES : Go to Step 5

NO : Replace the headlamp washer motor.

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Step 5. Measure the resistance at the A-25 headlamp washer motor connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Continuity between A-25 headlamp washer motor connector terminal No.2 and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 7.
NO : Go to Step 6.

Step 6. Check the wiring harness between A-25 windshield washer motor connector terminal No.2 and body earth.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 7. Connector check: A-11X front-ECU connector

Q: Is the check result normal?
YES : Go to Step 8.
NO : Repair the connector.

Step 8. Measure the voltage at the A-11X front-ECU connector.

(1) Remove the front-ECU, and measure at the junction block side.
(2) Ignition switch: ACC
(3) Check the voltage between the A-11X front-ECU connector terminal No.3 and body earth.

OK: System voltage

Q: Is the check result normal?
YES : . Go to Step 10.
NO : . Go to Step 9.

Step 9. Check the wiring harness between A-11X front-ECU connector terminal No.3 and the fusible link (5).

- Check the power supply line to the fusible link (5) for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 10. Check the wiring harness between A-25 headlamp washer motor connector terminal No.1 and A-11X front-ECU connector terminal No.1.

- Check the power supply line from the fusible link (5) for open circuit.

Q: Is the check result normal?
YES : Go to Step 11.
NO : Repair the wiring harness.

Step 11. Retest the system.

The headlamp washer should now work normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the front-ECU.

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IGNITION KEY CYLINDER ILLUMINATION LAMP

INSPECTION PROCEDURE J-1: The ignition key cylinder illumination lamp does not illuminate/extinguish normally.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The ETACS-ECU operates this function in accordance with the input signals below.

<Vehicles without keyless entry system>
- Ignition switch (IG1)
- Driver's door switch

<Vehicles with keyless entry system>
- Ignition switch (IG1)
- Key reminder switch
- Driver's door switch
- Interior lamp loaded signal

If this function does not work normally, these input signal circuit(s), the ignition key cylinder illumination lamp or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the key reminder switch
- Malfunction of the driver's door switch
- Malfunction of the ignition key cylinder illumination lamp
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the operation of the room lamp.
Check that the room lamps illuminate and extinguish normally.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure O-1 "The front or rear room lamp does not illuminate or extinguish <vehicles without keyless entry system>P.54C-125 ." Or refer to inspection procedure O-2 "The room lamp does not illuminate or extinguish <vehicles with keyless entry system>P.54C-127 ."

Step 2. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.
- Ignition switch: OFF

ECUS TO BE CHECKED
- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

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Step 3. SWS monitor data list

Check the SWS communication signal, which are related to the ignition key cylinder illumination lamp.

<Selected item> ETACS ECU

- Ignition switch: OFF
- Driver's door: open

Item No.	Item name	Normal condition
Item 30	IG SW(IG1)	OFF
Item 32	DR DOOR SW*1	ON
	FRONT DOOR SW*2	

NOTE:

1. **1: Except for Australia*
2. **2: Vehicles for Australia*

OK: Normal conditions displayed for all the items

Q: Is the check result normal?

Normal conditions are displayed for all the items. <Vehicles without keyless entry system> : Go to Step 4.

Normal conditions are displayed for all the items. <Vehicles with keyless entry system> : Go to Step 5.

Normal condition is not displayed for item No.30. : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

Normal condition is not displayed for item No.32. : Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <LH drive vehicles>P.54C-135." Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <RH drive vehicles>P.54C-136."

Step 4. Pulse check

Check the input signals below, which are related to the ignition key cylinder illumination lamp.

System switch	Check condition
Key reminder switch	When the inserted ignition key is pulled out

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?

YES : Go to Step 5.

NO : Refer to Inspection Procedure P-12 "The key reminder switch signal is not received P.54C-144."

Step 5. Connector check: C-304 key reminder switch connector

Q: Is the check result normal?

YES : Go to Step 6.

NO : Repair the defective connector.

Step 6. Check the bulb of the ignition key cylinder illumination lamp.

Check the bulb of the ignition key cylinder illumination lamp.

Q: Is the check result normal?

YES : Go to Step 7.

NO : Replace the bulb of the ignition key cylinder illumination lamp.

Step 7. Connector check: C-219 ETACS-ECU connector

Q: Is the check result normal?

YES : Go to Step 8.

NO : Repair the defective connector.

Step 8. Check the wiring harness from C-219 ETACS-ECU connector (terminal Nos.69 and 71) to C-304 ignition key cylinder illumination lamp connector (terminal Nos.1 and 2).

- Check the input and output lines for open circuit.

Q: Is the check result normal?

YES : Go to Step 9.

NO : Repair the wiring harness.

Step 9. Retest the system.

Check that the ignition key cylinder illumination lamp illuminates/extinguishes normally.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

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SEAT BELT WARNING LAMP <VEHICLES FOR AUSTRALIA>

INSPECTION PROCEDURE K-1: The seat belt warning lamp does not flash normally. <Vehicles for Australia>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The ETACS-ECU flashes the seat belt warning lamp in accordance with the input signal from the ignition switch (IG1).
If it does not flash normally, these input signal circuit(s) or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. SWS monitor data list
Check the SWS communication signal, which is related to the seat belt warning lamp.

<Selected item> ETACS ECU
- Ignition switch: ON

Item No.	Item name	Normal condition
Item 30	IG SW(IG1)	ON

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

Step 2. Connector check: C-04 and C-05 combination meter connectors

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

Step 3. Check the seat belt warning lamp.
(1) Disconnect the C-04 and C-05 combination meter connectors, and check at the equipment side.
(2) When you connect the positive battery terminal to C-04 combination meter connector terminal No.42 and the negative battery terminal to C-05 combination meter connector terminal No.5 respectively, check that the seat belt warning lamp should illuminate.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Replace the combination meter.

Step 4. Measure the voltage at the C-04 combination meter connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Voltage between C-04 combination meter connector No.42 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 6.
NO : Go to Step 5.

Step 5. Check the wiring harness between C-04 combination meter connector terminal No.42 and the ignition switch (IG1).
NOTE: Prior to the wiring harness inspection, check junction block connectors C-203 and C-205, and repair if necessary.
- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 6. Connector check: C-219 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the defective connector.

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Step 7. Check the wiring harness between C-05 combination meter connector terminal No.5 and C-219 ETACS-ECU connector terminal No.73.

- Check the input and output lines for open circuit.

Q: Is the check result normal?

YES : Go to Step 8.

NO : Repair the wiring harness.

Step 8. Retest the system.

Check that the seat belt warning lamp flashes normally.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

HEADLAMP AND TAIL LAMP

INSPECTION PROCEDURE L-1: The headlamps do not illuminate when the lighting switch is at "TAIL" or "PASSING" position, but illuminate only at low beam when the switch is at "HEAD" position. However, the headlamps do not illuminate at high beam.

⚠ CAUTION

Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the headlamps illuminate only at low beam regardless of the lighting switch position, the headlamp fail-safe function may be activated.

POSSIBLE CAUSES

- Malfunction of the column switch
- Malfunction of the front-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor

Check that the power supply and earth lines to the column switch (column-ECU) and the front-ECU and the SWS communication lines are normal.

- Ignition switch: OFF

ECUS TO BE CHECKED

- COLUMN ECU
- FRONT ECU

OK: "OK" are displayed for all the items

Q: Is the check result normal?

"OK" are displayed for all the items : Go to Step 2.

"NG" is displayed on the "COLUMN ECU" menu. : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."

"NG" is displayed on the "FRONT ECU" menu. : Refer to Inspection Procedure A-4 "Communication with front-ECU is not possible P.54C-29."

Step 2. Retest the system.

Check that the headlamps illuminate normally.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the column switch.

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INSPECTION PROCEDURE L-2: The tail lamps do not illuminate normally.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If all the tail lamps do not illuminate, the tail lamp switch input circuit or the front-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the column switch
- Malfunction of the front-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor

Check that the power supply and earth lines to the column switch (column-ECU) and the front-ECU and the SWS communication lines are normal.

- Ignition switch: OFF

ECUS TO BE CHECKED

- COLUMN ECU
- FRONT ECU

OK: "OK" are displayed for all the items

Q: Is the check result normal?

"OK" are displayed for all the items : Go to Step 2.

"NG" is displayed on the "COLUMN ECU" menu. : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."

"NG" is displayed on the "FRONT ECU" menu. : Refer to Inspection Procedure A-4 "Communication with front-ECU is not possible P.54C-29."

Step 2. Function diagnosis by using the SWS monitor

Check the SWS communication signal, which are related to the tail lamps.

<Selected item> LIGHTING - TAIL LAMP

- Ignition switch: ON
- Lighting switch: TAIL

Item No.	Item name	Normal condition
Item 00	HEADLAMP SW	ON when the lighting switch is at HEAD
Item 01	TAIL LAMP SW	ON when the lighting switch is at TAIL
Item 03	PASSING SW	OFF
Item 30	IG SW(IG1)*	ON
Item 35	HD AUTO-CUT*	OFF
Item 70	FRONT ECU ACK	NORMAL ACK

*NOTE: *: Except for Australia*

OK: Normal conditions displayed for all the items

Q: Is the check result normal?

Normal conditions are displayed for all the items. : Go to Step 3.

Normal condition is not displayed for item 00, 01 or 03. : Refer to Inspection Procedure P-5 "The column switch (lighting and turn-signal lamp switch) signal is not received P.54C-137."

Normal condition is not displayed for item No.30. : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

Normal condition is not displayed for item No.35. : Refer to Inspection Procedure L-6 "The headlamp automatic shutdown function does not work normally P.54C-109."

Normal condition is not displayed for item No.70. : Replace the front-ECU.

Step 3. Connector check: A-11X front-ECU connector

Q: Is the check result normal?

YES : Go to Step 4.

NO : Repair the defective connector.

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Step 4. Measure the voltage at A-11X front-ECU connector.

(1) Remove the front-ECU, and measure at the relay box side.
(2) Voltage between A-11X front-ECU connector terminal No.7 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 6.
NO : Go to Step 5.

Step 5. Check the wiring harness between A-11X front-ECU connector terminal No.7 and the battery.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 6. Retest the system.

Check that the tail lamps illuminate normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the front-ECU.

INSPECTION PROCEDURE L-3: The low-beam headlamps do not illuminate normally.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the low-beam headlamps do not illuminate, the headlamp switch input circuit or the front-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the column switch
- Malfunction of the front-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor

Check that the power supply and earth lines to the column switch (column-ECU) and the front-ECU and the SWS communication lines are normal.

- Ignition switch: OFF

ECUS TO BE CHECKED

- COLUMN ECU
- FRONT ECU

OK: "OK" are displayed for all the items

Q: Is the check result normal?
"OK" are displayed for all the items : Go to Step 2.
"NG" is displayed on the "COLUMN ECU" menu. : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."
"NG" is displayed on the "FRONT ECU" menu. : Refer to Inspection Procedure A-4 "Communication with front-ECU is not possible P.54C-29."

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Step 2. Function diagnosis by using the SWS monitor

Check the SWS communication signal, which are related to the low-beam headlamps.

<Selected item> LIGHTING - HEADLAMP LO

- Ignition switch: ON
- Lighting switch: HEAD

Item No.	Item name	Normal condition
Item 00	HEADLAMP SW	ON
Item 03	PASSING SW	OFF
Item 30	IG SW(IG1)*	ON
Item 35	HD AUTO-CUT*	OFF
Item 70	FRONT ECU ACK	NORMAL ACK

*NOTE: *: Except for Australia*

OK: Normal conditions displayed for all the items

Q: Is the check result normal?

Normal conditions are displayed for all the items. : Go to Step 3.

Normal condition is not displayed for item 00 or 03. : Refer to Inspection Procedure P-5 "The column switch (lighting and turn-signal lamp switch) signal is not received P.54C-137."

Normal condition is not displayed for item No.30. : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

Normal condition is not displayed for item No.35. : Refer to Inspection Procedure L-6 "The headlamp automatic shutdown function does not work normally P.54C-109."

Normal condition is not displayed for item No.70. : Replace the front-ECU.

Step 3. Connector check: A-11X front-ECU connector

Q: Is the check result normal?

YES : Go to Step 4.

NO : Repair the defective connector.

Step 4. Measure the voltage at A-11X front-ECU connector.

(1) Remove the front-ECU, and measure at the relay box side.

(2) Voltage between A-11X front-ECU connector terminal Nos.8, 9 and body earth

OK: Battery positive voltage

Q: Are the check results normal?

YES : Go to Step 6.

NO : Go to Step 5.

Step 5. Check the wiring harness between A-11X front-ECU connector terminal Nos.8, 9 and the battery.

- Check the power supply line for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 6. Retest the system.

Check that the low-beam headlamps illuminate normally.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the front-ECU.

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INSPECTION PROCEDURE L-4: The high-beam headlamps do not illuminate normally.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the high-beam headlamps do not illuminate, the dimmer switch input circuit or the front-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the column switch
- Malfunction of the front-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the column switch (column-ECU) and the front-ECU and the SWS communication lines are normal.

- Ignition switch: OFF

ECUS TO BE CHECKED

- COLUMN ECU
- FRONT ECU

OK: "OK" are displayed for all the items

Q: Is the check result normal?
"OK" are displayed for all the items : Go to Step 2.
"NG" is displayed on the "COLUMN ECU" menu. : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."
"NG" is displayed on the "FRONT ECU" menu. : Refer to Inspection Procedure A-4 "Communication with front-ECU is not possible P.54C-29."

Step 2. Function diagnosis by using the SWS monitor
Check the SWS communication signal, which are related to the high-beam headlamps.

<Selected item> LIGHTING - HEADLAMP HI

- Ignition switch: ON
- Lighting switch: HEAD
- Dimmer switch: from OFF to ON, and then to OFF again

Item No.	Item name	Normal condition
Item 00	HEADLAMP SW	ON
Item 02	DIMMER SW	from OFF to ON, and then to OFF again ("ON" should be displayed when the dimmer switch is operated)
Item 03	PASSING SW	OFF
Item 30	IG SW(IG1)*	ON
Item 35	HD AUTO-CUT*	OFF
Item 70	FRONT ECU ACK	NORMAL ACK

*NOTE: *: Except for Australia*

OK: Normal conditions displayed for all the items

Q: Is the check result normal?
Normal conditions are displayed for all the items. : Go to Step 3.
Normal condition is not displayed for item 00, 02 or 03. : Refer to Inspection Procedure P-5 "The column switch (lighting and turn-signal lamp switch) signal is not received P.54C-137."
Normal condition is not displayed for item No.30. : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."
Normal condition is not displayed for item No.35. : Refer to Inspection Procedure L-6 "The headlamp automatic shutdown function does not work normally P.54C-109."
Normal condition is not displayed for item No.70. : Replace the front-ECU.

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Step 3. Retest the system.
Check that the high-beam headlamps illuminate normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the front-ECU.

INSPECTION PROCEDURE L-5: The high-beam and low-beam headlamps do not illuminate when the passing switch is operated.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the low-beam and high-beam headlamps are normal, the passing switch input signal circuit or the front-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the column switch
- Malfunction of the front-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the operation of the headlamps.
Check that the low-beam and high-beam headlamps illuminate normally.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure L-3 "The low-beam headlamps do not illuminate normally P.54C-105." And refer to inspection procedure L-4 "The high-beam headlamps do not illuminate normally P.54C-107."

Step 2. SWS monitor data list
Check the ETACS-ECU signals which are related to the headlamps.

<Selected item> COLUMN ECU
- Passing lamp switch: ON

Item No.	Item name	Normal condition
Item 03	PASSING SW	ON

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure P-5 "The column switch (lighting and turn-signal lamp switch) signal is not received P.54C-137."

Step 3. Retest the system.
When the passing switch is turned on, check if the headlamps illuminate normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the front-ECU.

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INSPECTION PROCEDURE L-6: The headlamp automatic shutdown function does not work normally. <Except vehicles for Australia>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The ETACS-ECU operates this function in accordance with the input signals below.
- Ignition switch (IG1)
- Driver's door switch
- Tail lamp switch
- Headlamp switch

If this function does not work normally, these input signal circuit(s), the front-ECU or the ETACS-ECU may be defective. On vehicles with keyless entry system, note that this function can be disabled/enabled by the customize function (default setting; enabled).

POSSIBLE CAUSES

- Malfunction of the driver's door switch
- Malfunction of the front-ECU
- Malfunction of the column switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the adjustment function.
Check that the headlamp automatic shutdown function has been enabled by using the adjustment function.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Enable the headlamp automatic shutdown function by using the adjustment function. Refer to GROUP 54B – Configuration Function P.54B-155.

Step 2. ECU check by using the SWS monitor
Check that the power supply and earth lines to the column switch (column-ECU), the ETACS-ECU and the front-ECU and the SWS communication lines are normal.
- Ignition switch: OFF

ECUS TO BE CHECKED
- COLUMN ECU
- ETACS ECU
- FRONT ECU

OK: "OK" are displayed for all the items

Q: Is the check result normal?
"OK" are displayed for all the items : Go to Step 3.
"NG" is displayed on the "COLUMN ECU" menu. : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."
"NG" is displayed on the "ETACS ECU" menu. : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."
"NG" is displayed on the "FRONT ECU" menu. : Refer to Inspection Procedure A-4 "Communication with front-ECU is not possible P.54C-29."

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Step 3. Function diagnosis by using the SWS monitor

Check the SWS communication signal, which are related to the headlamp automatic shutdown function.

<Selected item> LIGHTING - HD AUTO-CUT

- Ignition switch: from ON to OFF
- Lighting switch: "TAIL" or "HEAD"

Item No.	Item name	Normal condition
Item 00	HEADLAMP SW	ON when the lighting switch is at HEAD
Item 01	TAIL LAMP SW	ON when the lighting switch is at TAIL
Item 30	IG SW(IG1)	from ON to OFF
Item 70	FRONT ECU ACK	SLEEP ACK or NORMAL ACK

- Driver's door: open

Item No.	Item name	Normal condition
Item 32	DR DOOR SW	ON
Item 35	HD AUTO-CUT	OFF

OK: Normal conditions displayed for all the items

Q: Is the check result normal?

Normal conditions displayed for all the items : Go to Step 4.

Normal condition is not displayed for item 00 or 01. : Refer to Inspection Procedure P-5 "The column switch (lighting and turn-signal lamp switch) signal is not received P.54C-137."

Normal condition is not displayed for item No.30. : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

Normal condition is not displayed for item No.32. : Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <LH drive vehicles>P.54C-135." Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <RH drive vehicles>P.54C-136."

Normal condition is not displayed for item 35 or 70. : Replace the front-ECU.

Step 4. Retest the system.

Check that the headlamp automatic shutdown function works normally.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE L-7: Any of tail lamps, position lamps or licence plate lamp does not illuminate.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the tail lamps, the position lamps or the licence plate lamps do not illuminate, the wiring harness connector(s), the bulb or the fuse may be defective or burned out.

POSSIBLE CAUSES

- Burned-out bulb
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: D-14 <right tail lamp> or D-19 <left tail lamp> rear combination lamp connector, A-29 <right position lamp> or A-16 <left position lamp> headlamp assembly connector, F-08 <right licence plate lamp> or F-10 <left licence plate lamp> licence plate lamp connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the bulbs of the tail lamps, the position lamp or the licence plate lamp.
Check the bulb of the lamp which does not illuminate.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the bulb of the lamp which does not illuminate.

Step 3. Measure the resistance at D-14 <right tail lamp> or D-19 <left tail lamp> rear combination lamp connector, A-29 <right position lamp> or A-16 <left position lamp> headlamp assembly connector, F-08 <right licence plate lamp> or F-10 <left licence plate lamp> licence plate lamp connector.
(1) Disconnect the connector, and measure at the wiring harness side.
(2) Check the resistance between the lamp connector and body earth.
- Resistance between D-14 <right tail lamp> rear combination lamp connector terminal No.3 and body earth
- Resistance between D-19 <left tail lamp> rear combination lamp connector terminal No.3 and body earth
- Resistance between A-29 <right position lamp> headlamp assembly connector terminal No.1 and body earth
- Resistance between A-16 <left position lamp> headlamp assembly connector terminal No.1 and body earth
- Resistance between F-08 <right licence plate lamp> licence plate lamp connector terminal No.1 and body earth
- Resistance between F-10 <left licence plate lamp> licence plate lamp connector terminal No.1 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness from D-14 <right tail lamp> or D-19 <left tail lamp> rear combination lamp connector terminal No.3, A-29 <right position lamp> or A-16 <left position lamp> headlamp assembly connector terminal No.1 or F-08 <right licence plate lamp> or F-10 <left licence plate lamp> licence plate lamp connector terminal No.1 to body earth.
NOTE: Prior to the wiring harness inspection, check intermediate connector F-09 <licence plate lamp>, and repair if necessary.
- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 5. Connector check: A-11X front-ECU connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

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Step 6. Check the wiring harness from D-14 <right tail lamp> or D-19 <left tail lamp> rear combination lamp connector terminal No.2, A-29 <right position lamp> or A-16 <left position lamp> headlamp assembly connector terminal No.2, F-08 <right licence plate lamp> or F-10 < left licence plate lamp> licence plate lamp connector terminal No.2 to A-11X front-ECU connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check joint connector C-01 <right tail lamp (LH drive vehicles)>, intermediate connector C-116 <tail lamp and licence plate lamp>, C-117 <left tail lamp and licence plate lamp>, D-31 <right tail lamp (LH drive vehicles)>, F-09 <licence plate lamp>, junction block connector C-202 <right tail lamp>, C-209 <right tail lamp (LH drive vehicles)> and C-221 <right tail lamp (RH drive vehicles)>, and repair if necessary.

- Check the output lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Retest the system.
Check that the tail lamps, the position lamps and the licence plate lamps illuminate normally.

Q: Is the check result normal?
The lamps illuminate normally at both high and low beams. : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
When the tail lamps do not illuminate : Replace the rear combination lamp socket assembly.
When the position lamps do not illuminate : Replace the position lamp socket.
When the licence plate lamps do not illuminate : Replace the licence plate lamp socket.

INSPECTION PROCEDURE L-8: Either of the headlamps or high-beam indicator lamps does not illuminate.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM
If any of the headlamps do not illuminate, the wiring harness connector(s), the bulb or the fuse may be defective or burned out.

POSSIBLE CAUSES
- Malfunction of the headlamp bulbs
- Malfunction of the high-beam indicator bulb
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: A-30 <low-beam, RH>, A-43 <high-beam, RH>, A-15 <low-beam, LH> or A-39 <high-beam, LH> headlamp connector or C-05 <high-beam indicator> combination meter connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the bulb(s) of the headlamps or the high-beam indicator lamp.
Check the bulb(s) of the defective lamp.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the bulb(s) of the defective lamp.

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Step 3. Measure the resistance at A-30 <low-beam, RH>, A-43 <high-beam, RH>, A-15 <low-beam, LH> or A-39 <high-beam, LH> headlamp connector or C-05 <high-beam indicator> combination meter connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Check the resistance between the lamp connector and body earth.
- Resistance between A-15 <low-beam, left> headlamp connector terminal No.3 and body earth
- Resistance between A-39 <high-beam, left> headlamp connector terminal No.2 and body earth
- Resistance between A-30 <low-beam, right> headlamp connector terminal No.3 and body earth
- Resistance between A-43 <high-beam, right> headlamp connector terminal No.2 and body earth
- Resistance between C-05 <high-beam indicator lamp> combination meter connector terminal No.8 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness from A-30 <low-beam, RH>, A-15 <low-beam, LH> headlamp connector terminal No.3 or A-43 <high-beam, RH>, A-39 <high-beam, LH> headlamp connector terminal No.2 or C-05 combination meter connector terminal No.8 <high-beam indicator lamp> to body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-116 <high-beam indicator [2400 (4G64) or 2400 (4G69-vehicles for Argentina)]>, and repair if necessary.
- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 5. Connector check: A-11X front-ECU connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

Step 6. Check the wiring harness from A-30 <low-beam, RH>, A-15 <low-beam, LH> headlamp connector terminal No.2 or A-43 <high-beam, RH>, A-39 <high-beam, LH> headlamp connector terminal No.1 or C-05 combination meter connector terminal No.9 <high-beam indicator lamp> to A-11X front-ECU connector terminal No.6 <low-beam> or No.10 <high-beam or high-beam indicator lamp>.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-116 <high-beam indicator>, and repair if necessary.
- Check the output lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Retest the system.

Check that the headlamps and the high-beam indicator lamp illuminate/extinguish normally.

Q: Is the check result normal?
The lamps illuminate normally at both high and low beams. : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
When the headlamps do not illuminate : Replace the headlamp socket.
When the high-beam indicator lamp does not illuminate : Replace the combination meter.

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FLASHER TIMER

INSPECTION PROCEDURE M-1: The turn-signal lamps do not illuminate.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If all the turn-signal lamps do not illuminate, the ignition switch (IG1), the turn-signal lamp switch input circuit or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the column switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check that the hazard warning lamps operate.

Check that the hazard warning lamps illuminate normally.

Q: Is the check result normal?
YES : Go to Step 6.
NO : Go to Step 2.

Step 2. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

Step 3. Measure the voltage at the C-217 ETACS-ECU connector.

(1) Remove the ETACS-ECU, and measure at the junction block side.
(2) Voltage between C-217 ETACS-ECU connector terminal No.11 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness between C-217 ETACS-ECU connector terminal No.11 and the battery.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-116 and junction block connector C-202, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Retest the system.

Check that the turn-signal lamps illuminate normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

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Step 6. Function diagnosis by using the SWS monitor

Check the SWS communication signal, which are related to the right turn-signal lamps.

<Selected item> TURN SIGNAL - TURN-SIG. RH

- Turn-signal lamp switch: RH
- Ignition switch: ON

Item No.	Item name	Normal condition
Item 10	TURN SIG.RH	ON
Item 11	TURN SIG.LH	OFF
Item 30	IG SW(IG1)	ON

OK: Normal conditions displayed for all the items

Q: Is the check result normal?

Normal conditions are displayed for all the items. : Go to Step 7.

Normal condition is not displayed for item 10 or 11. : Refer to Inspection Procedure P-5 "The column switch (lighting and turn-signal lamp switch) signal is not received P.54C-137."

Normal condition is not displayed for item No.30. : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

Step 7. Function diagnosis by using the SWS monitor

Check the SWS communication signal, which are related to the left turn-signal lamps.

<Selected item> TURN SIGNAL - TURN-SIG. LH

- Turn-signal lamp switch: LH
- Ignition switch: ON

Item No.	Item name	Normal condition
Item 10	TURN SIG.RH	OFF
Item 11	TURN SIG.LH	ON

OK: Normal condition is displayed.

Q: Is the check result normal?

Normal conditions are displayed for all the items. : Go to Step 8.

Normal condition is not displayed for item 10 or 11. : Refer to Inspection Procedure P-5 "The column switch (lighting and turn-signal lamp switch) signal is not received P.54C-137."

Step 8. Retest the system.

Check that the turn-signal lamps illuminate.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE M-2: The hazard warning lamps do not illuminate.

⚠ CAUTION

Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If the hazard warning lamps do not illuminate, the hazard warning lamp input signal circuit or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the hazard warning lamp switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check that the turn-signal lamps operate.

Check that the turn-signal lamps illuminate normally.

Q: Is the check result normal?

YES : Go to Step 2.

NO : Refer to Inspection Procedure M-1 "The turn-signal lamps do not illuminate P.54C-114".

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Step 2. Pulse check
Check the input signal from the hazard warning lamp switch.

System switch	Check condition
Hazard warning lamp switch	When the hazard warning lamp switch is turned from off to on

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure P-13 "The hazard warning lamp switch signal is not received P.54C-145."

Step 3. Retest the system.
Check that the hazard warning lamps illuminate.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE M-3: Any of the turn-signal lamps does not illuminate.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM
If any of the turn-signal lamp does not illuminate normally, wiring harness connector(s) or the bulb may be defective.

POSSIBLE CAUSES
- Defective turn-signal lamp bulb
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: A-29 <front RH> or A-16 <front LH> headlamp assembly connector, A-01 <side RH> or A-04 <side LH> side turn-signal lamp connector, D-14 <rear RH> or D-19 <rear LH> rear combination lamp connector, C-05 <turn-signal indicator lamp> and C-04 <turn-signal indicator lamp (LH)> combination meter connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the bulb(s) of the turn-signal lamps or the turn-signal indicator lamps.
Check the bulb(s) of the defective lamp.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the bulb(s) of the defective lamp.

Step 3. Measure the resistance at A-29 <front RH> or A-16 <front LH> headlamp assembly connector, A-01 <side RH> or A-04 <side LH> side turn-signal lamp connector, D-14 <rear RH> or D-19 <rear LH> rear combination lamp connector, C-05 <turn-signal indicator lamp> and C-04 <turn-signal indicator lamp (LH)> combination meter connector.
(1) Disconnect the connector, and measure at the wiring harness side.

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(2) Measure the resistance between the defective lamp connector terminal and body earth.
- Resistance between A-29 <front RH> headlamp assembly connector terminal No.1 and body earth
- Resistance between A-16 <front LH> headlamp assembly connector terminal No.1 and body earth
- Resistance between A-01 <side RH> side turn-signal lamp connector terminal No.1 and body earth
- Resistance between A-04 <side LH> side turn-signal lamp connector terminal No.1 and body earth
- Resistance between D-14 <rear RH> rear combination lamp connector terminal No.3 and body earth
- Resistance between D-19 <rear LH> rear combination lamp connector terminal No.3 and body earth
- Resistance between C-05 <turn-signal indicator lamp> combination meter terminal No.12 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness from A-29 <front RH> or A-16 <front LH> headlamp assembly connector terminal No.1, A-01 <side RH> or A-04 <side LH> side turn-signal lamp connector terminal No.1, D-14 <rear RH> or D-19 <rear LH> rear combination lamp connector terminal No.3, or C-05 <turn-signal indicator lamp> combination meter connector terminal No.12 to body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-14 <side RH>, and repair if necessary.
- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

Step 6. Check the wiring harness from A-29 <front RH> or A-16 <front LH> headlamp assembly connector terminal No.3, A-01 <side RH> or A-04 <side LH> side turn-signal lamp connector terminal No.2, D-14 <rear RH> or D-19 <rear LH> rear combination lamp connector terminal No.6, C-05 <turn-signal indicator lamp RH> combination meter connector terminal No.10 or C-04 <turn-signal indicator lamp LH> combination lamp connector terminal No.31 to C-217 ETACS-ECU connector terminal No.9 <RH> or 14 <LH>.

NOTE: LH drive vehicles; prior to the wiring harness inspection, check intermediate connector C-14 <side RH>, C-116 <front or side LH> or D-31 <rear LH> and junction block connector C-202 <front and side>, C-209 <rear> or C-205 <turn-signal indicator lamp>, and repair if necessary.

NOTE: RH drive vehicles; prior to the wiring harness inspection, check intermediate connector C-14 <side RH>, C-116 <front or side LH> or C-117 <rear LH> and junction block connector C-202 <front, side and rear LH>, C-221 <rear RH> or C-205 <turn-signal indicator lamp>, and repair if necessary.
- Check the output lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Retest the system.
Check that the turn-signal lamps and the indicator lamps illuminate normally.

Q: Is the check result normal?
The lamps illuminate normally at both high and low beams. : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
The headlamp assembly connectors do not illuminate. : Replace the socket.
The side turn-signal lamps do not illuminate. : Replace the socket.
The rear turn-signal lamps do not illuminate. : Replace the socket assembly.
The turn-signal indicator lamps do not illuminate. : Replace the combination meter.

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FOG LAMP

INSPECTION PROCEDURE N-1: The front fog lamps do not illuminate normally.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

OPERATION

The ETACS-ECU operates this function in accordance with the input signals below.
- Tail lamp switch
- Headlamp switch
- Fog lamp switch

If the front fog lamps do not illuminate normally, these input signal circuit(s) or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the column switch
- Malfunction of the fog lamp switch
- Malfunction of the front-ECU
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check that the tail lamps and headlamps operate.
Check that the tail lamps and headlamps illuminate normally.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the tail lamp(s) and headlamp(s). Refer to trouble symptom chart P.54C-18.

Step 2. ECU check by using the SWS monitor
Check that the power supply and earth lines to the column switch (column-ECU), the ETACS-ECU and the front-ECU and the SWS communication lines are normal.
- Ignition switch: OFF

ECUS TO BE CHECKED
- COLUMN ECU
- ETACS ECU
- FRONT ECU

OK: "OK" are displayed for all the items

Q: Is the check result normal?
"OK" are displayed for all the items : Go to Step 3.
"NG" is displayed on the "COLUMN ECU" menu. : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."
"NG" is displayed on the "ETACS ECU" menu. : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."
"NG" is displayed on the "FRONT ECU" menu. : Refer to Inspection Procedure A-4 "Communication with front-ECU is not possible P.54C-29."

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Step 3. Function diagnosis by using the SWS monitor

Check the SWS communication signal, which are related to the fog lamps.

<Selected item> LIGHTING - F.FOG LAMP

- Ignition switch: ON
- Lighting switch: "TAIL" or "HEAD"
- Front fog lamp switch: ON

Item No.	Item name	Normal condition
Item 00	HEADLAMP SW	ON when the lighting switch is at HEAD
Item 01	TAIL LAMP SW	ON when the lighting switch is at TAIL or HEAD
Item 30	IG SW(IG1)*	ON
Item 36	F.FOG LAMP	ON
Item 70	FRONT ECU ACK	NORMAL ACK or HI-BEAM ACK

*NOTE: *: Except for Australia*

OK: Normal conditions are displayed for all the items.

Q: Is the check result normal?

Normal conditions are displayed for all the items. : Go to Step 4.

Normal condition is not displayed for item 00 or 01. : Refer to Inspection Procedure P-5 "The column switch (lighting and turn-signal lamp switch) signal is not received P.54C-137."

Normal condition is not displayed for item No.30. : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

Normal condition is not displayed for item No.36. : Refer to Inspection Procedure P-10 "The front fog lamp switch signal is not received P.54C-142."

Normal condition is not displayed for item No.70. : Replace the front-ECU.

Step 4. Connector check: A-05X fog lamp relay connector

Q: Is the check result normal?

YES : Go to Step 5.

NO : Repair the defective connector.

Step 5. Check the fog lamp relay.

Refer to GROUP 54A – Fogl lamp P.54A-55.

Q: Is the check result normal?

YES : Go to Step 6.

NO : Replace the fog lamp relay.

Step 6. Measure the voltage at the A-05X fog lamp relay connector.

(1) Remove the fog lamp relay, and measure at the relay box side.

(2) Check the voltage between the fog lamp relay connector and body earth.

- Voltage between A-05X fog lamp relay connector terminal No.1 and body earth
- Voltage between A-05X fog lamp relay connector terminal No.2 and body earth

OK: Battery positive voltage

Q: Is the check result normal?

YES : Go to Step 8.

NO : Go to Step 7.

Step 7. Check the wiring harness between A-05X fog lamp relay connector (terminal Nos.1 and 2) and the battery.

- Check the power supply line for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 8. Connector check: A-11X front-ECU connector

Q: Is the check result normal?

YES : Go to Step 9.

NO : Repair the defective connector.

Step 9. Check the wiring harness between A-05X fog lamp relay connector terminal No.3 and A-11X front-ECU connector terminal No.11.

- Check the output lines for open circuit.

Q: Is the check result normal?

YES : Go to Step 10.

NO : Repair the wiring harness.

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Step 10. Retest the system.
Check that the fog lamps illuminate normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE N-2: The rear fog lamps do not illuminate normally. <Vehicles for Argentina>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

OPERATION
The ETACS-ECU operates this function in accordance with the input signals below.
- Tail lamp switch
- Headlamp switch
- Rear fog lamp switch

If the rear fog lamps do not illuminate normally, these input signal circuit(s) or the ETACS-ECU may be defective.

POSSIBLE CAUSES
- Malfunction of the column switch
- Malfunction of the fog lamp switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check that the tail lamps and headlamps operate.
Check that the tail lamps and headlamps illuminate normally.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Check the tail lamps and the headlamps (Refer to trouble symptom chart P.54C-18).

Step 2. ECU check by using the SWS monitor
Check that the power supply and earth lines to the column switch (column-ECU), the ETACS-ECU and the front-ECU and the SWS communication lines are normal.
- Ignition switch: OFF

ECUS TO BE CHECKED
- COLUMN ECU
- ETACS ECU
- FRONT ECU

OK: "OK" are displayed for all the items

Q: Is the check result normal?
"OK" are displayed for all the items : Go to Step 3.
"NG" is displayed on the "COLUMN ECU" menu. : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."
"NG" is displayed on the "ETACS ECU" menu. : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."
"NG" is displayed on the "FRONT ECU" menu. : Refer to Inspection Procedure A-4 "Communication with front-ECU is not possible P.54C-29."

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Step 3. Function diagnosis by using the SWS monitor

Check the SWS communication signal, which are related to the fog lamps.

<Selected item> LIGHTING - REAR FOG LAMP

- Ignition switch: ON
- Lighting switch: "TAIL" or "HEAD"
- Rear fog lamp switch: ON

Item No.	Item name	Normal condition
Item 00	HEADLAMP SW	ON when the lighting switch is at HEAD
Item 01	TAIL LAMP SW	ON when the lighting switch is at TAIL

OK: Normal conditions are displayed for all the items.

Q: Is the check result normal?

Normal conditions are displayed for all the items. : Go to Step 4.

Normal condition is not displayed for item 00 or 01. : Refer to Inspection Procedure P-5 "The column switch (lighting and turn-signal lamp switch) signal is not received P.54C-137."

Step 4. Pulse check

Check the input signals below, which are related to the rear fog lamps.

System switch	Check condition
Ignition switch (IG1)	When turned from ACC to ON
Rear fog lamp switch	When the rear fog lamp switch is turned from off to on

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?

All the signals are received normally. : Go to Step 5.

The ignition switch (IG1) signal is not received. : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

The rear fog lamp switch signal is not received. : Refer to Inspection Procedure P-11 "The rear fog lamp switch signal is not received P.54C-143."

Step 5. Connector check: C-212 rear fog lamp relay connector

Q: Is the check result normal?

YES : Go to Step 6.

NO : Repair the defective connector.

Step 6. Check the rear fog lamp relay.

Refer to GROUP 54A – Rear fog lamp P.54A-57.

Q: Is the check result normal?

YES : Go to Step 7.

NO : Replace the rear fog lamp relay.

Step 7. Measure the voltage at the C-212 rear fog lamp relay connector.

(1) Remove the rear fog lamp relay, and measure at the relay box side.

(2) Check the voltage between the rear fog lamp relay connector and body earth.

- Voltage between C-212 rear fog lamp relay connector terminal No.3 and body earth
- Voltage between C-212 rear fog lamp relay connector terminal No.4 and body earth

OK: Battery positive voltage

Q: Is the check result normal?

YES : Go to Step 9.

NO : Go to Step 8.

Step 8. Check the wiring harness between C-212 rear fog lamp relay connector (terminal Nos.3 and 4) and the battery.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-116 and junction block connectors C-201, C-204 and C-205, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 9. Connector check: C-219 ETACS-ECU connector

Q: Is the check result normal?

YES : Go to Step 10.

NO : Repair the defective connector.

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Step 10. Check the wiring harness between C-212 rear fog lamp relay connector terminal No.2 and C-219 ETACS-ECU connector terminal No.74.

NOTE: Prior to the wiring harness inspection, check junction block connector C-201, and repair if necessary.

- Check the output lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 11.
NO : Repair the wiring harness.

Step 11. Retest the system.

Check that the rear fog lamps illuminate normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE N-3: Either of the front fog lamp(s) does not illuminate normally.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If any of the front fog lamps do not illuminate, the wiring harness connector(s), the bulb or the fuse may be defective or burned out.

POSSIBLE CAUSES

- Burned-out front fog lamp bulb
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: A-24 <RH> or A-19 <LH> front fog lamp connector, or C-05 <front fog lamp indicator lamp> combination meter connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the bulbs of the front fog lamps or the front fog lamp indicator lamp.

Check the bulb(s) of the defective lamp.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the bulb(s) of the defective lamp.

Step 3. Measure the resistance at A-24 <RH> or A-19 <LH> front fog lamp connector, or C-05 <front fog lamp indicator lamp> combination meter connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Check the resistance between the lamp connector and body earth.
- Resistance between A-24 <RH> front fog lamp connector terminal No.2 and body earth
- Resistance between A-19 <LH> front fog lamp connector terminal No.2 and body earth
- Resistance between C-05 <front fog lamp indicator lamp> combination meter connector terminal No.12 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness from A-24 <RH> or A-19 <LH> front fog lamp connector terminal No.2 or C-05 <front fog lamp indicator lamp> combination meter connector terminal No.12 to body earth.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Connector check: A-05X fog lamp relay connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

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Step 6. Check the wiring harness from A-24 <RH> or A-19 <LH> front fog lamp connector terminal No.1 or C-05 <front fog lamp indicator lamp> combination meter connector terminal No.7 to A-05X fog lamp relay connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-116 <front fog lamp indicator lamp>, and repair if necessary.

- Check the output lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Retest the system.
Check that the fog lamp and the front fog lamp indicator lamp illuminate normally.

Q: Is the check result normal?
The lamps illuminate normally at both high and low beams. : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
The fog lamps do not illuminate. : Go to Step 8.
The front fog lamp indicator lamp does not illuminate. : Replace the combination meter.

Step 8. Connector check: A-24-1 <RH> or A-19-1 <LH> front fog lamp connector

Q: Is the check result normal?
YES : Go to Step 9.
NO : Repair the defective connector.

Step 9. Check the wiring harness from A-24 <RH> or A-19 <LH> front fog lamp connector terminal No.1 to A-24-1 <RH> or A-19-1 <LH> front fog lamp connector terminal No.1.

- Check the output lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 10.
NO : Repair the wiring harness.

Step 10. Check the wiring harness from A-24 <RH> or A-19 <LH> front fog lamp connector terminal No.2 to A-24-1 <RH> or A-19-1 <LH> front fog lamp connector terminal No.2.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : Replace the fog lamp(s).
NO : Repair the wiring harness.

INSPECTION PROCEDURE N-4: Any of the rear fog lamps does not illuminate. <Vehicles for Argentina>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

If any of the rear fog lamps do not illuminate, the wiring harness connector(s), the bulb or the fuse may be defective or burned out.

POSSIBLE CAUSES

- Burned-out rear fog lamp bulb
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: F-12 rear fog lamp connector or C-05 <rear fog lamp indicator lamp> combination meter connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the bulbs of the rear fog lamps or the rear fog lamp indicator lamp.
Check the bulb(s) of the defective lamp.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the bulb(s) of the defective lamp.

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Step 3. Measure the resistance at the F-12 rear fog lamp connector or C-05 <fog lamp indicator lamp> combination meter connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Check the resistance between the lamp connector and body earth.
- Resistance between F-12 rear fog lamp relay connector terminal No.1 and body earth
- Resistance between C-05 <rear fog lamp indicator lamp> combination meter connector terminal No.12 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness from F-12 rear fog lamp connector terminal No.1, C-05 <rear fog lamp indicator lamp> combination meter connector terminal No.12 to body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector F-09 <rear fog lamp>, and repair if necessary.
- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Connector check: C-212 rear fog lamp relay connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

Step 6. Check the wiring harness from F-12 rear fog lamp connector terminal No.2, C-05 <rear fog lamp indicator lamp> combination meter connector terminal No.16 to C-212 rear fog lamp relay connector terminal No.1.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-117 <rear fog lamp>, F-09 <rear fog lamp> and junction block connector C-201 <rear fog lamp and rear fog lamp indicator lamp>, and repair if necessary.
- Check the output lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Retest the system.
Check that the rear fog lamp and the rear fog lamp indicator lamp illuminate normally.

Q: Is the check result normal?
The lamps illuminate normally at both high and low beams. : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
The rear fog lamps do not illuminate. : Replace the rear fog lamp(s).
The rear fog lamp indicator lamp does not illuminate. : Replace the combination meter.

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INTERIOR LAMP

INSPECTION PROCEDURE O-1: The front or rear room lamp does not illuminate or extinguish normally. <Vehicles without keyless entry system>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The ETACS-ECU operates this function in accordance with the input signals below.

- Ignition switch (IG1)
- All of the door switches
- Key reminder switch
- Driver's door lock actuator

If this function does not work normally, these input signal circuit(s) or the ETACS-ECU may be defective.

POSSIBLE CAUSES

- Malfunction of the door switches
- Malfunction of the driver's door lock actuator
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor

Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.

- Ignition switch: OFF

ECUS TO BE CHECKED

- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 2. SWS monitor data list

Check the input signals below, which are related to the front and rear room lamps.

<Selected item> ETACS ECU

- Ignition switch: OFF

Item No.	Item name	Normal condition
Item 30	IG SW(IG1)	OFF

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

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Step 3. Pulse check

Check the input signals below, which are related to the front or rear room lamps.

System switch	Check condition
Key reminder switch	When the inserted ignition key is pulled out
All of the door switches	A door is opened when all the doors are closed
Driver's door lock actuator switch	When the driver's door is unlocked or locked

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?

All the signals are received normally. : Go to Step 4.

The key reminder switch signal is not received. : Refer to Inspection Procedure P-12 "The key reminder switch signal is not received P.54C-144."

All the door switch signals are not received. : Refer to Inspection Procedure P-4 "All the door switch signals are not received <LH drive vehicles>P.54C-135." Refer to Inspection Procedure P-4 "All the door switch signals are not received <RH drive vehicles>P.54C-136."

The driver's door lock actuator switch signal is not received. : Refer to Inspection Procedure P-15 "The driver's door lock actuator switch signal is not received <LH drive vehicles>P.54C-148." Refer to Inspection Procedure P-15 "The driver's door lock actuator switch signal is not received <RH drive vehicles>P.54C-149."

Step 4. Connector check: D-05 front room lamp connector, D-11 rear room lamp connector

Q: Is the check result normal?

YES : Go to Step 5.

NO : Repair the defective connector.

Step 5. Check the bulbs of the front and rear room lamps.

Check the bulbs of the front and rear room lamps.

Q: Is the check result normal?

YES : Go to Step 6.

NO : Replace the front or rear room lamp bulb.

Step 6. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?

YES : Go to Step 7.

NO : Repair the defective connector.

Step 7. Check the wiring harness from C-217 ETACS-ECU connector terminal Nos.5 and 6 to D-05 front room lamp connector terminal Nos.2 and 1.

NOTE: Prior to the wiring harness inspection, check junction block connector C-210, and repair if necessary.

Q: Is the check result normal?

YES : Go to Step 8.

NO : Repair the wiring harness.

Step 8. Check the wiring harness from C-217 ETACS-ECU connector terminal Nos.5 and 6 to D-11 rear room lamp connector terminal Nos.2 and 1.

NOTE: Prior to the wiring harness inspection, check junction block connector C-210, and repair if necessary.

Q: Is the check result normal?

YES : Go to Step 9.

NO : Repair the wiring harness.

Step 9. Retest the system.

Check that the front or rear room lamp illuminates and extinguishes normally.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE O-2: The front and rear room lamp do not illuminate or extinguish normally. <Vehicles with keyless entry system>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The ETACS-ECU operates this function in accordance with the input signals below.
- Ignition switch (IG1)
- Key reminder switch
- All of the door switches
- Driver's door lock actuator
- Interior lamp loaded signal

If this function does not work normally, these input signal circuit(s), the interior lamp automatic shutdown function or the ETACS-ECU may be defective. The delay-off setting of this function can be changed by the adjustment function (default setting; 15 seconds).

POSSIBLE CAUSES

- Malfunction of the key reminder switch
- Malfunction of the door switches
- Malfunction of the driver's door lock actuator
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the adjustment function.
Check that the room lamp delay-off time has been set to other than "0 second" by the adjustment function.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Use the adjustment function to set the room lamp delay-off time to other than "0 second" (Refer to GROUP 54B – Adjustment function P.54B-155).

Step 2. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.
- Ignition switch: OFF

ECU TO BE CHECKED
- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 3. SWS monitor data list
Check the input signals below, which are related to the front and rear room lamps.

<Selected item> ETACS ECU
- Ignition switch: OFF

Item No.	Item name	Normal condition
Item 30	IG SW(IG1)	OFF

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."

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Step 4. Pulse check

Check the input signals below, which are related to the front or rear room lamps.

System switch	Check condition
Key reminder switch	When the inserted ignition key is pulled out
All of the door switches	A door is opened when all the doors are closed
Driver's door lock actuator switch	When the driver's door is unlocked or locked
Interior lamp loaded signal	When a load is applied through multi-purpose fuse No.22

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?

All the signals are received normally. : Go to Step 5.

The key reminder switch signal is not received. : Refer to Inspection Procedure P-12 "The key reminder switch signal is not received P.54C-144."

All the door switch signals are not received. : Refer to Inspection Procedure P-4 "All the door switch signals are not received <LH drive vehicles>P.54C-135." Refer to Inspection Procedure P-4 "All the door switch signals are not received <RH drive vehicles>P.54C-136."

The driver's door lock actuator switch signal is not received. : Refer to Inspection Procedure P-15 "The driver's door lock actuator switch signal is not received <LH drive vehicles>P.54C-148." Refer to Inspection Procedure P-15 "The driver's door lock actuator switch signal is not received <RH drive vehicles>P.54C-149."

The interior lamp loaded signal is not received. : Refer to Inspection Procedure P-18 "The interior lamp loaded signal is not detected P.54C-152."

Step 5. Connector check: D-05 front room lamp connector, D-11 rear room lamp connector

Q: Is the check result normal?

YES : Go to Step 6.

NO : Repair the defective connector.

Step 6. Check the bulbs of the front and rear room lamps.

Check the bulbs of the front and rear room lamps.

Q: Is the check result normal?

YES : Go to Step 7.

NO : Replace the front or rear room lamp bulb.

Step 7. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?

YES : Go to Step 8.

NO : Repair the defective connector.

Step 8. Check the wiring harness from C-217 ETACS-ECU connector terminal Nos.5 and 6 to D-05 front room lamp connector terminal Nos.2 and 1.

NOTE: Prior to the wiring harness inspection, check junction block connector C-210, and repair if necessary.

Q: Is the check result normal?

YES : Go to Step 9.

NO : Repair the wiring harness.

Step 9. Check the wiring harness from C-217 ETACS-ECU connector terminal Nos.5 and 6 to D-11 rear room lamp connector terminal Nos.2 and 1.

NOTE: Prior to the wiring harness inspection, check junction block connector C-210, and repair if necessary.

Q: Is the check result normal?

YES : Go to Step 10.

NO : Repair the wiring harness.

Step 10. Retest the system.

Check that the front or rear room lamp illuminates and extinguishes normally.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE O-3: Interior lamp automatic shutoff function does not work normally. <Vehicles with keyless entry system>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

COMMENTS ON TROUBLE SYMPTOM

The ETACS-ECU operates the interior lamp automatic shutdown function in accordance with the input signals below.

- Ignition switch (ACC)
- Ignition switch (IG1)
- Driver's door switch
- All of the door switches
- Interior lamp loaded signal

If this function does not work normally, these input signal circuit(s) or the ETACS-ECU may be defective. Note that this function can be disabled/enabled by the adjustment function (default setting; enabled).

POSSIBLE CAUSES

- Malfunction of the door switches
- Malfunction of the room lamp
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the adjustment function.
Check that the interior lamp automatic shutdown function has been enabled by using the adjustment function.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Enable the interior lamp automatic shutdown function by using the adjustment function (Refer to GROUP 54B – Adjustment function P.54B-155).

Step 2. ECU check by using the SWS monitor
Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.

- Ignition switch: OFF

ECUS TO BE CHECKED

- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 3. SWS monitor data list
Check the input signals below, which are related to the interior lamp automatic shutdown function.

<Selected item> ETACS ECU

- Ignition switch: OFF
- Driver's door: open

Item No.	Item name	Normal condition
Item 30	IG SW(IG1)	OFF
Item 31	IG SW(ACC)	OFF
Item 32	DR DOOR SW*1	ON
	FRONT DOOR SW*2	

NOTE:

1. **1: Except for Australia*
2. **2: Vehicles for Australia*

OK: Normal condition is displayed.

Q: Is the check result normal?
Normal conditions are displayed for all the items. : Go to Step 4.
Normal condition is not displayed for item No.30. : Refer to Inspection Procedure P-2 "The ignition switch (IG1) signal is not received P.54C-133."
Normal condition is not displayed for item No.31. : Refer to Inspection Procedure P-1 "The ignition switch (ACC) signal is not received P.54C-132."
Normal condition is not displayed for item No.32. : Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <LH drive vehicles>P.54C-135." Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <RH drive vehicles>P.54C-136."

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Step 4. Pulse check
Check the input signals below, which are related to the interior lamp automatic shutdown function.

System switch	Check condition
All of the door switches	A door is opened when all the doors are closed
Interior lamp loaded signal	When a load is applied through multi-purpose fuse No.22

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
All the signals are received normally. : Go to Step 5.
All the door switch signals are not received. : Refer to Inspection Procedure P-14 "All the door switch signals are not received <LH drive vehicles>P.54C-146." Refer to Inspection Procedure P-14 "All the door switch signals are not received <RH drive vehicles>P.54C-147."
The interior lamp loaded signal is not received. : Refer to Inspection Procedure P-18 "The interior lamp loaded signal is not detected P.54C-152."

Step 5. Retest the system.
Check that the interior lamp automatic shutdown function works normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE O-4: The door-ajar warning lamp does not illuminate/extinguish normally.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input and output signal circuits are normal.

OPERATION
The ETACS-ECU operates this function in accordance with all the door switch signals. If the door-ajar warning lamp does not work normally, the input signal circuits from all the door switches or the ETACS-ECU may be defective.

POSSIBLE CAUSES
- All the door switches are defective.
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the operation of the room lamp.
Check that the room lamps illuminate and extinguish normally.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure O-1 "The front or rear room lamp does not illuminate or extinguish <vehicles without keyless entry system>P.54C-125 ." Or refer to inspection procedure O-2 "The front or rear room lamp does not illuminate or extinguish <vehicles with keyless entry system>P.54C-127 ."

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Step 2. SWS monitor data list

Check the input signals below, which are related to the door-ajar warning lamp.

<Selected item> ETACS ECU

- Driver's door: open

Item No.	Item name	Normal condition
Item 32	DR DOOR SW*1	ON
	FRONT DOOR SW*2	

NOTE:

1. **1: Except for Australia*
2. **2: Vehicles for Australia*

OK: Normal condition is displayed.

Q: Is the check result normal?

YES : Go to Step 3.

NO : Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <LH drive vehicles>P.54C-135." Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <RH drive vehicles>P.54C-136."

Step 3. Pulse check

Check the input signals below, which are related to the door-ajar warning lamp.

System switch	Check condition
All of the door switches	A door is opened when all the doors are closed

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?

YES : Go to Step 4.

NO : Refer to Inspection Procedure P-14 "All the door switch signals are not received <LH drive vehicles>P.54C-146." Refer to Inspection Procedure P-14 "All the door switch signals are not received <RH drive vehicles>P.54C-147."

Step 4. Connector check: C-05 combination meter connector

Q: Is the check result normal?

YES : Go to Step 5.

NO : Repair the defective connector.

Step 5. Check the door-ajar warning lamp bulb.

Check the door-ajar warning lamp bulb.

Q: Is the check result normal?

YES : Go to Step 6.

NO : Replace the door-ajar warning lamp bulb.

Step 6. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?

YES : Go to Step 7.

NO : Repair the defective connector.

Step 7. Check the wiring harness from C-217 ETACS-ECU connector (terminal Nos.53 and 71) to C-05 combination meter connector (terminal Nos.20 and 21).

Q: Is the check result normal?

YES : Go to Step 8.

NO : Repair the wiring harness.

Step 8. Retest the system.

Replace the ETACS-ECU, and then check that the door-ajar warning lamp illuminates/extinguishes normally.

(1) Replace the ETACS-ECU.

(2) Check that the door-ajar warning lamp illuminates/extinguishes normally.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the combination meter.

INPUT SIGNAL PROCEDURES

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INSPECTION PROCEDURE P-1: The ignition switch (ACC) signal is not received.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the ignition switch (ACC) is used to operate the functions below. If the signal is abnormal, these functions will not work normally.

- Windshield wiper and washer
- Rear wiper and washer
- Interior lamp automatic shutdown function

POSSIBLE CAUSES

- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : . Go to Step 2.
NO : . Repair the defective connector.

Step 2. Measure the voltage at the C-217 ETACS-ECU connector.

(1) Remove the ETACS-ECU, and measure at the junction block side.
(2) Ignition switch: ACC position
(3) Voltage between C-217 ETACS-ECU connector terminal No.18 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : . Go to Step 4.
NO : . Go to Step 3.

Step 3. Check the wiring harness between C-217 ETACS-ECU connector terminal No.18 and the ignition switch (ACC).

NOTE: Prior to the wiring harness inspection, check junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 4. SWS monitor data list

<Selected item> ETACS ECU

- Ignition switch: ACC

Item No.	Item name	Normal condition
Item 31	IG SW(ACC)	ON

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE P-2: The ignition switch (IG1) signal is not received.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the ignition switch (IG1) is used to operate the functions below. If the signal is abnormal, these functions will not work normally.

- Ignition key reminder buzzer function <Vehicles for GCC only>
- Lamp reminder function
- Power window timer function
- Sunroof timer function
- Ignition key cylinder illumination lamp
- Seat belt warning lamp
- Headlamp automatic shutdown function
- Turn-signal lamp
- Room lamps

POSSIBLE CAUSES

- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Measure the voltage at the C-217 ETACS-ECU connector.

(1) Remove the ETACS-ECU, and measure at the junction block side.
(2) Voltage between C-217 ETACS-ECU connector terminal No.8 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : . Go to Step 4.
NO : . Go to Step 3.

Step 3. Check the wiring harness between C-217 ETACS-ECU connector terminal No.8 and the ignition switch (IG1).

NOTE: Prior to the wiring harness inspection, check junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 4. SWS monitor data list

<Selected item> ETACS ECU

- Ignition switch: ON

Item No.	Item name	Normal condition
Item 30	IG SW(IG1)	ON

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE P-3: The inhibitor switch (reverse position) signal is not received.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the inhibitor switch (reverse position) is used to operate the rear wiper. If the signal is abnormal, the rear wiper will not work normally.

POSSIBLE CAUSES

- Malfunction of the inhibitor switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: B-22 inhibitor switch connector and C-220 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the inhibitor switch

Check the inhibitor switch (Refer to GROUP 23 – On-vehicle Service P.23A-112).

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the inhibitor switch.

Step 3. Measure the voltage at the C-220 ETACS-ECU connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Ignition switch: ON
(3) Shift position: R position
(4) Voltage between C-220 ETACS-ECU connector terminal No.39 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Replace the ETACS-ECU.
NO : Go to Step 4.

Step 4. Measure the voltage at the B-22 inhibitor switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Ignition switch: ON
(3) Voltage between B-22 inhibitor switch connector terminal No.8 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 6.

Step 5. Check the wiring harness between B-22 inhibitor switch connector terminal No.7 and C-220 ETACS-ECU connector terminal No.39.

NOTE: Prior to the wiring harness inspection, check joint connector C-02 and intermediate connector C-105, and repair if necessary.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 6. Check the wiring harness between B-22 inhibitor switch connector terminal No.8 and the ignition switch (IG1).

NOTE: Prior to the wiring harness inspection, check intermediate connector C-106, joint connector C-16 and junction block connectors C-202 and C-203, and repair if necessary.

- Check the power supply line to the ignition switch (IG1) for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 7. SWS monitor data list

<Selected item> ETACS ECU

- Ignition switch: ON
- Shift position: R position

Item No.	Item name	Normal condition
Item 41	INHIBITOR SW (R)	ON

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

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INSPECTION PROCEDURE P-4: The driver's door switch signal is not received. <LH drive vehicles>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the driver's door switch is used to operate the functions below. If the signal is abnormal, these functions will not work normally.

- Ignition key reminder buzzer function <Vehicles for GCC only>
- Lamp reminder function
- Key reminder function
- Power window timer function
- Sunroof timer function
- Ignition key cylinder illumination lamp
- Headlamp automatic shutdown function
- Room lamps
- Door-ajar indicator lamp

POSSIBLE CAUSES

- Malfunction of the driver's door switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the installation condition.
Check that the door switch (front, LH) is installed on the body correctly.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Correct the installation condition.

Step 2. Connector check: D-28 door switch (front, LH) connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

Step 3. Check the door switch (front, LH).
Refer to GROUP 42 – Door P.42-32.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Replace the door switch (front, LH).

Step 4. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 5.
NO : Repair the defective connector.

Step 5. Check the wiring harness between D-28 door switch (front, LH) connector terminal No.3 and C-217 ETACS-ECU connector terminal No.10.

NOTE: Prior to the wiring harness inspection, check joint connector C-209, and repair if necessary.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the wiring harness.

Step 6. SWS monitor data list

<Selected item> ETACS ECU

- Driver's door: open

Item No.	Item name	Normal condition
Item 32	DR DOOR SW	ON

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

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Group TOC

INSPECTION PROCEDURE P-4: The driver's door switch signal is not received. <RH drive vehicles>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the driver's door switch is used to operate the functions below. If the signal is abnormal, these functions will not work normally.

- Ignition key reminder buzzer function <Vehicles for GCC only>
- Lamp reminder function
- Key reminder function
- Power window timer function
- Sunroof timer function
- Ignition key cylinder illumination lamp
- Headlamp automatic shutdown function
- Room lamps
- Door-ajar indicator lamp

POSSIBLE CAUSES

- Malfunction of the driver's door switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the installation condition.
Check that the door switch (front, RH) is installed on the body correctly.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Correct the installation condition.

Step 2. Connector check: D-42 door switch (front, RH) connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

Step 3. Check the door switch (front, RH).
Refer to GROUP 42 – Door P.42-32.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Replace the door switch (front, RH).

Step 4. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 5.
NO : Repair the defective connector.

Step 5. Check the wiring harness between D-42 door switch (front, RH) connector terminal No.3 and C-217 ETACS-ECU connector terminal No.10.

NOTE: Prior to the wiring harness inspection, check joint connector C-221, and repair if necessary.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the wiring harness.

Step 6. SWS monitor data list

<Selected item> ETACS ECU

- Driver's door: open

Item No.	Item name	Normal condition
Item 32	DR DOOR SW	ON

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

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Group TOC

INSPECTION PROCEDURE P-5: The column switch (lighting and turn-signal lamp switch) signal is not received.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the column switch (lighting switch) is used to operate the functions below. If the signal is abnormal, these functions will not work normally.

- Lamp reminder function
- Headlamp and tail lamp
- Headlamp automatic shutdown function
- Fog lamp
- Turn-signal lamp

POSSIBLE CAUSES

- Malfunction of the column switch
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the column switch connector.
Check that the wiper and washer switch connector, the lighting switch connector and the switch body connector are in good condition.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the column switch (lighting switch and switch body).
Refer to GROUP 54A – Column switch P.54A-107.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the column switch.

Step 3. ECU check on the SWS monitor
Check that the power supply and earth lines to the column switch (column-ECU) and the SWS communication lines are normal.

- Ignition switch: OFF

ECUS TO BE CHECKED

- COLUMN ECU

OK: "OK" is displayed on the "COLUMN ECU" menu.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."

Step 4. SWS monitor data list

<Selected item> COLUMN ECU

- Operate each function of the switch.

Item No.	Item name	Normal condition
Item 00	HEADLAMP SW	ON
Item 01	TAIL LAMP SW	ON
Item 02	DIMMER SW	ON
Item 03	PASSING SW	ON
Item 10	TURN SIG.RH	ON
Item 11	TURN SIG.LH	ON

OK: Normal conditions are displayed for all the functions of the switch.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the column switch.

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INSPECTION PROCEDURE P-6: The column switch (windshield wiper/washer and rear wiper/washer switch) signal is not received.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM
Input signal from the column switch (wiper switch) is used to operate the functions below. If the signal is abnormal, these functions will not work normally.
- Windshield wiper and washer
- Rear wiper and washer

POSSIBLE CAUSES
- Malfunction of the column switch
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor
Check that the power supply and earth lines to the column switch (column-ECU) and the SWS communication lines are normal.
- Ignition switch: OFF

ECUS TO BE CHECKED
- COLUMN ECU

OK: "OK" is displayed on the "COLUMN ECU" menu.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure A-2 "Communication with column switch (column-ECU) is not possible P.54C-26."

Step 2. SWS monitor data list

<Selected item> COLUMN ECU
Operate each function of the switch.

Item No.	Item name	Normal condition
Item 05	INT WIPER SW	ON
Item 06	LO WIPER SW	ON
Item 07	HI WIPER SW	ON
Item 08	MIST WIPER SW	ON
Item 09	FRONT WASH.SW	ON
Item 13	REAR WIPER SW	ON
Item 14	REAR WASH.SW	ON

OK: Normal conditions are displayed for all the functions of the switch.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the column switch.

INSPECTION PROCEDURE P-7: The windshield intermittent wiper volume signal is not received.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM
The intermittent wiper interval is calculated in accordance with the input signal from the windshield intermittent wiper volume. If this signal is abnormal, the wiper interval can not be adjusted.

POSSIBLE CAUSES
- Malfunction of the column switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: C-310 column switch connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Measure the resistance at the C-310 column switch connector.
(1) Disconnect the connector, and measure at the column switch side.

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(2) Resistance between C-310 column switch connector terminal No.6 and body earth

OK: The resistance should rise from 0 to 1 kΩ when the windshield intermittent wiper volume is rotated from "Fast" to "Slow".

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the column switch.

Step 3. Connector check: C-219 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 4.
NO : Repair the defective connector.

Step 4. Check the wiring harness between C-310 column switch connector terminal No.6 and C-219 ETACS-ECU connector terminal No.66.
- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 5.
NO : Repair the wiring harness.

Step 5. SWS monitor data list

<Selected item> ETACS ECU
- Ignition switch: ACC
- Wiper switch: INT

Item No.	Item name	Normal condition
Item 37	INT WIPE TIME	2.4 to 18.0 s

OK: The display will be changed as the intermittent wiper volume is rotated.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-8: When the power window main switch is operated, the switch signals are not received. <Vehicles for Argentina>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM
Input signal from the power window main switch is used in order to check the power window main switch and confirm how the system is communicating with the ETACS-ECU. If the communication line is defective, the power windows will not work normally.

POSSIBLE CAUSES
- Malfunction of the power window main switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the operation by using the power window main switch.
Check if each window can be operated by means of the power window main switch.

Q: Can each power window be operated by means of the power window main switch?
YES : Go to Step 2.
NO : Go to Step 5.

Step 2. Connector check: C-219 ETACS-ECU connector and E-05 power window main switch connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

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Step 3. Check the wiring harness between C-219 ETACS-ECU connector terminal No.59 and E-05 power window main switch connector terminal No.4.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-118, E-12 and joint connector C-02, and repair if necessary.

- Check the communication lines for open circuit.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Repair the wiring harness.

Step 4. Replace the power window main switch, and then retest the system.

Replace the power window main switch, and check that the power window main switch signal is received.
(1) Replace the power window main switch.
(2) Check that the power window main switch signal is received.

Q: Is the check result normal?
YES : The procedure is complete.
NO : Replace the ETACS-ECU.

Step 5. Connector check: E-05 power window main switch connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

Step 6. Measure the voltage at the E-05 power window main switch connector.

(1) Remove the power window main switch, and measure at the wiring harness side.
(2) Voltage between E-05 power window main switch connector terminal No.6 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 9.
NO : Go to Step 7.

Step 7. Connector check: C-208 power window relay connector

Q: Is the check result normal?
YES : Go to Step 8.
NO : Repair the defective connector.

Step 8. Check the wiring harness between C-208 power window relay connector terminal No.4 and E-05 power window main switch connector terminal No.6.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-118, E-12 and junction block connector C-203, and repair if necessary.

- Check the power supply line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 9. Measure the resistance at the E-05 power window main switch connector.

(1) Remove the power window main switch, and measure at the wiring harness side.
(2) Continuity between E-05 power window main switch connector terminal No.2 and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 11.
NO : Go to Step 10.

Step 10. Check the wiring harness between E-05 power window main switch connector terminal No.2 and body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connectors C-118 and E-12, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

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Step 11. SWS monitor data list

<Selected item> Fr-ECU, P/W, S/R

- Ignition switch: ON

Item No.	Item name	Normal condition
Item 71	P/W ECU ACK	INPUT CHECK

OK: Normal conditions are displayed for all the positions of the switch.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the power window main switch.

INSPECTION PROCEDURE P-9: When the sunroof switch is operated, the switch signals are not received.

⚠ CAUTION

Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

If the input signal from the sunroof switch is abnormal, the sunroof input check response signal will not be sent to the SWS communication line.

POSSIBLE CAUSES

- Malfunction of the sunroof motor assembly
- Malfunction of the sunroof switch
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor

Check that the power supply and earth lines to the sunroof-ECU and the SWS communication lines are normal.

- Ignition switch: ON

ECUS TO BE CHECKED

- SUNROOF ECU

OK: "OK" is displayed on the "SUNROOF ECU" menu.

Q: Is the check result normal?

YES : Go to Step 2.

NO : Refer to Inspection Procedure A-6 "Communication with sunroof motor assembly (sunroof-ECU) is not possible P.54C-32."

Step 2. Connector check: D-06 sunroof switch connector

Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the defective connector.

Step 3. Check the sunroof switch.

Q: Is the sunroof switch in good condition? (Refer to GROUP 42 – Sunroof P.42-64).

YES : Go to Step 4.

NO : Replace the sunroof switch.

Step 4. Measure the resistance at the D-06 sunroof switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.

(2) Continuity between D-06 sunroof switch connector terminal No.4 and body earth

OK: 2Ω or less

Q: Is the check result normal?

YES : Go to Step 6.

NO : Go to Step 5.

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Step 5. Check the wiring harness between D-06 sunroof motor switch connector terminal No.4 and body earth.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-218, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 6. Connector check: D-09 sunroof motor assembly connector

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the defective connector.

Step 7. Check the wiring harness from D-09 sunroof motor assembly connector (terminals 6, 7 and 8) to D-06 sunroof switch connector (terminals 6, 3 and 5).

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 8.
NO : Repair the wiring harness.

Step 8. SWS monitor data list

<Selected item> Fr-ECU, P/W, S/R

- Operate the sunroof switch.

Item No.	Item name	Normal condition
Item 72	Sunroof ECU response	INPUT CHECK

OK: Normal conditions are displayed for all the positions of the switch.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the sunroof motor assembly.

INSPECTION PROCEDURE P-10: The front fog lamp switch signal is not received.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the front fog lamp switch is used to operate the front fog lamps. If the signal is abnormal, the front fog lamps will not illuminate and extinguish normally.

POSSIBLE CAUSES

- Malfunction of the front fog lamp switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: C-03 fog lamp switch connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the front fog lamp switch.
Refer to GROUP 54A – Front fog lamp switch P.54A-55.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the fog lamp switch.

Step 3. Measure the resistance at the C-03 fog lamp switch connector.

(1) Remove the fog lamp switch, and measure at the wiring harness side.
(2) Continuity between C-03 fog lamp switch connector terminal No.2 <L.H. drive vehicles - vehicles without rear fog lamps> or 6 <L.H. drive vehicles - vehicles with rear fog lamps or R.H. drive vehicles> and body earth

OK: 2Ω or less

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

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Step 4. Check the wiring harness from C-03 fog lamp switch connector terminal No.2 <L.H. drive vehicles - vehicles without rear fog lamps> or 6 <L.H. drive vehicles - vehicles with rear fog lamps or R.H. drive vehicles> to body earth.

- Check the earth wires for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 5. Connector check: C-219 ETACS-ECU connector

Q: Is the check result normal?

YES : Go to Step 6.

NO : Repair the defective connector.

Step 6. Check the wiring harness from C-219 ETACS-ECU connector No.54 to C-03 fog lamp switch connector terminal No.1 <L.H. drive vehicles - vehicles without rear fog lamps> or 5 <L.H. drive vehicles - vehicles with rear fog lamps or R.H. drive vehicles>.

- Check the input line for open circuit.

Q: Is the check result normal?

YES : Go to Step 7.

NO : Repair the wiring harness.

Step 7. SWS monitor data list

<Selected item> ETACS ECU

- Ignition switch: ON
- Lighting switch: "TAIL" or "HEAD"
- Front fog lamp switch: ON

Item No.	Item name	Normal condition
Item 36	F.FOG LAMP	ON

OK: Normal condition is displayed.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-11: The rear fog lamp switch signal is not received.

⚠ CAUTION

Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the rear fog lamp switch is used to operate the rear fog lamps. If the signal is abnormal, the rear fog lamps will not illuminate and extinguish normally.

POSSIBLE CAUSES

- Malfunction of the fog lamp switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: C-03 fog lamp switch connector

Q: Is the check result normal?

YES : Go to Step 2.

NO : Repair the defective connector.

Step 2. Check the rear fog lamp switch.

Refer to GROUP 54A – Rear fog lamp P.54A-57.

Q: Is the check result normal?

YES : Go to Step 3.

NO : Replace the fog lamp switch.

Step 3. Measure the resistance at the C-03 fog lamp switch connector.

(1) Remove the fog lamp switch, and measure at the wiring harness side.

(2) Continuity between C-03 fog lamp switch connector terminal No.2 and body earth

OK: 2Ω or less

Q: Is the check result normal?

YES : Go to Step 5.

NO : Go to Step 4.

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Step 4. Check the wiring harness between C-03 fog lamp switch connector terminal No.2 and body earth.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Connector check: C-220 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

Step 6. Check the wiring harness between C-220 ETACS-ECU connector terminal No.21 and C-03 fog lamp switch connector terminal No.1.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Pulse check

Check the input signal from the rear fog lamp switch.

System switch	Check condition
Rear fog lamp switch	When the switch is turned from off to on

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-12: The key reminder switch signal is not received.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the key reminder switch is used to operate the functions below. If the signal is abnormal, these functions will not work normally.

- Ignition key reminder buzzer function <Vehicles for GCC only>
- Key reminder function
- Keyless entry system
- Ignition key cylinder illumination lamp
- Room lamps

POSSIBLE CAUSES

- Malfunction of the key reminder switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: C-304 key reminder switch connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the key reminder switch.

Refer to GROUP 54A – Ignition switch P.54A-107.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the key reminder switch.

Step 3. Measure the resistance at the C-304 key reminder switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between C-304 key reminder switch connector terminal No.4 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

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Step 4. Check the wiring harness between C-304 key reminder switch connector terminal No.4 and the body earth.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Connector check: C-220 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

Step 6. Check the wiring harness between C-304 key reminder switch connector terminal No.6 and C-220 ETACS-ECU connector terminal No.30.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Pulse check

Check the input signal from the key reminder switch.

System switch	Check condition
Key reminder switch	When the inserted ignition key is pulled out

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-13: The hazard warning lamp switch signal is not received.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the hazard warning lamp switch is used to operate the functions below. If the signal is abnormal, these functions will not work normally.

- Keyless entry system (encrypted code registration)
- Hazard warning lamp

POSSIBLE CAUSES

- Malfunction of the hazard warning lamp switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: C-22 hazard warning lamp switch connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the hazard warning lamp switch.

Refer to GROUP 54A – Hazard warning lamp switch P.54A-64.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the hazard warning lamp switch.

Step 3. Measure the resistance at the C-22 hazard warning lamp switch connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between C-22 hazard warning lamp switch connector terminal No.2 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

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Step 4. Check the wiring harness between C-22 hazard warning lamp switch connector terminal No.2 and the body earth.

- Check the earth wires for open circuit.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Repair the wiring harness.

Step 5. Connector check: C-219 ETACS-ECU connector

Q: Is the check result normal?

YES : Go to Step 6.

NO : Repair the defective connector.

Step 6. Check the wiring harness between C-219 ETACS-ECU connector terminal No.55 and C-22 hazard warning lamp switch connector terminal No.1.

- Check the input line for open circuit.

Q: Is the check result normal?

YES : Go to Step 7.

NO : Repair the wiring harness.

Step 7. Pulse check

Check the input signal from the hazard warning lamp switch.

System switch	Check condition
Hazard warning lamp switch	When the hazard warning lamp switch is turned from off to on

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?

YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).

NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-14: All the door switch signals are not received. <LH drive vehicles>

⚠ CAUTION

Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signals from all the door switches are used to operate the functions below. If the signal(s) are abnormal, these functions will not work normally.

- Keyless entry system
- Room lamps

POSSIBLE CAUSES

- Malfunction of the door switches
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. SWS monitor data list

<Selected item> ETACS ECU

- Driver's door is open

Item No.	Item name	Normal condition
Item 32	DR DOOR SW*1	ON
	FRONT DOOR SW*2	

NOTE:

1. **1: Except for Australia*
2. **2: Vehicles for Australia*

OK: Normal condition is displayed.

Q: Is the check result normal?

YES : Go to Step 2.

NO : Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <LH drive vehicles>P.54C-135 ."

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Step 2. Connector check: D-28 <front, LH>, D-42 <front, RH>, D-10 <rear, RH> or D-20 <rear, LH> door switch connectors or F-07 <tailgate> tailgate switch connector, and C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

Step 3. Check the installation condition.
Check that the door switch is installed on the body correctly.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Correct the installation condition.

Step 4. Check the door switch.
Refer to GROUP 42 – Door P.42-32.

Q: Is the check result normal?
YES : Go to Step 5.
NO : Replace the door switch.

Step 5. Check the wiring harness from terminal No.2 of the D-28 <front, LH>, D-42 <front, RH>, D-10 <rear, RH> or D-20 <rear LH> door switch connector or terminal No.1 of the F-07 <tailgate> tailgate switch connector to terminal No.7 of the C-217 ETACS-ECU connector.

NOTE: Prior to the wiring harness inspection, check intermediate connector F-05 <tailgate> or C-13 <RH> and junction block connector C-205 <RH> or C-209 <LH and tailgate>, and repair if necessary.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the wiring harness between each of the door switches and the ETACS-ECU.

Step 6. Pulse check
Check the input signals from all the door switches.

System switch	Check condition
All of the door switches	A door is opened when all the doors are closed

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-14: All the door switch signals are not received. <RH drive vehicles>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signals from all the door switches are used to operate the functions below. If the signal(s) are abnormal, these functions will not work normally.

- Keyless entry system
- Room lamps

POSSIBLE CAUSES

- Malfunction of the door switches
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. SWS monitor data list

<Selected item> ETACS ECU

- Driver's door: open

Item No.	Item name	Normal condition
Item 32	DR DOOR SW	ON

OK: Normal condition is displayed.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure P-4 "The driver's door switch signal is not received <RH drive vehicles>P.54C-136."

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Step 2. Connector check: D-42 <front, RH>, D-28 <front, LH>, D-10 <rear, RH> or D-20 <rear, LH> door switch connectors or F-07 <tailgate> tailgate switch connector, and C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

Step 3. Check the installation condition.
Check that the door switch is installed on the body correctly.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Correct the installation condition.

Step 4. Check the door switch.
Refer to GROUP 42 – Door P.42-32.

Q: Is the check result normal?
YES : Go to Step 5.
NO : Replace the door switch.

Step 5. Check the wiring harness from terminal No.2 of the D-42 <front, RH>, D-28 <front, LH>, D-10 <rear, RH> or D-20 <rear LH> door switch connector or terminal No.1 of the F-07 <tailgate> tailgate switch connector to terminal No.7 of the C-217 ETACS-ECU connector.

NOTE: Prior to the wiring harness inspection, check intermediate connector F-05 <tailgate> or C-117 <LH> and junction block connector C-205 <LH> or C-221 <RH and tailgate>, and repair if necessary.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the wiring harness between each of the door switches and the ETACS-ECU.

Step 6. Pulse check
Check the input signals from all the door switches.

System switch	Check condition
All of the door switches	A door is opened when all the doors are closed

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-15: The driver's door lock actuator switch signal is not received. <LH drive vehicles>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the driver's door lock actuator is used to operate the functions below. If the signal is abnormal, these functions will not work normally.

- Key reminder function
- Central door locking
- Keyless entry system
- Room lamps

POSSIBLE CAUSES

- Malfunction of the front door lock actuator (LH)
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: E-11 front door lock actuator (LH) connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the front door lock actuator (LH).
Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the front door lock actuator (RH).

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Step 3. Measure the resistance at the E-11 front door lock actuator (LH) connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between E-11 front door lock actuator (LH) connector terminal No.1 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness between E-11 front door lock actuator (LH) connector terminal No.1 and body earth

NOTE: Prior to the wiring harness inspection, check intermediate connector C-118, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Connector check: C-220 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

Step 6. Check the wiring harness between E-11 front door lock actuator (LH) connector (terminal Nos.2 and 3) and C-220 ETACS-ECU connector (terminal Nos.35 and 36).

NOTE: Prior to the wiring harness inspection, check intermediate connector C-118, and repair if necessary.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Pulse check

Check the input signal from the driver's door lock actuator switch.

System switch	Check condition
Driver's door lock actuator switch	When the driver's door is unlocked or locked

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-15: The driver's door lock actuator switch signal is not received. <RH drive vehicles>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the driver's door lock actuator is used to operate the functions below. If the signal is abnormal, these functions will not work normally.

- Key reminder function
- Central door locking
- Keyless entry system
- Room lamps

POSSIBLE CAUSES

- Malfunction of the front door lock actuator (RH)
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: E-25 front door lock actuator (RH) connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the front door lock actuator (RH).

Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the front door lock actuator (RH).

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Step 3. Measure the resistance at the E-25 front door lock actuator (RH) connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between E-25 front door lock actuator (RH) connector terminal No.3 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness between E-25 front door lock actuator (RH) connector terminal No.3 and body earth

NOTE: Prior to the wiring harness inspection, check intermediate connector C-15, and repair if necessary.

- Check the earth wires for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Connector check: C-220 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

Step 6. Check the wiring harness from E-25 front door lock actuator (RH) connector (terminal Nos.1 and 2) to C-220 ETACS-ECU connector (terminal Nos.35 and 36).

NOTE: Prior to the wiring harness inspection, check intermediate connector C-15, and repair if necessary.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Pulse check

Check the input signal from the driver's door lock actuator switch.

System switch	Check condition
Driver's door lock actuator switch	When the driver's door is unlocked or locked

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-16: The vehicle speed signal is not received. <Except vehicles for GCC>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

The vehicle speed signal is used to operate the Windshield wiper and washer (vehicle speed-dependent wiper function). If the signal is abnormal, the function will not work normally.

POSSIBLE CAUSES

- Malfunction of the engine-A/T-ECU
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check if the A/T related diagnosis code is set.

Q: Is the diagnosis code set?
YES : Diagnose the automatic transmission control system. (Refer to GROUP 23 – Troubleshooting P.23A-22)
NO : Go to Step 2.

Step 2. Connector check: C-110 engine-A/T-ECU connector and C-219 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

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Step 3. Check the wiring harness between C-110 engine-A/T-ECU connector terminal No.80 and C-219 ETACS-ECU connector terminal No.63.

NOTE: Prior to the wiring harness inspection, check joint connector C-02 <LH drive vehicles> and intermediate connector C-105, and repair if necessary.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Repair the wiring harness.

Step 4. Check the speedometer.
Check that the speedometer works normally.

Q: Is the check result normal?
YES : Go to Step 5.
NO : Replace the engine-A/T-ECU.

Step 5. Pulse check
Check the vehicle speed signal.

System switch	Check condition
Vehicle speed signal	When the vehicle speed has reached 10 km/h or more

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-17: Each switch signal of the keyless entry transmitter is not received.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the keyless entry transmitter is used to operate the keyless entry system. If the signal is abnormal, the keyless entry system will not work normally.

POSSIBLE CAUSES

- Malfunction of the keyless entry transmitter
- Defective battery of the keyless entry transmitter
- Malfunction of the ETACS-ECU

DIAGNOSIS PROCEDURE

Step 1. Pulse check
Check whether the ETACS-ECU receives signal from a transmitter or not. For this check, you should use the 2-button-type transmitter (integrated with a key), which cover screw is silver and has already been registered.

NOTE: For how to register the keyless entry transmitter encrypted code, refer to GROUP 42 – On-vehicle Service P.42-56.

System switch	Check condition
Keyless entry transmitter "LOCK/UNLOCK" switch	When the switch is turned from off to on

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Go to Step 4.

Step 2. Check the transmitter battery.
Refer to GROUP 42 – Keyless entry system P.42-60.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the keyless entry transmitter battery.

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Step 3. Register the encrypted code, and then retest the system.

(1) Register the keyless entry transmitter again.
(2) Check that each signal is received from the keyless entry transmitter.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the keyless entry transmitter.

Step 4. Retest the system.

Check that each signal is received from the keyless entry transmitter.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-18: The interior lamp loaded signal is not detected.

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

The interior lamp automatic shutdown function operates in accordance with the interior lamp loaded signal. If this signal is abnormal, the functions below will not work normally.

- Ignition key cylinder illumination lamp
- Room lamps
- Interior lamp automatic shutdown function

POSSIBLE CAUSES

- Malfunction of the ETACS-ECU
- Damaged wiring harness or connector(s)

DIAGNOSIS PROCEDURE

Step 1. ECU check by using the SWS monitor

Check that the power supply and earth lines to the ETACS-ECU and the SWS communication lines are normal.

- Ignition switch: OFF

ECUS TO BE CHECKED

- ETACS ECU

OK: "OK" is displayed on the "ETACS ECU" menu.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Refer to Inspection Procedure A-3 "Communication with ETACS-ECU is not possible P.54C-27."

Step 2. Connector check: C-217 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

Step 3. Measure the voltage at the C-217 ETACS-ECU connector.

(1) Remove the ETACS-ECU, and measure at the junction block side.
(2) Ignition switch: ON
(3) Voltage between C-217 ETACS-ECU connector terminal No.8 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness between C-217 ETACS-ECU connector terminal No.8 and the ignition switch (IG1).

NOTE: Prior to the wiring harness inspection, check junction block connector C-203, and repair if necessary.

- Check the power supply line to the ignition switch (IG1) for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

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Step 5. Measure the voltage at the C-217 ETACS-ECU connector.
(1) Remove the ETACS-ECU, and measure at the junction block side.
(2) Ignition switch: ACC
(3) Voltage between terminal 4 and body earth

OK: Battery positive voltage

Q: Is the check result normal?
YES : Go to Step 7.
NO : Go to Step 6.

Step 6. Check the wiring harness between C-217 ETACS-ECU connector terminal No.4 and the ignition switch (ACC).

NOTE: Prior to the wiring harness inspection, check junction block connector C-202 <LH drive vehicles>, C-203 <RH drive vehicles> or intermediate connector C-116 <LH drive vehicles>, and repair if necessary.

- Check the power supply line to the ignition switch (ACC) for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 7. Pulse check
Check the input of the interior lamp loaded signal.

System switch	Check condition
Interior lamp loaded signal	When a load is applied through multi-purpose fuse No.22

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-19: The passenger's door lock key cylinder switch signal is not detected. <LH drive vehicles>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the front passenger's door lock key cylinder switch is used to operate the central door locking function. If the signal is abnormal, the central door locking function will not work normally.

POSSIBLE CAUSES

- Malfunction of the front passenger's door lock key cylinder switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: E-18 door lock key cylinder switch (RH) connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the door lock key cylinder switch (RH).
Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the door lock key cylinder switch (RH).

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Step 3. Measure the resistance at E-18 door lock key cylinder switch (RH) connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between E-18 door lock key cylinder switch (RH) connector terminal No.2 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness between E-18 door lock key cylinder switch (RH) connector terminal No.2 and body earth

NOTE: Prior to the wiring harness inspection, check intermediate connector C-15, and repair if necessary.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Connector check: C-220 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

Step 6. Check the wiring harness between E-18 door lock key cylinder switch (RH) connector (terminal Nos.1 and 3) and C-220 ETACS-ECU connector (terminal Nos.28 and 27).

NOTE: Prior to the wiring harness inspection, check intermediate connector C-15, and repair if necessary.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Pulse check

Check the input signal from the front passenger's door lock key cylinder switch.

System switch	Check condition
Passenger's door lock key cylinder switch	Turn the key to the lock or unlock position

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-19: The passenger's door lock key cylinder switch signal is not detected. <RH drive vehicles>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the front passenger's door lock key cylinder switch is used to operate the central door locking function. If the signal is abnormal, the central door locking function will not work normally.

POSSIBLE CAUSES

- Malfunction of the front passenger's door lock key cylinder switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Connector check: E-04 door lock key cylinder switch (LH) connector

Q: Is the check result normal?
YES : Go to Step 2.
NO : Repair the defective connector.

Step 2. Check the door lock key cylinder switch (LH).

Refer to GROUP 42 – Door P.42-39.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Replace the door lock key cylinder switch (LH).

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Step 3. Measure the resistance at the E-04 door lock key cylinder switch (LH) connector.

(1) Disconnect the connector, and measure at the wiring harness side.
(2) Resistance between E-04 door lock key cylinder switch (LH) connector terminal No.2 and body earth

OK: 2 Ω or less

Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

Step 4. Check the wiring harness between E-04 door lock key cylinder switch (LH) connector terminal No.2 and body earth

NOTE: Prior to the wiring harness inspection, check intermediate connector C-34, and repair if necessary.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Repair the wiring harness.

Step 5. Connector check: C-220 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the defective connector.

Step 6. Check the wiring harness between E-04 door lock key cylinder switch (LH) connector (terminal Nos.1 and 3) and C-220 ETACS-ECU connector (terminal Nos.27 and 28).

NOTE: Prior to the wiring harness inspection, check intermediate connector C-34, and repair if necessary.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Repair the wiring harness.

Step 7. Pulse check

Check the input signal from the front passenger's door lock key cylinder switch.

System switch	Check condition
Passenger's door lock key cylinder switch	Turn the key to the lock or unlock position

OK: The M.U.T.-II/III sounds or the voltmeter needle fluctuates.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

INSPECTION PROCEDURE P-20: The passenger's door switch signal is not received. <Vehicles for Australia>

⚠ CAUTION
Whenever the ECU is replaced, ensure that the input signal circuit is normal.

COMMENTS ON TROUBLE SYMPTOM

Input signal from the passenger's door switch is used to operate the power window timer function. If the signal is abnormal, the power window timer function will not work normally.

POSSIBLE CAUSES

- Malfunction of the passenger's door switch
- Malfunction of the ETACS-ECU
- Damaged harness wires and connectors

DIAGNOSIS PROCEDURE

Step 1. Check the installation condition.

Check that the door switch (front, LH) is installed on the body correctly.

Q: Is the check result normal?
YES : Go to Step 2.
NO : Correct the installation condition.

Step 2. Connector check: D-28 door switch (front, LH) connector

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the defective connector.

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Step 3. Check the door switch (front, LH).
Refer to GROUP 42 – Door P.42-32.

Q: Is the check result normal?
YES : Go to Step 4.
NO : Replace the door switch (front, LH).

Step 4. Connector check: C-219 ETACS-ECU connector

Q: Is the check result normal?
YES : Go to Step 5.
NO : Repair the defective connector.

Step 5. Check the wiring harness between D-28 door switch (front, LH) connector terminal No.3 and C-219 ETACS-ECU connector terminal No.65.

NOTE: Prior to the wiring harness inspection, check intermediate connector C-117, and repair if necessary.

- Check the input line for open circuit.

Q: Is the check result normal?
YES : Go to Step 6.
NO : Repair the wiring harness.

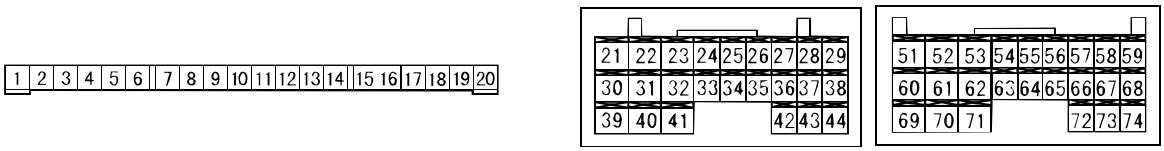
Step 6. Retest the system.
Check that the passenger's door switch signal is received normally.

Q: Is the check result normal?
YES : The trouble can be an intermittent malfunction (Refer to GROUP 00 – How to Cope with Intermittent Malfunction P.00-5).
NO : Replace the ETACS-ECU.

CHECK AT ECU TERMINAL

M1549001201150

ETACS-ECU



AC005554AF

NOTE: Terminal numbers 1 to 20 can not be measured as the ETACS-ECU is mounted on the junction block directly. The values are for reference only.

Terminal No.	Check item	Check condition	Normal condition
1	Output to the power window relay	When the power windows are operative	Battery positive voltage
2	Power supply to the central door locking system (battery positive voltage)	Always	Battery positive voltage
3	Earth (for ECU)	Always	0 V
4	Ignition switch (ACC)	Ignition switch: ACC	Battery positive voltage
5	Output to room lamp	When the room lamp is on	2 V or less
6	Power supply to interior lamp (battery positive voltage)	Always (when the interior lamp off function is off)	Battery positive voltage
7	Input from all the door switches	One of the door switches: ON (door open)	0 V
8	Power supply from ignition switch (IG1)	Ignition switch: ON	Battery positive voltage
9	Output to right turn-signal lamps	When right turn-signal lamps are on	Battery positive voltage
10	Input from driver's door switch	Driver's door switch: ON (door open)	0 V
11	Power supply to hazard warning lamp (battery positive voltage)	Always	Battery positive voltage
12	Output to central door locking (for locking the doors)	When the door lock actuators lock the doors	Battery positive voltage
13	Output to central door locking (for unlocking the doors other than the driver's door)	When the door lock actuators unlock the doors	Battery positive voltage
14	Output to left turn-signal lamps	When the left turn-signal lamps are on	Battery positive voltage
15	–	–	–
16	Output to rear wiper	When rear wiper is operating	Battery positive voltage
17	Input of rear wiper automatic stop signal	When rear wiper is operating	Battery positive voltage

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Terminal No.	Check item	Check condition	Normal condition
18	Power supply from ignition switch (ACC)	Ignition switch: ACC	Battery positive voltage
19	–	–	–
20	Battery power supply (for ECU)	Always	Battery positive voltage
21	Input from rear fog lamp switch	Rear fog lamp switch: ON	0 V
22	Output to central door locking (for unlocking the driver's door)	When the door lock actuators unlock the doors	Battery positive voltage
23	Rear washer output	When rear washer is operating	Battery positive voltage
24 to 28	–	–	–
29	Input of collision signal	–	–
30	Input to key reminder switch	Key reminder switch: ON (ignition key removed)	0 V
31 to 34	–	–	–
35	Input to driver's door lock actuator (lock switch)	Driver's door lock: Locked	0 V
36	Input to driver's door lock actuator (unlock switch)	Driver's door lock: Unlocked	0 V
37, 38	–	–	–
39	Input to inhibitor switch ("R" position)	Selector lever: R Ignition switch: ON	Battery positive voltage
40 to 44	–	–	–
51	Setting diagnosis code or sending input check signal	When diagnosis code is set (the M.U.T.-II/III is connected or the diagnosis connector No.1 is grounded)	0 to 12 V (pulse signal)
		When input check signal is sent	0 V, 12 V (input signal is fluctuating)
52	–	–	–
53	Output to door-ajar indicator lamp	When door-ajar indicator lamp is on	0 V
54	Input from front fog lamp switch	Front fog lamp switch: ON	0 V
55	Input from hazard warning lamp switch	Hazard warning lamp switch: ON	0 V
56	Earth (for sensor)	Always	0 V
57, 58	–	–	–
59	SWS communication line	Always	0 to 12 V (pulse signal)
60 to 62	–	–	–
63	Input of vehicle speed signal	When the vehicle is being driven	0 to 12 V (pulse signal)
64	–	–	–
65	Input from passenger's door switch	Passenger's door switch: ON (door open)	0 V

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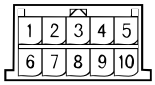
Terminal No.	Check item	Check condition	Normal condition
66	Input from windshield intermittent wiper volume	Turn the ignition switch to the ACC position, and move the wiper volume from "Fast" to "Slow."	0 to 2.5 V
67	Input from diagnosis control	When M.U.T.-II/III is connected	0 V
68	Input of SWS request signal	Always	0 to 12 V (pulse signal)
69	Output to ignition key cylinder illumination lamp	When ignition key cylinder illumination is on	2 V or less
70	–	–	–
71	Power supply to interior lamp	Always (when the interior lamp off function is off)	Battery positive voltage
72	–	–	–
73	Output to seat belt warning lamp	When seat belt warning lamp is on	0 V
74	Output to rear fog lamp	When rear fog lamp is on	Battery positive voltage

COLUMN SWITCH



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Terminal No.	Check item	Check condition	Normal condition
1	Battery positive voltage	Always	Battery positive voltage
2	Input of SWS request signal	Always	0 to 12 V (pulse signal)
3	SWS communication line	Always	0 to 12 V (pulse signal)
4	Earth	Always	0 V
5	–	–	–
6	Output to windshield intermittent wiper volume	Ignition switch: ACC Move the wiper volume from "Fast" to "Slow."	0 to 2.5 V
7	–	–	–
8	Back-up output to windshield wiper switch	Windshield low-speed wiper switch or windshield high-speed wiper switch: ON	0 V
9	Power supply from ignition switch (IG1)	Ignition switch: ON	Battery positive voltage
10	Back-up output to headlamp switch	Headlamp switch: ON	0 V

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FRONT-ECU

AC103263AB

NOTE: Measurement is not possible as the front-ECU is mounted on the relay box directly. The values are for reference only.

Terminal No.	Check item	Check condition	Normal condition
1 to 3	–	–	–
4	Output to tail lamps	When the tail lamps are on	Battery positive voltage
5	Battery power supply (for ECU)	Always	Battery positive voltage
6	Output to low-beam headlamps	When low-beam headlamps are on	Battery positive voltage
7	Battery power supply (for tail lamps)	Always	Battery positive voltage
8, 9	Battery power supply (for headlamps)	Always	Battery positive voltage
10	Output to high-beam headlamps	When high-beam headlamps are on	Battery positive voltage
11	Output to front fog lamps	When front fog lamps are on	Battery positive voltage
21	Earth	Always	0 V
22	Power supply to the ignition switch (IG2)	Ignition switch: ON	Battery positive voltage
23	–	–	–
24	Output to windshield wiper (high speed operation)	When windshield wipers are operating at high speed	Battery positive voltage
25	Output to windshield wiper (low speed operation)	When windshield wipers are operating at low speed	Battery positive voltage
26	Back-up input from windshield wiper switch	Windshield low-speed wiper switch or windshield high-speed wiper switch: ON	0 V
27	Back-up input from headlamp switch	Headlamp switch: ON	0 V
28	Power supply from ignition switch (ACC)	Ignition switch: ACC	Battery positive voltage
29	Input of windshield wiper automatic stop signal	When windshield wipers are operating	Battery positive voltage
30	SWS communication line	Always	0 to 12 V (pulse signal)
31	Output to windshield washer	When windshield washer is operating	Battery positive voltage

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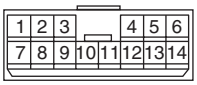
POWER WINDOW MAIN SWITCH



AC103264AE

Terminal No.	Check item	Check condition	Normal condition
1	Output to power window motor	–	–
2	Earth	Always	0 V
3	–	–	–
4	SWS communication line (to ETACS-ECU)	Always	0 to 12 V (pulse signal)
5	–	–	–
6	Power supply	Power window relay: ON	Battery positive voltage
7	Output to power window motor	–	–
8	Input from power window motor (pulse sensor earth)	–	0 V
9	Input from power window motor (pulse sensor signal)	When the power windows are operating	0 to 5 V (pulse signal)
10	Input from power window motor (pulse sensor signal)	When the power windows are operating	0 to 5 V (pulse signal)
11	SWS communication line (power window sub switch)	Power window relay: ON	0 to 12 V (pulse signal)
12	Input from power window motor (power supply to pulse sensor)	When the power windows are operating	5 V
13, 14	–	–	–

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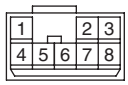
Group TOC

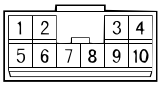
POWER WINDOW SUB SWITCH



AC103265AE

Terminal No.	Check item	Check condition	Normal condition
1	Earth	Always	0 V
2	Input from power window motor	–	–
3	Input from power window motor	–	–
4	Power supply	Power window relay: ON	Battery positive voltage
5	Output to power window motor	–	–
6	SWS communication line	Power window relay: ON	0 to 12 V (pulse signal)
7	Output to power window motor	–	–
8	Input from power window motor	–	–

SUNROOF MOTOR ASSEMBLY



AC005559AC

Terminal No.	Check item	Check condition	Normal condition
1	Battery power supply (for motor)	Always	Battery positive voltage
2	Power supply to the ignition switch (IG2)	Ignition switch: ON	Battery positive voltage
3, 4	–	–	–
5	Earth	Always	0 V
6	Input from sunroof switch (close or open)	Sunroof switch: Close/open	0 V
7	Input from sunroof switch (tilt-up)	Sunroof switch: Tilt up	0 V
8	Input from sunroof switch (open)	Sunroof switch: Open	0 V
9	–	–	–
10	SWS communication line	Always	0 to 12 V (pulse signal)