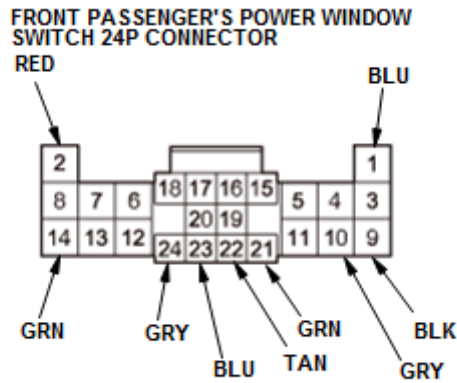


Front Passenger's Power Window Switch Input Test

NOTE:

- Before testing, make sure the No. C4 (20 A) fuse in the under-dash fuse/relay box is OK.
- Before testing, check for DTCs. If any DTCs are indicated, troubleshoot those DTCs first.

- Turn the vehicle to the OFF (LOCK) mode.
- Disconnect the front passenger's power window switch 24P connector.



- Inspect the connector and socket terminals to be sure they are all making good contact:
 - If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
 - If the terminals are OK, go to step [4](#).
- With the connector still disconnected, do the following input tests:
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, go to step [5](#).

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
2 • 1	RED • BLU	Connect terminals No. 2 and No. 14, and terminals No. 1 and No. 9 with jumper wires.	Check front passenger's power window motor operation: The front passenger's power window should close.	<ul style="list-style-type: none"> Faulty front passenger's power window motor Poor ground (G405) An open or high resistance in the wire
		Connect terminals No. 1 and No. 14, and terminals No. 2 and No. 9 with jumper wires.	Check front passenger's power window motor operation: The front passenger's power window should open.	
24	GRY	Disconnect these connectors: <ul style="list-style-type: none"> Power window master switch 37P connector Moonroof motor-control unit 14P connector 	Check for continuity between terminal No. 24 and power window master switch 37P connector terminal No. 36: There should be continuity.	An open in the LIN(WINDOW) wire
			Check for continuity between terminal No. 34 and moonroof motor-control unit 14P connector terminal No. 12: There should be continuity.	An open in the LIN(WINDOW) wire
			Check for continuity to ground: There should be no continuity.	A short to ground in the LIN(P/W) wire

- Reconnect the connector, and do the following input tests:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
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● If any test indicates a problem, find and correct the cause, then recheck the system.

● If all the input tests prove OK, [replace the front passenger's power window switch](#).

NOTE: After replacing the front passenger's power window switch, [do the resetting the power window control unit](#).

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
14	GRN	Under all conditions	Measure the voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> ● Blown No. C4 (20 A) fuse in the under-dash fuse/relay box ● An open or high resistance in the wire
9	BLK	In all power modes	Measure the voltage to ground: There should be less than 0.2 V.	<ul style="list-style-type: none"> ● Poor ground (G405) ● An open or high resistance in the ground wire
21	GRN	Vehicle ON mode	Measure the voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> ● Faulty front passenger's power window motor ● A short to ground in the wire
23	BLU	Vehicle ON mode, and front passenger's power window moving up or down	Measure the voltage between terminals No. 23 and No. 10: An analog meter should alternate between 0 V and 5 V (a digital voltmeter should read about 2.5 V while the window moves).	<ul style="list-style-type: none"> ● Faulty front passenger's power window motor ● An open or high resistance in the wire ● A short to ground in the wire
22	TAN	Vehicle ON mode, and front passenger's power window moving up or down	Measure the voltage between terminals No. 22 and No. 10: An analog meter should alternate between 0 V and 5 V (a digital voltmeter should read about 2.5 V while the window moves).	<ul style="list-style-type: none"> ● Faulty front passenger's power window motor ● An open or high resistance in the wire ● A short to ground in the wire