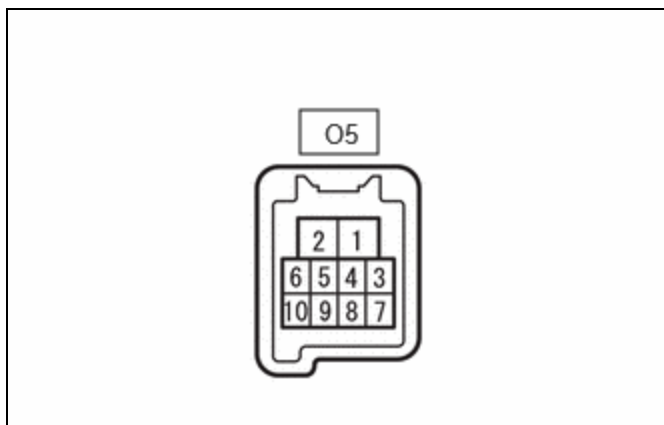


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Model Year Start: 2023	Model: Prius Prime	Prod Date Range: [12/2022 -]
Title: WINDOW / GLASS: POWER WINDOW CONTROL SYSTEM: TERMINALS OF ECU; 2023 - 2024 MY Prius Prius Prime [12/2022 -]		

TERMINALS OF ECU

CHECK POWER WINDOW REGULATOR MOTOR ASSEMBLY LH (for Driver Door)



- (a) Disconnect the O5 power window regulator motor assembly LH (for driver door) connector.
 (b) Measure the voltage and resistance according to the value(s) in the table below.

HINT:

Measure the values on the wire harness side with the connector disconnected.

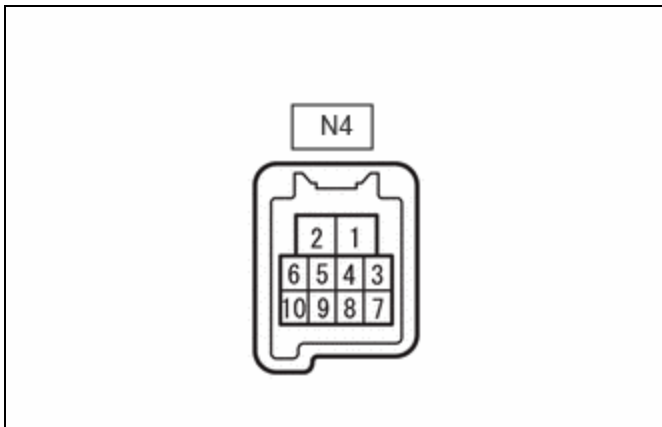
TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
O5-1 (GND) - Body ground	Ground	Always	Below 1 Ω
O5-2 (B) - Body ground	Power supply	Ignition switch off	11 to 14 V

- (c) Reconnect the O5 power window regulator motor assembly LH (for driver door) connector.
 (d) Measure the voltage according to the value(s) in the table below.

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
O5-7 (DOWN) - O5-1 (GND)	Power window motor DOWN input	Ignition switch ON, multiplex network master switch assembly (driver door power window regulator switch) not pushed or not pulled	11 to 14 V
		Ignition switch ON, driver door power window moving, multiplex network master switch assembly (driver door power window regulator switch) pushed halfway down (Manual operation)	Below 1 V
		Ignition switch ON, driver door power window fully closed	11 to 14 V
		Ignition switch ON, driver door power window moving, multiplex network master switch assembly (driver door power window regulator switch) fully pushed down (Auto operation)	Below 1 V

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
		Ignition switch ON, driver door power window fully open	11 to 14 V
O5-10 (UP) - O5-1 (GND)	Power window motor UP input	Ignition switch ON, multiplex network master switch assembly (driver door power window regulator switch) not pushed or not pulled	11 to 14 V
		Ignition switch ON, driver door power window moving, multiplex network master switch assembly (driver door power window regulator switch) pulled halfway up (Manual operation)	Below 1 V
		Ignition switch ON, multiplex network master switch assembly (driver door power window regulator switch) fully open	11 to 14 V
		Ignition switch ON, driver door power window moving, multiplex network master switch assembly (driver door power window regulator switch) fully pulled up (Auto operation)	Below 1 V
		Ignition switch ON, driver door power window fully closed	11 to 14 V

CHECK POWER WINDOW REGULATOR MOTOR ASSEMBLY RH (for Front Passenger Door)



- (a) Disconnect the N4 power window regulator motor assembly RH (for front passenger door) connector.
- (b) Measure the voltage and resistance according to the value(s) in the table below.

HINT:

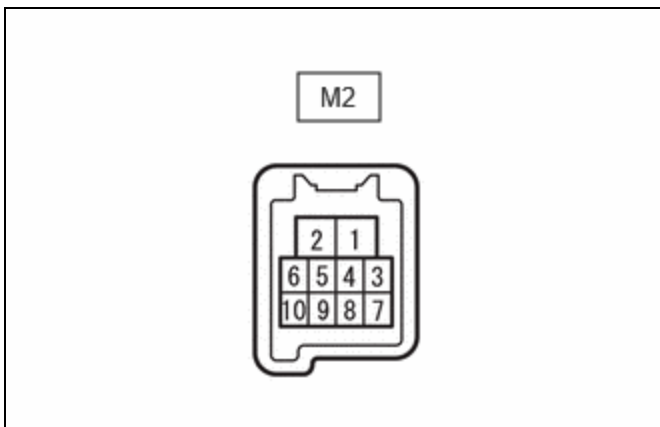
Measure the values on the wire harness side with the connector disconnected.

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
N4-1 (GND) - Body ground	Ground	Always	Below 1 Ω
N4-2 (B) - Body ground	Power supply	Ignition switch off	11 to 14 V

- (c) Reconnect the N4 power window regulator motor assembly RH (for front passenger door) connector.
- (d) Measure the voltage according to the value(s) in the table below.

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
N4-4 (AUTO) - N4-1 (GND)	Power window motor AUTO UP input	Ignition switch ON, front passenger door power window fully open	11 to 14 V
		Ignition switch ON, front passenger door power window moving, power window regulator switch assembly fully pulled up (Auto operation)	Below 1 V
		Ignition switch ON, front passenger door power window fully closed	11 to 14 V
	Power window motor AUTO DOWN input	Ignition switch ON, front passenger door power window fully closed	11 to 14 V
		Ignition switch ON, front passenger door power window moving, power window regulator switch assembly fully pushed down (Auto operation)	Below 1 V
		Ignition switch ON, front passenger door power window fully open	11 to 14 V
N4-7 (DOWN) - N4-1 (GND)	Power window motor DOWN input	Ignition switch ON, power window regulator switch assembly not pushed or not pulled	11 to 14 V
		Ignition switch ON, front passenger door power window moving, power window regulator switch assembly pushed halfway down (Manual operation)	Below 1 V
		Ignition switch ON, front passenger door power window fully closed	11 to 14 V
		Ignition switch ON, front passenger door power window moving, power window regulator switch assembly fully pushed down (Auto operation)	Below 1 V
		Ignition switch ON, front passenger door power window fully open	11 to 14 V
N4-10 (UP) - N4-1 (GND)	Power window motor UP input	Ignition switch ON, power window regulator switch assembly not pushed or not pulled	11 to 14 V
		Ignition switch ON, front passenger door power window moving, power window regulator switch assembly pulled halfway up (Manual operation)	Below 1 V
		Ignition switch ON, front passenger door power window fully open	11 to 14 V
		Ignition switch ON, front passenger door power window moving, power window regulator switch assembly fully pulled up (Auto operation)	Below 1 V
		Ignition switch ON, front passenger door power window fully closed	11 to 14 V

CHECK POWER WINDOW REGULATOR MOTOR ASSEMBLY LH (for Rear LH Door)



- (a) Disconnect the M2 power window regulator motor assembly LH (for rear LH door) connector.
 (b) Measure the voltage and resistance according to the value(s) in the table below.

HINT:

Measure the values on the wire harness side with the connector disconnected.

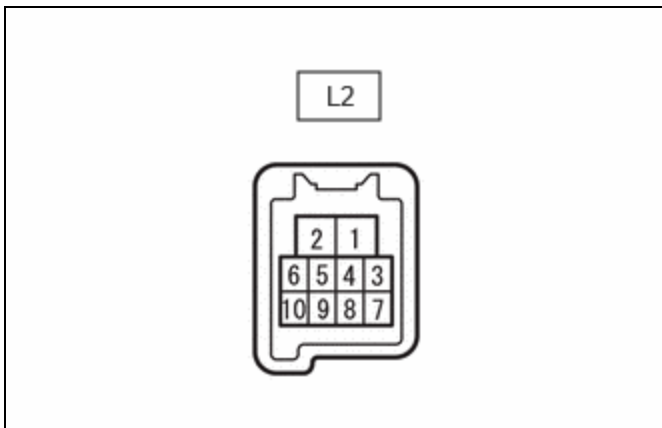
TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
M2-1 (GND) - Body ground	Ground	Always	Below 1 Ω
M2-2 (B) - Body ground	Power supply	Ignition switch off	11 to 14 V

- (c) Reconnect the M2 power window regulator motor assembly LH (for rear LH door) connector.
 (d) Measure the voltage according to the value(s) in the table below.

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
M2-4 (AUTO) - M2-1 (GND)	Power window motor AUTO UP input	Ignition switch ON, rear LH door power window fully open	11 to 14 V
		Ignition switch ON, rear LH door power window moving, rear power window regulator switch assembly (for LH door) fully pulled up (Auto operation)	Below 1 V
		Ignition switch ON, rear LH door power window fully closed	11 to 14 V
	Power window motor AUTO DOWN input	Ignition switch ON, rear LH door power window fully closed	11 to 14 V
		Ignition switch ON, rear LH door power window moving, rear power window regulator switch assembly (for LH door) fully pushed down (Auto operation)	Below 1 V
		Ignition switch ON, rear LH door power window fully open	11 to 14 V
M2-7 (DOWN) - M2-1 (GND)	Power window motor DOWN input	Ignition switch ON, rear power window regulator switch assembly (for LH door) not pushed or not pulled	11 to 14 V
		Ignition switch ON, rear LH door power window moving, rear power window regulator switch assembly (for LH door) pushed halfway down (Manual operation)	Below 1 V

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
		Ignition switch ON, rear LH door power window fully closed	11 to 14 V
		Ignition switch ON, rear LH door power window moving, rear power window regulator switch assembly (for LH door) fully pushed down (Auto operation)	Below 1 V
		Ignition switch ON, rear LH door power window fully open	11 to 14 V
M2-10 (UP) - M2-1 (GND)	Power window motor UP input	Ignition switch ON, rear power window regulator switch assembly (for LH door) not pushed or not pulled	11 to 14 V
		Ignition switch ON, rear LH door power window moving, rear power window regulator switch assembly (for LH door) pulled halfway up (Manual operation)	Below 1 V
		Ignition switch ON, rear LH door power window fully open	11 to 14 V
		Ignition switch ON, rear LH door power window moving, rear power window regulator switch assembly (for LH door) fully pulled up (Auto operation)	Below 1 V
		Ignition switch ON, rear LH door power window fully closed	11 to 14 V

CHECK POWER WINDOW REGULATOR MOTOR ASSEMBLY RH (for Rear RH Door)



- (a) Disconnect the L2 power window regulator motor assembly RH (for rear RH door) connector.
- (b) Measure the voltage and resistance according to the value(s) in the table below.

HINT:

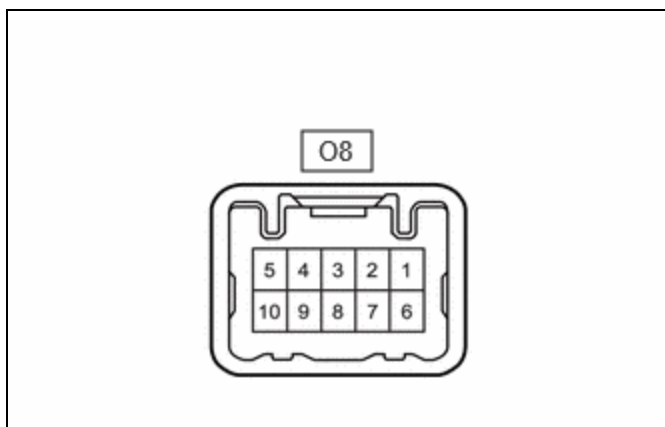
Measure the values on the wire harness side with the connector disconnected.

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
L2-1 (GND) - Body ground	Ground	Always	Below 1 Ω
L2-2 (B) - Body ground	Power supply	Ignition switch off	11 to 14 V

- (c) Reconnect the L2 power window regulator motor assembly RH (for rear RH door) connector.
- (d) Measure the voltage according to the value(s) in the table below.

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
L2-4 (AUTO) - L2-1 (GND)	Power window motor AUTO UP input	Ignition switch ON, rear RH door power window fully open	11 to 14 V
		Ignition switch ON, rear RH door power window moving, rear power window regulator switch assembly (for RH door) fully pulled up (Auto operation)	Below 1 V
		Ignition switch ON, rear RH door power window fully closed	11 to 14 V
	Power window motor AUTO DOWN input	Ignition switch ON, rear RH door power window fully closed	11 to 14 V
		Ignition switch ON, rear RH door power window moving, rear power window regulator switch assembly (for RH door) fully pushed down (Auto operation)	Below 1 V
		Ignition switch ON, rear RH door power window fully open	11 to 14 V
L2-7 (DOWN) - L2-1 (GND)	Power window motor DOWN input	Ignition switch ON, rear power window regulator switch assembly (for RH door) not pushed or not pulled	11 to 14 V
		Ignition switch ON, rear RH door power window moving, rear power window regulator switch assembly (for RH door) pushed halfway down (Manual operation)	Below 1 V
		Ignition switch ON, rear RH door power window fully closed	11 to 14 V
		Ignition switch ON, rear RH door power window moving, rear power window regulator switch assembly (for RH door) fully pushed down (Auto operation)	Below 1 V
		Ignition switch ON, rear RH door power window fully open	11 to 14 V
L2-10 (UP) - L2-1 (GND)	Power window motor UP input	Ignition switch ON, rear power window regulator switch assembly (for RH door) not pushed or not pulled	11 to 14 V
		Ignition switch ON, rear RH door power window moving, rear power window regulator switch assembly (for RH door) pulled halfway up (Manual operation)	Below 1 V
		Ignition switch ON, rear RH door power window fully open	11 to 14 V
		Ignition switch ON, rear RH door power window moving, rear power window regulator switch assembly (for RH door) fully pulled up (Auto operation)	Below 1 V
		Ignition switch ON, rear RH door power window fully closed	11 to 14 V

CHECK MULTIPLEX NETWORK MASTER SWITCH ASSEMBLY



- (a) Disconnect the O8 multiplex network master switch assembly connector.
 (b) Measure the voltage and resistance according to the value(s) in the table below.

HINT:

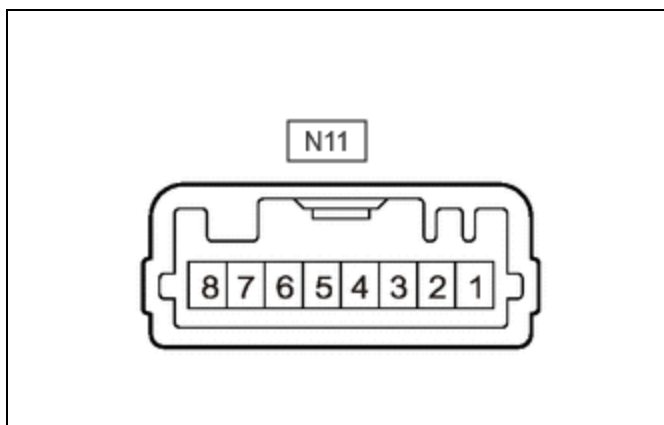
Measure the values on the wire harness side with the connector disconnected.

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
O8-1 (B) - O8-4 (GND)	Power supply	Ignition switch off	11 to 14 V
O8-4 (GND) - Body ground	Ground	Always	Below 1 Ω

- (c) Reconnect the O8 multiplex network master switch assembly connector.
 (d) Measure the voltage according to the value(s) in the table below.

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
O8-2 (DOWN) - O8-4 (GND)	Power window motor DOWN output	Ignition switch ON, driver door power window regulator switch not pushed or not pulled	11 to 14 V
		Ignition switch ON, driver door power window moving, driver door power window regulator switch pushed halfway down (Manual operation)	Below 1 V
O8-6 (UP) - O8-4 (GND)	Power window motor UP output	Ignition switch ON, driver door power window regulator switch not pushed or not pulled	11 to 14 V
		Ignition switch ON, driver door power window moving, driver door power window regulator switch pulled halfway up (Manual operation)	Below 1 V

CHECK POWER WINDOW REGULATOR SWITCH ASSEMBLY



- (a) Disconnect the N11 power window regulator switch assembly connector.
 (b) Measure the resistance according to the value(s) in the table below.

HINT:

Measure the values on the wire harness side with the connector disconnected.

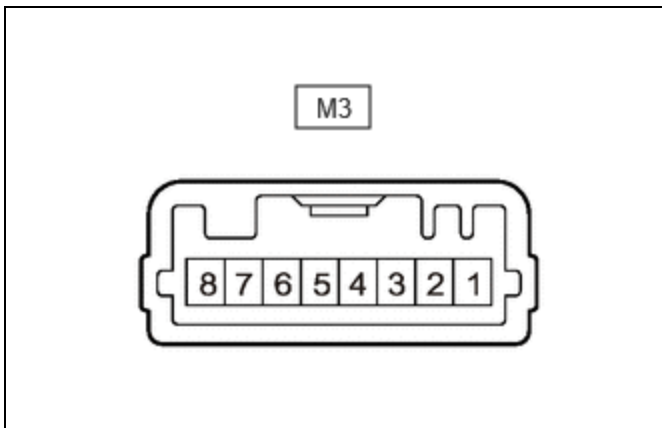
TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
N11-7 (GND) - Body ground	Ground	Always	Below 1 Ω

- (c) Reconnect the N11 power window regulator switch assembly connector.
 (d) Measure the voltage according to the value(s) in the table below.

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
N11-5 (UP) - N11-7 (GND)	Power window motor UP output	Ignition switch ON, power window regulator switch assembly not pushed or not pulled	11 to 14 V
		Ignition switch ON, front passenger door power window moving, power window regulator switch assembly pulled halfway up (Manual operation)	Below 1 V
		Ignition switch ON, front passenger door power window fully open	11 to 14 V
		Ignition switch ON, front passenger door power window moving, power window regulator switch assembly fully pulled up (Auto operation)	Below 1 V
		Ignition switch ON, front passenger door power window fully closed	11 to 14 V
N11-4 (DOWN) - N11-7 (GND)	Power window motor DOWN output	Ignition switch ON, power window regulator switch assembly not pushed or not pulled	11 to 14 V
		Ignition switch ON, front passenger door power window moving, power window regulator switch assembly pushed halfway down (Manual operation)	Below 1 V
		Ignition switch ON, front passenger door power window fully closed	11 to 14 V

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
		Ignition switch ON, front passenger door power window moving, power window regulator switch assembly fully pushed down (Auto operation)	Below 1 V
		Ignition switch ON, front passenger door power window fully open	11 to 14 V
N11-8 (AUTO) - N11-7 (GND)	Power window motor AUTO UP output	Ignition switch ON, front passenger door power window fully open	11 to 14 V
		Ignition switch ON, front passenger door power window moving, power window regulator switch assembly fully pulled up (Auto operation)	Below 1 V
		Ignition switch ON, front passenger door power window fully closed	11 to 14 V
	Power window motor AUTO DOWN output	Ignition switch ON, front passenger door power window fully closed	11 to 14 V
		Ignition switch ON, front passenger door power window moving, power window regulator switch assembly fully pushed down (Auto operation)	Below 1 V
		Ignition switch ON, front passenger door power window fully open	11 to 14 V

CHECK REAR POWER WINDOW REGULATOR SWITCH ASSEMBLY (for LH Door)



- (a) Disconnect the M3 rear power window regulator switch assembly (for LH door) connector.
- (b) Measure the resistance according to the value(s) in the table below.

HINT:

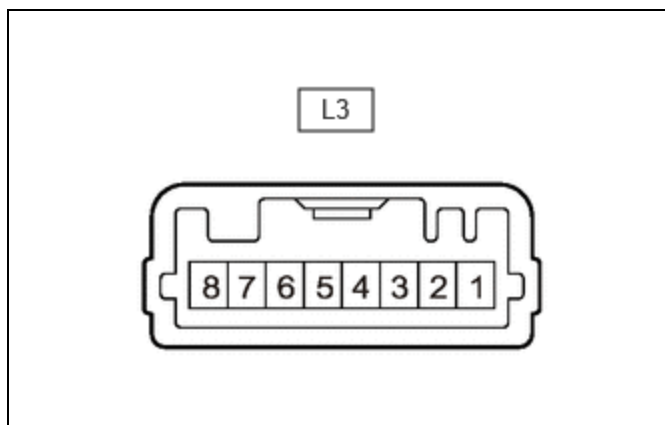
Measure the values on the wire harness side with the connector disconnected.

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
M3-7 (GND) - Body ground	Ground	Always	Below 1 Ω

- (c) Reconnect the M3 rear power window regulator switch assembly (for LH door) connector.
- (d) Measure the voltage according to the value(s) in the table below.

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
M3-5 (UP) - M3-7 (GND)	Power window motor UP output	Ignition switch ON, rear power window regulator switch assembly (for LH door) not pushed or not pulled	11 to 14 V
		Ignition switch ON, rear LH door power window moving, rear power window regulator switch assembly (for LH door) pulled halfway up (Manual operation)	Below 1 V
		Ignition switch ON, rear LH door power window fully open	11 to 14 V
		Ignition switch ON, rear LH door power window moving, rear power window regulator switch assembly (for LH door) fully pulled up (Auto operation)	Below 1 V
		Ignition switch ON, rear LH door power window fully closed	11 to 14 V
M3-4 (DOWN) - M3-7 (GND)	Power window motor DOWN output	Ignition switch ON, rear power window regulator switch assembly (for LH door) not pushed or not pulled	11 to 14 V
		Ignition switch ON, rear LH door power window moving, rear power window regulator switch assembly (for LH door) pushed halfway down (Manual operation)	Below 1 V
		Ignition switch ON, rear LH door power window fully closed	11 to 14 V
		Ignition switch ON, rear LH door power window moving, rear power window regulator switch assembly (for LH door) fully pushed down (Auto operation)	Below 1 V
		Ignition switch ON, rear LH door power window fully open	11 to 14 V
M3-8 (AUTO) - M3-7 (GND)	Power window motor AUTO UP output	Ignition switch ON, rear LH door power window fully open	11 to 14 V
		Ignition switch ON, rear LH door power window moving, rear power window regulator switch assembly (for LH door) fully pulled up (Auto operation)	Below 1 V
		Ignition switch ON, rear LH door power window fully closed	11 to 14 V
	Power window motor AUTO DOWN output	Ignition switch ON, rear LH door power window fully closed	11 to 14 V
		Ignition switch ON, rear LH door power window moving, rear power window regulator switch assembly (for LH door) fully pushed down (Auto operation)	Below 1 V
		Ignition switch ON, rear LH door power window fully open	11 to 14 V

CHECK REAR POWER WINDOW REGULATOR SWITCH ASSEMBLY (for RH Door)



- (a) Disconnect the L3 rear power window regulator switch assembly (for RH door) connector.
 (b) Measure the resistance according to the value(s) in the table below.

HINT:

Measure the values on the wire harness side with the connector disconnected.

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
L3-7 (GND) - Body ground	Ground	Always	Below 1 Ω

- (c) Reconnect the L3 rear power window regulator switch assembly (for RH door) connector.
 (d) Measure the voltage according to the value(s) in the table below.

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
L3-5 (UP) - L3-7 (GND)	Power window motor UP output	Ignition switch ON, rear power window regulator switch assembly (for RH door) not pushed or not pulled	11 to 14 V
		Ignition switch ON, rear RH door power window moving, rear power window regulator switch assembly (for RH door) pulled halfway up (Manual operation)	Below 1 V
		Ignition switch ON, rear RH door power window fully open	11 to 14 V
		Ignition switch ON, rear RH door power window moving, rear power window regulator switch assembly (for RH door) fully pulled up (Auto operation)	Below 1 V
		Ignition switch ON, rear RH door power window fully closed	11 to 14 V
L3-4 (DOWN) - L3-7 (GND)	Power window motor DOWN output	Ignition switch ON, rear power window regulator switch assembly (for RH door) not pushed or not pulled	11 to 14 V
		Ignition switch ON, rear RH door power window moving, rear power window regulator switch assembly (for RH door) pushed halfway down (Manual operation)	Below 1 V
		Ignition switch ON, rear RH door power window fully closed	11 to 14 V

TERMINAL NO. (SYMBOL)	TERMINAL DESCRIPTION	CONDITION	SPECIFIED CONDITION
		Ignition switch ON, rear RH door power window moving, rear power window regulator switch assembly (for RH door) fully pushed down (Auto operation)	Below 1 V
		Ignition switch ON, rear RH door power window fully open	11 to 14 V
L3-8 (AUTO) - L3-7 (GND)	Power window motor AUTO UP output	Ignition switch ON, rear RH door power window fully open	11 to 14 V
		Ignition switch ON, rear RH door power window moving, rear power window regulator switch assembly (for RH door) fully pulled up (Auto operation)	Below 1 V
		Ignition switch ON, rear RH door power window fully closed	11 to 14 V
	Power window motor AUTO DOWN output	Ignition switch ON, rear RH door power window fully closed	11 to 14 V
		Ignition switch ON, rear RH door power window moving, rear power window regulator switch assembly (for RH door) fully pushed down (Auto operation)	Below 1 V
		Ignition switch ON, rear RH door power window fully open	11 to 14 V

