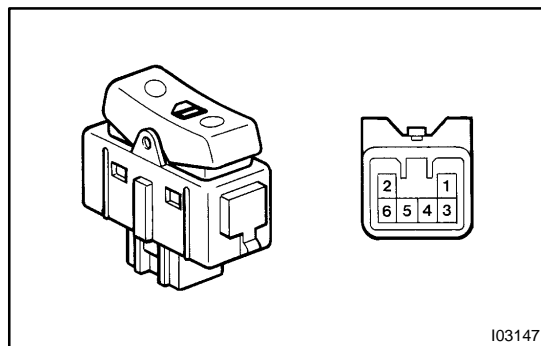


INSPECTION

1. **Driver side:**
INSPECT DOOR LOCK CONTROL SWITCH (POWER WINDOW MASTER SWITCH) CONTINUITY

Switch Position	Tester Connection	Specified Condition
LOCK	1 – 2	Continuity
OFF	1 – 2, 1 – 5	No continuity
UNLOCK	1 – 5	Continuity

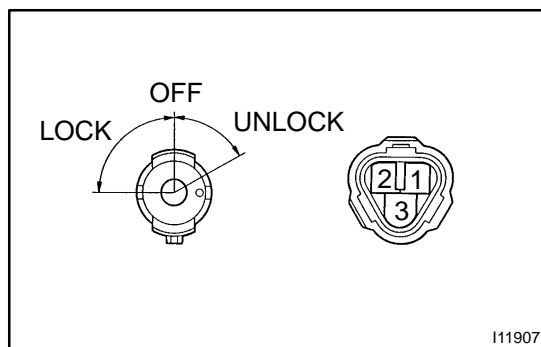
If the continuity is not as specified, replace the switch.



2. **Passenger side:**
INSPECT DOOR LOCK CONTROL SWITCH CONTINUITY

Switch Position	Tester Connection	Specified Condition
LOCK	3 – 6	Continuity
OFF	3 – 5, 3 – 6	No continuity
UNLOCK	3 – 5	Continuity

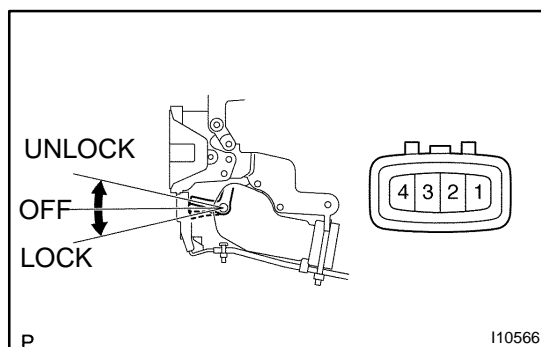
If the continuity is not as specified, replace the switch.



3. **INSPECT DOOR KEY LOCK AND UNLOCK SWITCH CONTINUITY**

Switch Position	Tester Connection	Specified Condition
LOCK	1 – 2	Continuity
OFF	1 – 2, 2 – 3	No continuity
UNLOCK	2 – 3	Continuity

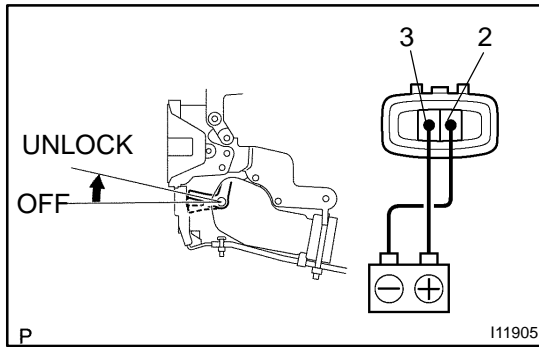
If the continuity is not as specified, replace the switch.



4. **INSPECT DOOR UNLOCK DETECTION SWITCH CONTINUITY**

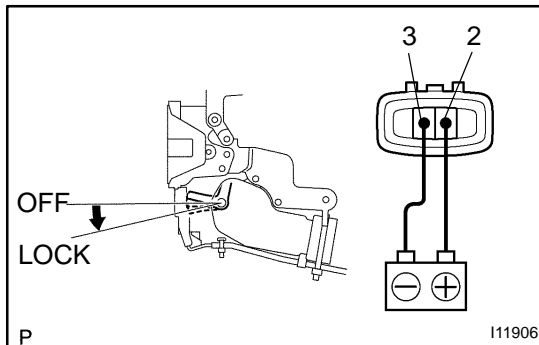
Switch Position	Tester Connection	Specified Condition
OFF (Door lock set to LOCK)	1 – 4	No continuity
ON (Door lock set to UNLOCK)	1 – 4	Continuity

If the continuity is not as specified, replace the actuator.



5. INSPECT DOOR LOCK ACTUATOR OPERATION

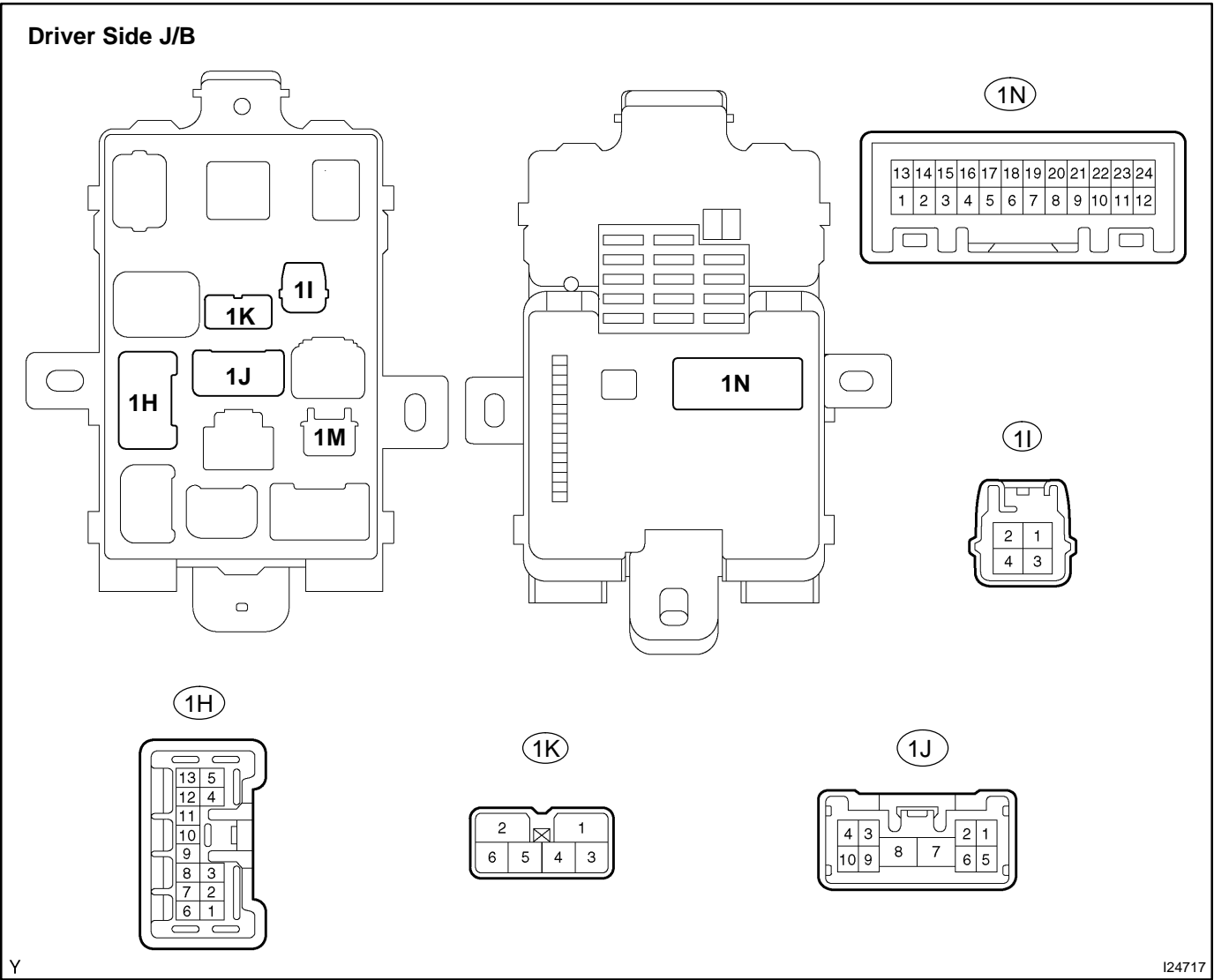
- (a) Connect the positive (+) lead from the battery to terminal 3 and the negative (-) lead to terminal 2, and check that the door lock link moves to the UNLOCK position.



- (b) Reverse the polarity and check that the door lock link moves to the LOCK position.

If operation is not as specified, replace the actuator.

6. w/ Daytime running light:
CHECK INTEGRATION RELAY (DRIVER SIDE J/B) CIRCUIT
- (a) Disconnect the 1H, 1I, 1J, 1K and 1N driver side J/B connectors, and check the voltage or continuity of each terminal of the wire harness side connectors.



Tester Connection	Condition	Specified Condition
1H-6 – Body ground	Passenger's door opened	Continuity
1H-6 – Body ground	Passenger's door closed	No continuity
1H-7 – Body ground	Driver's door opened	Continuity
1H-7 – Body ground	Driver's door closed	No continuity
1I-2 – Body ground	Ignition switch LOCK or ACC	Below 1 V
1I-2 – Body ground	Ignition switch ON or START	10 – 14 V
1J-8 – Body ground	Constant	Continuity
1K-2 – Body ground	Constant	10 – 14 V

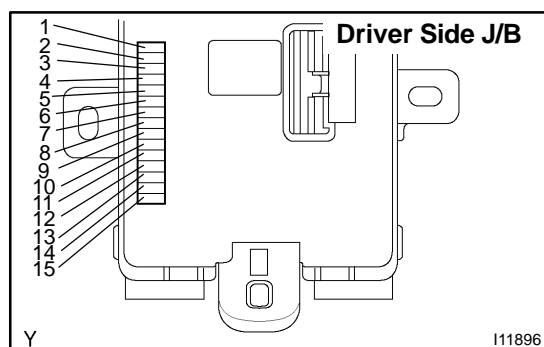
Tester Connection	Condition	Specified Condition
1N-5 – Body ground	Cargo light switch OFF	No continuity
1N-5 – Body ground	Cargo light switch ON	Continuity
1N-6 – Body ground	Key unlock warning switch OFF (Ignition key removed)	No continuity
1N-6 – Body ground	Key unlock warning switch ON (Ignition key inserted)	Continuity
1N-9 – Body ground	Driver's door unlock detection switch OFF	No continuity
1N-9 – Body ground	Driver's door unlock detection switch ON	Continuity
1N-10 – Body ground	Passenger's door unlock detection switch OFF	No continuity
1N-10 – Body ground	Passenger's door unlock detection switch ON	Continuity
1N-19 – Body ground	Door lock manual switch and door lock control switch LOCK	Continuity
1N-19 – Body ground	Door lock manual switch and door lock control switch OFF or UNLOCK	No continuity
1N-20 – Body ground	Door key lock and unlock switch LOCK	Continuity
1N-20 – Body ground	Door key lock and unlock switch OFF or UNLOCK	No continuity
1N-21 – Body ground	Door lock manual switch or door lock control switch UNLOCK	Continuity
1N-21 – Body ground	Door lock manual switch and door lock control switch OFF or LOCK	No continuity
1N-22 – Body ground	Front passenger's door key lock and unlock switch UNLOCK	Continuity
1N-22 – Body ground	Front passenger's door key lock and unlock switch LOCK or OFF	No continuity
1N-23 – Body ground	Driver's door key lock and unlock switch UNLOCK	Continuity
1N-23 – Body ground	Driver's door key lock and unlock switch LOCK or OFF	No continuity
1N-24 – Body ground	Constant	Continuity

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

- (b) Reconnect the 1H, 1I, 1J, 1K and 1N driver side J/B connectors, and check the voltage of each terminal of the connectors.

Tester Connection	Condition	Specified Condition
1H-8 – Body ground	Door lock manual switch LOCK or UNLOCK	0 V → 10 – 14 V → Below 1 V
1H-9 – Body ground	Door lock manual switch LOCK or UNLOCK	0 V → 10 – 14 V → Below 1 V

If the result is not as specified, the integration relay (driver side J/B) may malfunction.



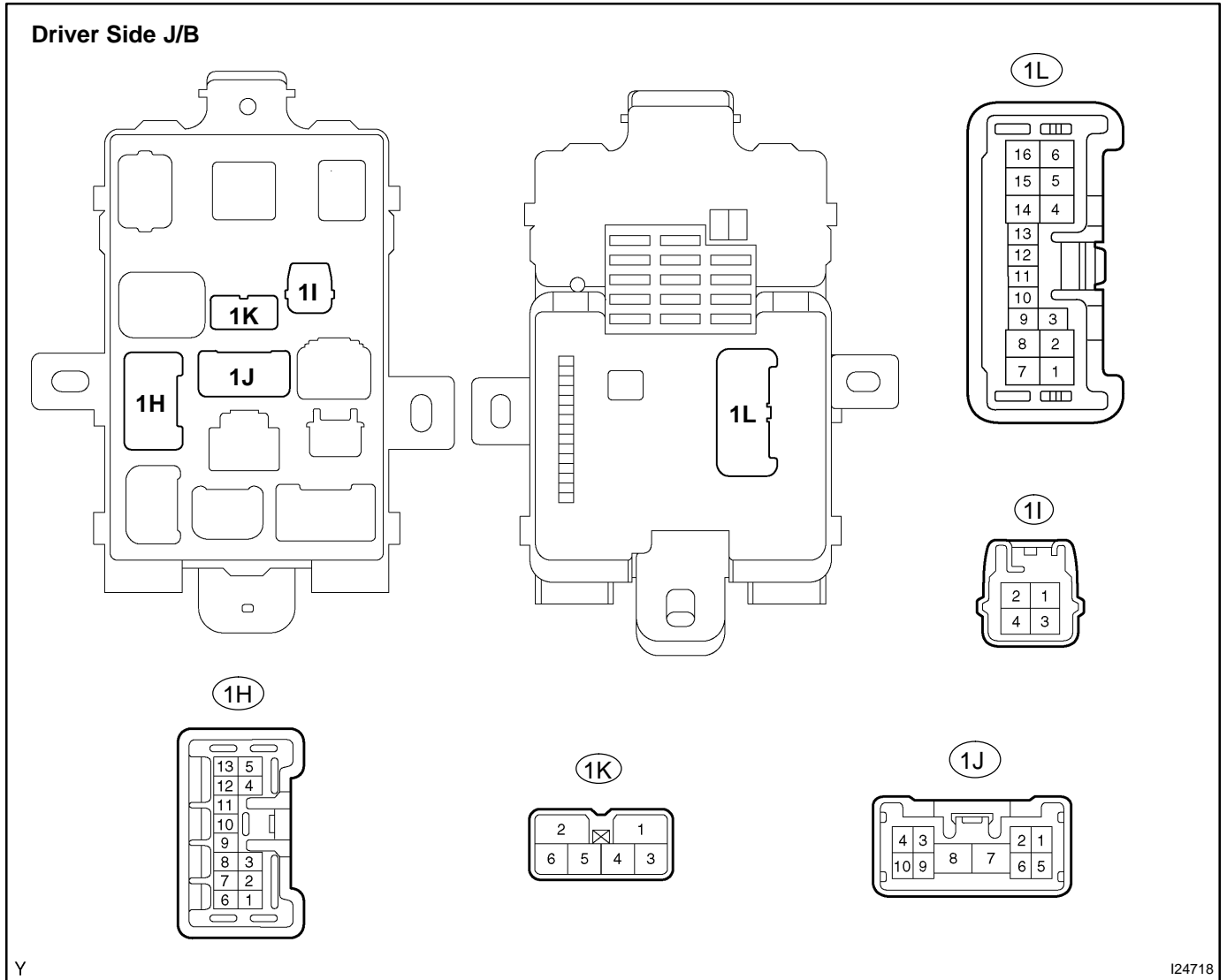
- (c) Remove the integration relay from the driver side J/B, and check the voltage or continuity on each terminal of the driver side J/B side.

Tester Connection	Condition	Specified Condition
1 – Body ground	Constant	Continuity
2 – Body ground	Constant	Continuity
3 – Body ground	Constant	10 – 14 V
4 – Body ground	Constant	Continuity
5 – Body ground	Constant	10 – 14 V
6 – Body ground	Constant	10 – 14 V
7 – Body ground	Constant	10 – 14 V
8 – Body ground	Constant	Continuity
10 – Body ground	Ignition switch ON	10 – 14 V
11 – Body ground	Constant	Continuity
12 – Body ground	Constant	No continuity
13 – Body ground	Constant	No continuity
14 – Body ground	Left door courtesy switch OFF (Door closed)	No continuity
14 – Body ground	Left door courtesy switch ON (Door opened)	Continuity
15 – Body ground	Right door courtesy switch OFF (Door closed)	No continuity
15 – Body ground	Right door courtesy switch OFF (Door opened)	Continuity

If the result is not as specified, replace the driver side J/B.

**7. w/o Daytime running light:
CHECK INTEGRATION RELAY (DRIVER SIDE J/B) CIRCUIT**

- (a) Disconnect the 1H, 1I, 1K, 1J and 1L driver side J/B connectors, and check the voltage or continuity of each terminal of the wire harness side connectors.



Tester Connection	Condition	Specified Condition
1H-6 – Body ground	Passenger's door opened	Continuity
1H-6 – Body ground	Passenger's door closed	No continuity
1H-7 – Body ground	Driver's door opened	Continuity
1H-7 – Body ground	Driver's door closed	No continuity
1I-2 – Body ground	Ignition switch LOCK or ACC	No voltage
1I-2 – Body ground	Ignition switch ON or START	10 – 14 V
1J-8 – Body ground	Constant	Continuity
1K-2 – Body ground	Constant	10 – 14 V

Tester Connection	Condition	Specified Condition
1L-1 – Body ground	Door lock manual switch, door lock control switch or door key lock and unlock switch LOCK	Continuity
1L-1 – Body ground	Door lock manual switch and door lock control switch and door key lock and unlock switch OFF or UNLOCK	No continuity
1L-2 – Body ground	Door lock manual switch, door lock control switch or front passenger's door key lock and unlock switch UNLOCK	Continuity
1L-2 – Body ground	Door lock manual switch, door lock control switch and front passenger's door key lock and unlock switch OFF or LOCK	No continuity
1L-3 – Body ground	Driver's door key lock and unlock switch UNLOCK	Continuity
1L-3 – Body ground	Driver's door key lock and unlock switch LOCK or OFF	No continuity
1L-6 – Body ground	Key unlock warning switch OFF (Ignition key removed)	No continuity
1L-6 – Body ground	Key unlock warning switch ON (Ignition key inserted)	Continuity
1L-8 – Body ground	Passenger's door unlock detection switch OFF	No continuity
1L-8 – Body ground	Passenger's door unlock detection switch ON	Continuity
1L-9 – Body ground	Driver's door unlock detection switch OFF	No continuity
1L-9 – Body ground	Driver's door unlock detection switch ON	Continuity
1L-10 – Body ground	Cargo light switch OFF	No continuity
1L-10 – Body ground	Cargo light switch ON	Continuity
1L-16 – Body ground	Constant	Continuity

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

- (b) Reconnect the 1H, 1I, 1K, 1J and 1N driver side J/B connectors, and check the voltage of each terminal of the connectors.

Tester Connection	Condition	Specified Condition
1H-8 – Body ground	Door lock manual switch LOCK or UNLOCK	0 V → 10 – 14 V → Below 1 V
1H-9 – Body ground	Door lock manual switch LOCK or UNLOCK	0 V → 10 – 14 V → Below 1 V

If the result is not as specified, the integration relay (driver side J/B) may malfunction.

- (c) Remove the integration relay from the driver side J/B, and check the voltage or continuity of each terminal on the driver side J/B side (see step 6. (c)).

