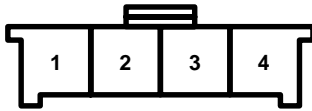


Connector Views

126. Window Motor, Driver's

- Gray
- In driver's door
- On driver's door wire harness

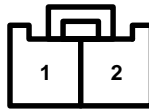
'99-'02:



- 1 Male – RED/BLU
Female – RED/YEL
'99: (Power windows)
'00-'02: (Power windows)
- 2 Male – RED/YEL
Female – RED/BLU
'99: (Power windows)
'00-'02: (Power windows)
- 3 Male – BLU
Female – RED
'99: (Power windows)
'00-'02: (Power windows)
- 4 BLK
'99: (G551)
'00-'02: (G551)

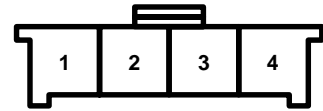
'03-'04:

Connector A:



- 1 Male – BLU/WHT
Female – RED/BLU
(Window motor)
- 2 Male – BLU/RED
Female – RED/YEL
(Window motor)

Connector B:



- 1 Male – BLU
Female – YEL/WHT
(HIE Sensor)
- 2 Male – BLK
Female – YEL/BLU
(HIE Sensor)
- 3 Male – YEL
Female – GRN/RED
(HIE Sensor)
- 4 Male – WHT
Female – GRN/YEL
(HIE Sensor)

2002 ODYSSEY - Power Window Multiplex Control Unit Input Test

1. Before testing the power window control functions, troubleshoot the multiplex control system.

Driver's Multiplex Control Unit

2. Remove the driver's multiplex control unit from the driver's under-dash fuse/relay box.
3. 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 look OK, go to step 4.
4. With the driver's multiplex control unit still disconnected, make these input tests at the fuse/relay box socket.
 - 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 result is not obtained
A12	Fuse/relay box socket	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 13 (7.5A) fuse in the passenger's under-dash fuse/relay box • An open in the wire
A14		Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G401) • An open in the wire
A7		Power window main switch ON and ignition switch ON (II), jump 12 V to A7	Check the left rear window motor operation: The window should close.	<ul style="list-style-type: none"> • Blown No. 7 (7.5A) fuse in the passenger's under-dash fuse/relay box • Poor ground (G581) • An open in the wire • A faulty window relay • A faulty window close motor • Faulty power window master switch
A19		Power window main switch ON and ignition switch ON (II), jump 12 V to A19	Check the left rear window motor operation: The window should open.	<ul style="list-style-type: none"> • Blown No. 7 (7.5A) fuse in the passenger's under-dash fuse/relay box • Poor ground (G581) • An open in the wire • A faulty window relay • A faulty window open motor • Faulty power window master switch

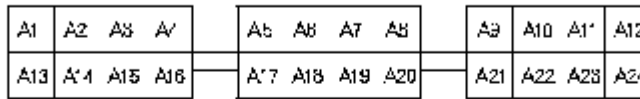
5. Reconnect the driver's multiplex control unit to the fuse/relay box, turn the ignition switch ON (II), and perform the following input tests at the appropriate connectors on the back of the fuse/relay box.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, go to step 6.

Cavity	Wire	Test	Test: Desired result	Possible cause if result is not
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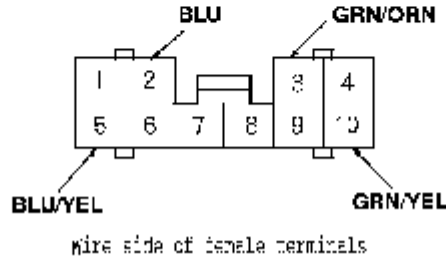
		condition		obtained
*A3	GRN/ORN	Driver's door open	Check for voltage to ground: There should be less than 1 V.	<ul style="list-style-type: none"> Faulty driver's door switch An open in the wire
		Driver's door closed	Check for voltage to ground: There should be 5 V or more.	<ul style="list-style-type: none"> Faulty driver's door switch A short in the wire
*A10	GRN/YEL	Left sliding door open	Check for voltage to ground: There should be less than 1 V.	<ul style="list-style-type: none"> Faulty left sliding door switch An open in the wire
		Left sliding door closed	Check for voltage to ground: There should be 5 V or more.	<ul style="list-style-type: none"> Faulty left sliding door switch A short in the wire

*: Driver's under-dash fuse/relay box connector A

**DRIVER'S UNDER-DASH FUSE/RELAY BOX SOCKET
(Driver's multiplex control unit connector A)**



DRIVER'S UNDER-DASH FUSE/RELAY BOX CONNECTOR A



Passenger's Multiplex Control Unit

6. Remove the passenger's multiplex control unit from the passenger's under-dash fuse/relay box, and disconnect its connectors.
7. 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 look OK, go to step 8.
8. With the passenger's multiplex control unit still disconnected, make these input tests at the connector and fuse/relay box socket.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input test prove OK, go to step 9.

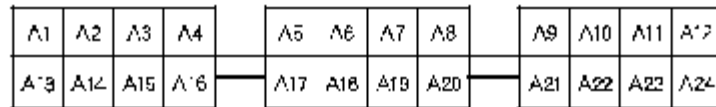
Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A24	Fuse/relay box socket	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> ● Blown No. 13 (7.5A) fuse in the passenger's under-dash fuse/relay box ● Faulty passenger's fuse/relay box
A12	Fuse/relay box socket	Power window main switch ON and jump battery voltage to A12	Check for voltage to ground at the power window fuses 7, 8, 15 and 16 in the passenger's under-dash fuse/relay box. There should be battery voltage.	<ul style="list-style-type: none"> ● Poor ground (G581) ● Faulty power window relay ● Faulty passenger's fuse/relay box ● An open in the wire
A8		Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> ● Poor ground (G581) ● Faulty passenger's fuse/relay box ● An open in the wire
A18	Fuse/relay box socket	With battery voltage jumped to A12, power window main switch ON and jump A18 to battery voltage	Check the front passenger's power window operation: The window should close.	<ul style="list-style-type: none"> ● Blown No. 8 (20A) fuse in the passenger's under-dash fuse/relay box ● Faulty front passenger's switch ● An open in the wire
A19		With battery voltage jumped to A12, power window main switch ON and jump A19 to battery voltage	Check the front passenger's power window operation: The window should open.	<ul style="list-style-type: none"> ● An open in the passenger's under-dash fuse/relay box
A6	Fuse/relay box socket	With battery voltage jumped to A12, power window main switch ON and jump A6 to battery voltage	Check the right rear power window operation: The window should close.	<ul style="list-style-type: none"> ● Blown No. 16 (7.5A) fuse in the passenger's under-dash fuse/relay box ● Faulty right rear window open relay
A7		With battery voltage jumped to A12, power window main switch ON and jump A7 to battery voltage	Check the right rear power window operation: The window should open.	<ul style="list-style-type: none"> ● Faulty right rear window close relay ● An open in the wire

9. Reconnect the passenger's multiplex control unit to the fuse/relay box, turn the ignition switch ON (II), and perform the following input tests at the appropriate connectors on the back of the fuse/relay box.
- 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 10 ('99-02 models), or go to step 15 ('03-04 models).

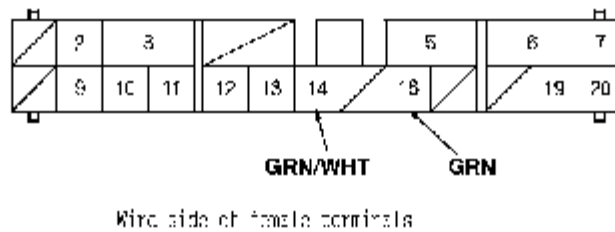
*A16	GRN	Front passenger's door open	Check for voltage to ground: There should be less than 1 V.	<ul style="list-style-type: none"> • Faulty front passenger's door switch • An open in the wire
		Front passenger's door closed	Check for voltage to ground: There should be 5 V or more.	<ul style="list-style-type: none"> • Faulty front passenger's door switch • A short in the wire
*A14	GRN/WHT	Right sliding door open	Check for voltage to ground: There should be less than 1 V.	<ul style="list-style-type: none"> • Faulty right sliding door switch • An open in the wire
		Right sliding door closed	Check for voltage to ground: There should be 5 V or more.	<ul style="list-style-type: none"> • Faulty right sliding door switch • A short in the wire

*: Passenger's under-dash fuse/relay box connector A

**PASSENGER'S UNDER-DASH FUSE/RELAY BOX SOCKET
(Passenger's multiplex control unit connector A)**



PASSENGER'S UNDER-DASH FUSE/RELAY BOX CONNECTOR A



Door Multiplex Control Unit

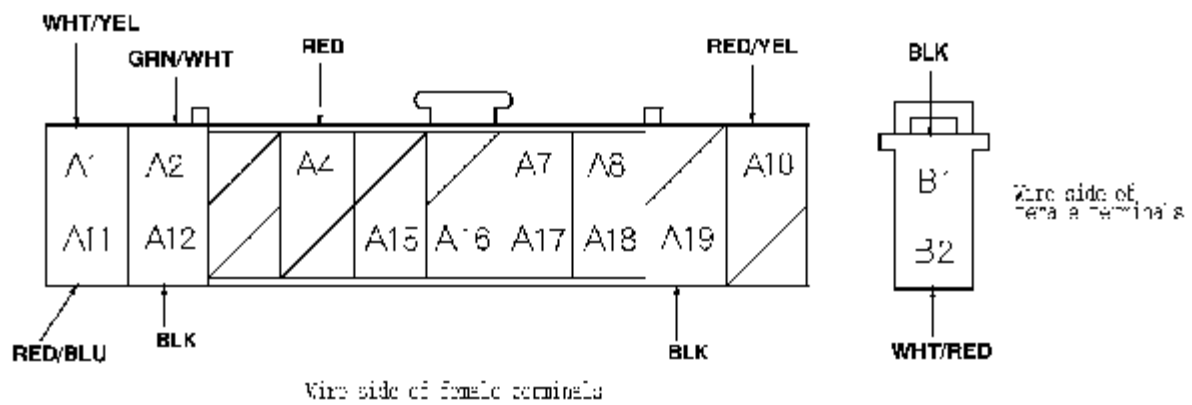
10. Remove the door multiplex control unit from the driver's door, and disconnect its connectors.
11. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, go to step 12.
12. With the door multiplex control unit still disconnected, make these input tests at the connectors.
 - 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 13.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A1	WHT/YEL	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> ● Blown No. 13 (7.5A) fuse in the passenger's under-dash fuse/relay box ● An open in the wire
A2	GRN/WHT	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> ● Blown No. 15 (20A) fuse in the passenger's under-dash fuse/relay box ● An open in the wire
A12	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> ● Poor ground (G401, G551) ● An open in the wire
A19				
B1				
A11	RED/BLU	Connect the A10 terminal to the A12 terminal, and the A11 terminal to the A1 terminal	Check the driver's window motor operation: The window should go up (reverse the wires for down).	<ul style="list-style-type: none"> ● Faulty driver's window motor ● An open in the wire
A10	RED/YEL			

13. Reconnect the door multiplex control unit, and perform the following input test.
 - 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 14.

14. If all the input tests prove OK, one of the control units must be faulty. Substitute a known-good control unit for the one that is most likely at fault, then recheck the system. If the system works properly, the original control unit is faulty; replace it. If there is still a malfunction, substitute a known-good control unit for the next most likely unit to be at fault, and recheck. If the system works properly, the original unit is faulty; replace it.

DOOR MULTIPLEX CONTROL UNIT CONNECTORS



Door Multiplex Control Unit

15. Remove the door multiplex control unit from the driver's door, and disconnect its connectors.
16. 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 look OK, go to step 17.
17. With the door multiplex control unit still disconnected, make these input tests at the connectors.
 - 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 18.

NOTE: For the terminals A4, A5 (LX), A10, A11, A13 (EX, EXL), and A14, refer to the power window control unit input test.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A1	WHT/YEL	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> ● Blown No. 13 (7.5A) fuse in the passenger's under-dash fuse/relay box ● Faulty passenger's fuse/relay box ● An open in the wire
A2	GRN/WHT	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> ● Blown No. 15 (20A) fuse in the passenger's under-dash fuse/relay box ● Faulty passenger's multiplex control unit ● Faulty power window relay ● Poor ground (G581) ● An open in the wire
A12	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> ● Poor ground (G401, G551) ● An open in the wire
A13*1				
A19*2				
A20				
B1				

*1: LX

*2: EX, EXL

18. Reconnect the door multiplex control unit, and perform the following input test.
 - 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 19.

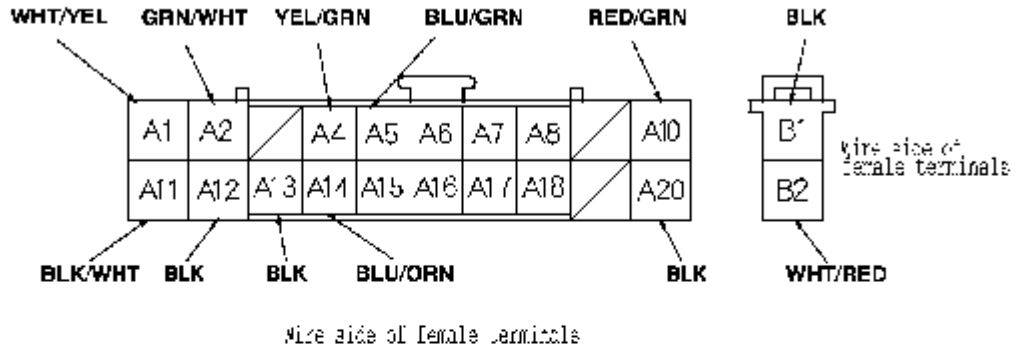
Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B2	WHT/RED	Ignition switch ON (II), operate the passenger's switch with master main	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> ● Faulty passenger's switch ● An open in the wire



19. If all the input tests prove OK, one of the control units must be faulty. Substitute a known-good control unit for the one that is most likely at fault, then check the system. If the system works properly, the original control unit is faulty; replace it. If there is still a malfunction, substitute a known-good control unit for the next most likely unit to be at fault, and recheck. If the system works properly, the original unit is faulty; replace it.

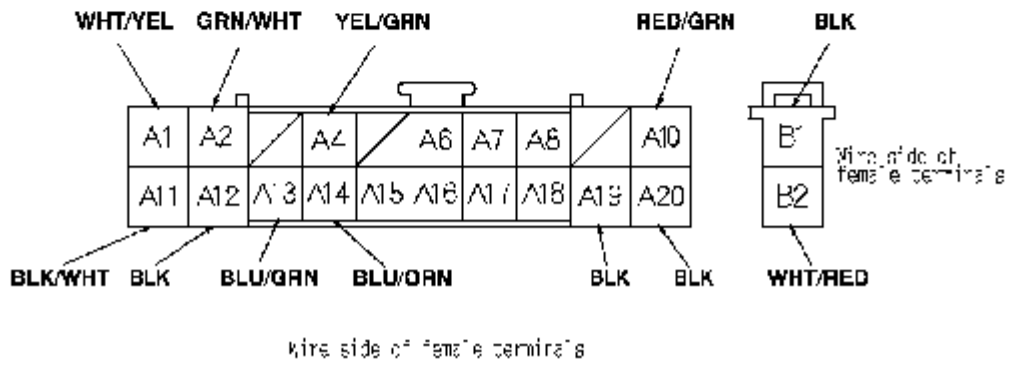
LX model:

DOOR MULTIPLEX CONTROL UNIT CONNECTORS



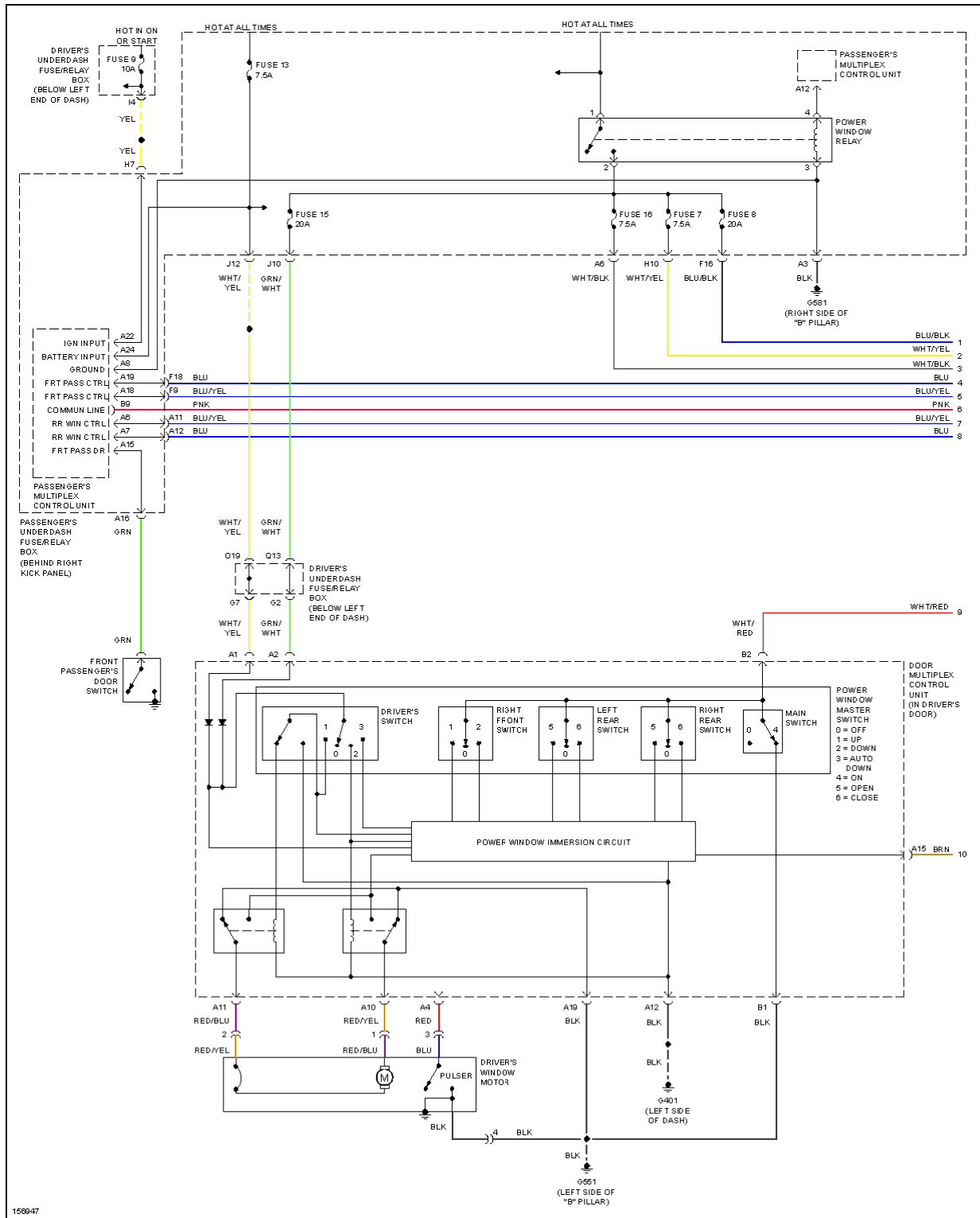
EX, EXL models:

DOOR MULTIPLEX CONTROL UNIT CONNECTORS



2002 Honda Odyssey EX

2002 SYSTEM WIRING DIAGRAMS HONDA 'Odyssey



2002 Honda Odyssey EX

2002 SYSTEM WIRING DIAGRAMS HONDA 'Odyssey

