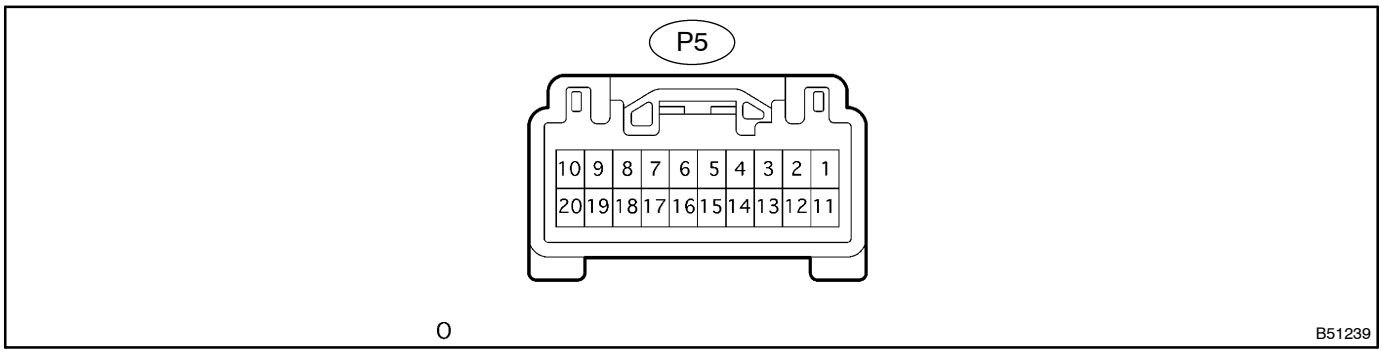
05JZ6–01

TERMINALS OF ECU

1. CHECK POWER WINDOW REGULATOR MASTER SWITCH ASSY (DOOR ECU)



(a) Disconnect the P5 master switch connector.

(b) Measure the voltage and resistance of each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
GND (P5–2) – Body ground	W–B – –	Constant	Below 1 Ω
CPUB (P5–9) – GND (P5–2)	L – W–B	Constant	10 to 14 V
SIG (P5–20) – GND (P5–2)	Y – W–B	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (P5–10) – GND (P5–2)	G – W–B	Constant	10 to 14 V
DN (P5–11) – UP (P5–1)	GR – R	Constant	Below 1 Ω
LMT (P5–5) – SGND (P5–13)	O – R	Driver side door glass fully closed	10 kΩ or higher
LMT (P5–5) – SGND (P5–13)	O – R	Driver side door glass opened by 4 mm (0.16 in.) or more	Below 1 Ω
KUL (P5–14) – LSWE (P5–3)	Y – LG	Driver side door lock cylinder in neutral by key → UNLOCK	10 kΩ or higher→ Below 1 Ω
KL (P5–4) – LSWE (P5–3)	G – LG	Driver side door lock cylinder in neutral by key → LOCK	10 kΩ or higher→ Below 1 Ω

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

(c) Reconnect the P5 master switch connector.

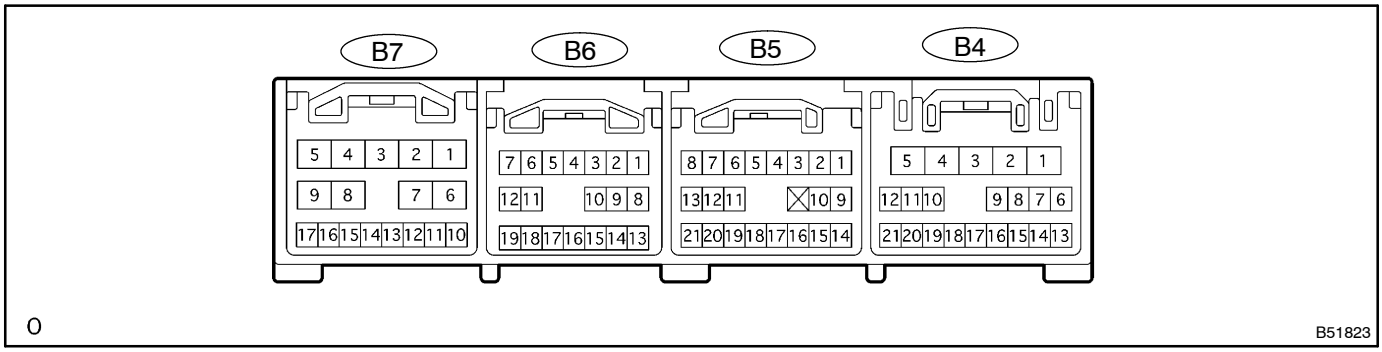
(d) Measure the voltage of each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
UP (P5–1) – GND (P5–2)	V – W–B	Ignition switch ON, master switch drivers side switch OFF → UP (manual operation)	0 V → 10 to 14 V
UP (P5–1) – GND (P5–2)	V – W–B	Ignition switch ON, driver side door glass fully opened → Master switch driver side switch UP (auto operation) → Door glass fully closed	0 V → 10 to 14 V → 0 V
DN (P5–11) – GND (P5–2)	GR – W–B	Ignition switch ON, master switch drivers side switch OFF → DOWN (manual operation)	0 V → 10 to 14 V
DN (P5–11) – GND (P5–2)	GR – W–B	Ignition switch ON, driver side door glass fully closed → Master switch driver side switch OFF → DOWN (auto operation) → Door glass fully opened	0 V → 10 to 14 V → 0 V
PWS (P5–6) – GND (P5–2)	B – W–B	Ignition switch ON, window lock switch LOCK → NORMAL	0 V → 10 to 14 V

If the result is not as specified, the master switch may have a malfunction.

2. CHECK MULTIPLEX NETWORK BODY ECU



(a) Disconnect the B4, B6 and B7 ECU connectors.

(b) Measure the voltage or resistance of each terminal of the wire harness side connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
GND1 (B7–7) – Body ground	W–B – –	Constant	Below 1 Ω
GND2 (B4–2) – Body ground	W–B – –	Constant	Below 1 Ω
BECU (B7–9) – GND1 (B7–7)	G – W–B	Constant	10 to 14 V
IG (B4–5) – GND1 (B7–7)	L – W–B	Ignition switch OFF → ON	0 V → 10 to 14 V
DCTY (B6–11) – GND1 (B7–7)	B – W–B	Driver door fully closed → Opened	10 kΩ or higher→ Below 1 Ω

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

(c) Reconnect the B4, B6 and B7 ECU connectors.

(d) Measure the voltage of each terminal of the connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
PU (B5–21) – GND1 (B7–7)	B – W–B	Ignition switch ON, master switch passenger side switch OFF → UP (manual operation)	0 V → 10 to 14 V
PD (B5–20) – GND1 (B7–7)	GR – W–B	Ignition switch ON, master switch passenger side switch OFF → DOWN (manual operation)	0 V → 10 to 14 V
RRU (B6–9) – GND1 (B7–7)	LG – W–B	Ignition switch ON, master switch rear RH side switch OFF → UP (manual operation)	0 V → 10 to 14 V
RRD (B6–8) – GND1 (B7–7)	BR – W–B	Ignition switch ON, master switch rear RH side switch OFF → DOWN (manual operation)	0 V → 10 to 14 V
RLU (B6–14) – GND1 (B7–7)	O – W–B	Ignition switch ON, master switch rear LH side switch OFF → UP (manual operation)	0 V → 10 to 14 V
RLD (B6–13) – GND1 (B7–7)	W – W–B	Ignition switch ON, master switch rear LH side switch OFF → DOWN (manual operation)	0 V → 10 to 14 V

If the result is not as specified, the body ECU may have a malfunction.