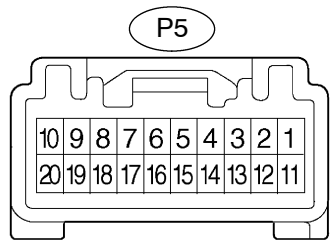
05JYO–01

TERMINALS OF ECU

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

(a) Disconnect the P5 switch connector.

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



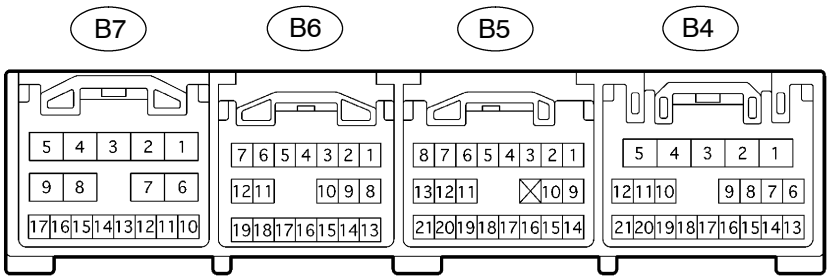
B51555

Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
SIG (P5–20) – GND (P5–2)	Y – W–B	Ignition switch OFF → ON	Below 1 V → 10 to 14 V
BDR (P5–10) – GND (P5–2)	G – W–B	Constant	10 to 14 V
CPUB (P5–9) – GND (P5–2)	L – W–B	Constant	10 to 14 V
KL (P5–4) – GND (P5–2)	G – W–B	Driver side door lock key cylinder OFF → LOCK	10 to 14 V → Below 1 V
KUL (P5–14) – GND (P5–2)	Y – W–B	Driver side door lock key cylinder OFF → UNLOCK	10 to 14 V → Below 1 V
LSW (P5–16) – GND (P5–2)	BR – W–B	Driver side door LOCK → UNLOCK	10 to 14 V → Below 1 V
LSWE (P5–3) – GND (P5–2)	LG – W–B	Constant	Below 1 Ω
GND (P5–2) – Body ground	W–B – Body ground	Constant	Below 1 Ω

If the result is not as specified, the wire harness side may have a malfunction.

2. CHECK MULTIPLEX NETWORK BODY ECU



(a) Disconnect the B4, B5 and B7 ECU connectors.

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

Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
BDR1 (B7–4) – Body ground	B – Body ground	Constant	10 to 14 V
IG (B4–5) – Body ground	L – Body ground	Ignition switch OFF → ON	Below 1 V → 10 to 14 V
GND1 (B7–7) – Body ground	W–B – Body ground	Constant	Below 1 Ω
KSW (B5–2) – Body ground	G – Body ground	No key in ignition key cylinder → With key	10 kΩ or higher → Below 1 Ω
ACC (B4–17) – Body ground	B – Body ground	Ignition switch OFF → ON	Below 1 V → 10 to 14 V
BECU (B7–9) – Body ground	G – Body ground	Constant	10 to 14 V

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

(c) Reconnect the B4, B5 and B7 ECU connectors.

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

Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
DCTY (B6–11) – Body ground	B – Body ground	Driver door CLOSED → OPEN	10 to 14 V → Below 1 V
KSW (B5–2) – Body ground	G – Body ground	No key in the ignition key cylinder → With key	10 to 14 V → Below 1 V
ACT+ (B7–1) – Body ground	L – Body ground	Master switch and driver's door key cylinder OFF → LOCK	0 V → 10 to 14 V → 0 V
PCTY (B7–16) – Body ground	SB – Body ground	Passenger door CLOSED → OPEN	10 to 14 V → Below 1 V
RCTY (B7–15) – Body ground	LG – Body ground	Rear door (RH, LH) CLOSED → OPEN	10 to 14 V → Below 1 V
ACT– (B7–6) – Body ground	W – Body ground	Master switch and driver's door key cylinder OFF → UNLOCK	0 V → 10 to 14 V → 0 V

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