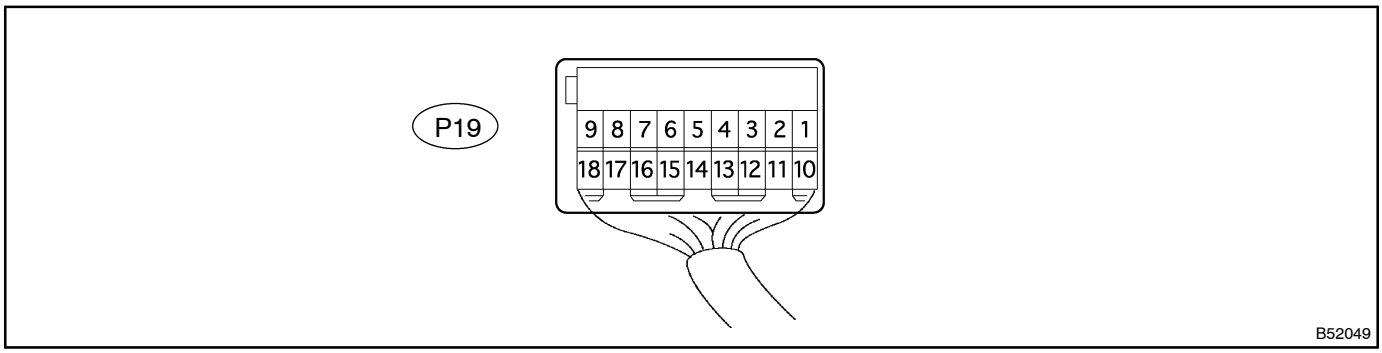
05IDD–01

TERMINALS OF ECU

1. CHECK POWER WINDOW REGULATOR MASTER SWITCH



(a) Disconnect the P19 switch connector.

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

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
E (P19–1) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
BW (P19–7) – E (P19–1)	W – W–B	Regulator motor power supply	Constant	10 to 14 V
B (P19–6) – E (P19–1)	L – W–B	Master switch power supply	Power switch OFF → ON (IG)	0 V → 10 to 14 V
BDR (P19–11) – E (P19–1)	V – W–B	Master switch power supply	Power switch OFF → ON (IG)	0 V → 10 to 14 V
DU (P19–4) – DD (P19–9)	Y – G	• Power window motor UP output • Power window motor DOWN output	Constant	Below 1 Ω

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

(c) Reconnect the P19 switch connector.

(d) Reset the power window motor (see page 05–1727).

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

Standard:

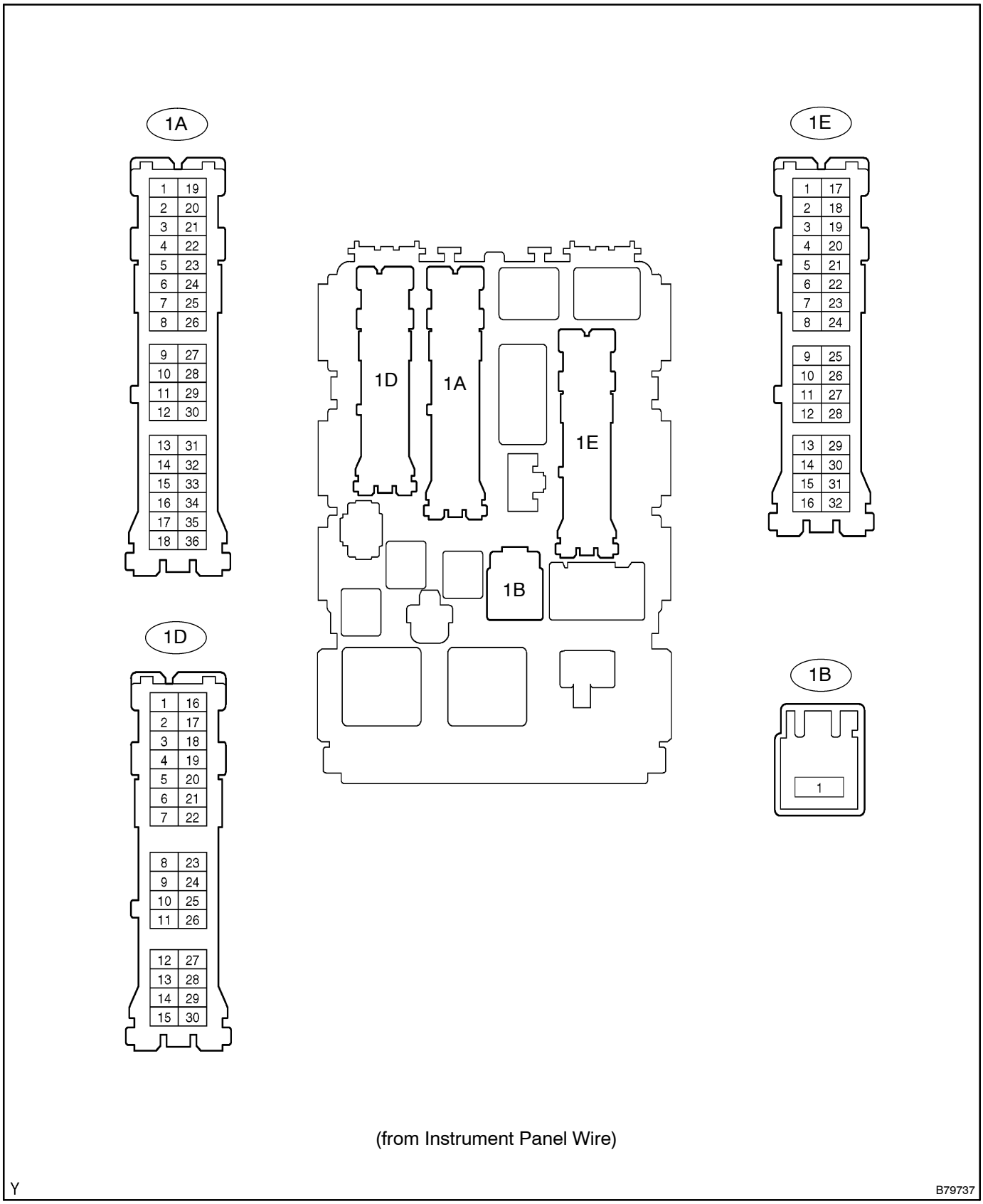
Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
DU (P19–4) – E (P19–1)	Y – W–B	Power window motor UP output	Power switch ON (IG), driver side power window switch OFF → UP (manual operation)	0 V → 10 to 14 V
DU (P19–4) – E (P19–1)	Y – W–B	Power window motor UP output	Power switch ON (IG), driver side power window fully open → driver side power window switch UP (AUTO operation) → driver side power window fully closed	0 V → 10 to 14 V → 0 V
DD (P19–9) – E (P19–1)	G – W–B	Power window motor DOWN output	Power switch ON (IG), driver side power window switch OFF → DOWN (manual operation)	0 V → 10 to 14 V
DD (P19–9) – E (P19–1)	G – W–B	Power window motor DOWN output	Power switch ON (IG), driver side power window fully closed → driver side power window switch DOWN (AUTO operation) → driver side power window fully open	0 V → 10 to 14 V → 0 V
VCC (P19–3) – GND (P19–2)	G – O	Power window motor power source	Constant	10 to 14 V

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

(f) Check that the AUTO lamp illuminates.

(1) When turn the power switch ON (IG), check that the AUTO lamp illuminates (green).

2. CHECK INSTRUMENT PANEL J/B ASSY (MULTIPLEX NETWORK BODY ECU)



(a) Disconnect the 1A,1B,1D and 1E J/B connectors.
(b) Measure the voltage and resistance between each terminal of the wire harness side connectors and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
ECUB (1A–30) – Body ground	R – Body ground	+B (ECUB) power supply	Constant	10 to 14 V
ALTB (1B–1) – Body ground	W – Body ground	+B (power system, generator system) power supply	Constant	10 to 14 V
KSW (1E–26) – Body ground	Y – Body ground	Key unlock warning switch input	No key in key slot → Key inserted	10 kΩ or higher → Below 1 Ω
DCTY (1D–21) – Body ground	V – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω
PCTY (1D–24) – Body ground	BR – Body ground	Passenger side courtesy switch input	Passenger side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω
GND (1E–17) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

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

(c) Reconnect the 1A, 1B,1D and 1E J/B connectors.
(d) Measure the voltage between each terminal of the connectors and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
KSW (1E–26) – Body ground	Y – Body ground	Key unlock warning switch input	No key in key slot → Key inserted	10 to 14 V → 0 V

If the result is not as specified, the J/B assy (body ECU) may have a malfunction.