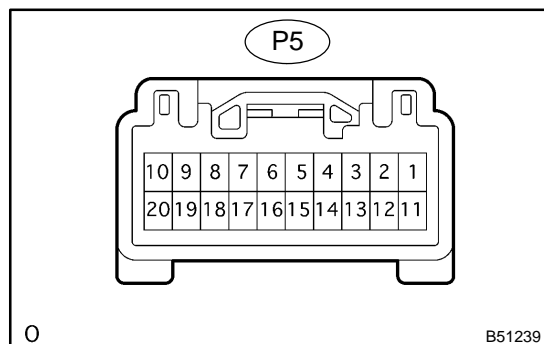


TERMINALS OF ECU



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

- Disconnect the P5 master switch connector.
- Check the voltage or continuity 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	Continuity
CPUB (P5-9) ⇔ GND (P5-2)	L ⇔ W-B	Constant	10 - 14 V
SIG (P5-20) ⇔ GND (P5-2)	Y ⇔ W-B	Ignition switch OFF → ON	0 V → 10 - 14 V
BDR (P5-10) ⇔ GND (P5-2)	G ⇔ W-B	Constant	10 - 14 V
DN (P5-11) ⇔ UP (P5-1)	GR ⇔ V	Constant	Continuity
LMT (P5-5) ⇔ SGND (P5-13)	O ⇔ R	Driver side door glass fully closed	No continuity
LMT (P5-5) ⇔ SGND (P5-13)	O ⇔ R	Driver side door glass opened by 4 mm (0.16 in.) or more	Continuity
KUL (P5-14) ⇔ LSWE (P5-3)	Y ⇔ LG	Driver side door lock cylinder be in neutral by key → UNLOCK	No continuity → Continuity
KL (P5-4) ⇔ LSWE (P5-3)	G ⇔ LG	Driver side door lock cylinder be in neutral by key → LOCK	No continuity → Continuity

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

- Reconnect the P5 switch connector, and check the voltage of each terminal of the connector.

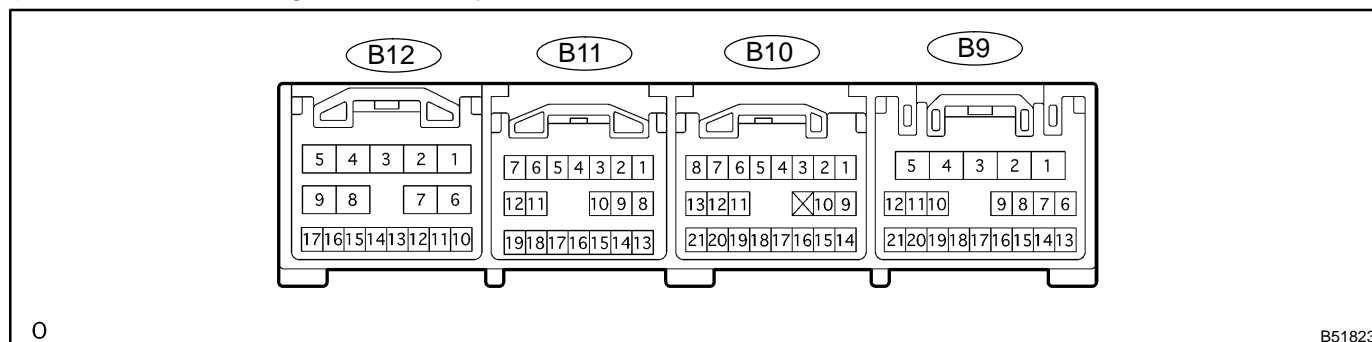
Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
UP (P5-1) ⇔ GND (P5-2)	V ⇔ W-B	Ignition switch ON, master switch driver's side switch OFF → UP (manual operation)	0 V → 10 - 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 - 14 V → 0 V
DN (P5-11) ⇔ GND (P5-2)	GR ⇔ W-B	Ignition switch ON, master switch driver's side switch OFF → DOWN (manual operation)	0 V → 10 - 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 - 14 V → 0 V
PWS (P5-6) ⇔ GND (P5-2)	B ⇔ W-B	Ignition switch ON, window lock switch LOCK → NORMAL	0 V → 10 - 14 V

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

2. CHECK MULTIPLEX NETWORK BODY ECU

- Disconnect the body ECU connectors B9, B10, B11 and B12.
- Check the voltage or continuity of each terminal of the wire harness side connector.



Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
GND1 (B12-7) ⇔ Body ground	W-B ⇔ -	Constant	Continuity
GND2 (B9-2) ⇔ Body ground	W-B ⇔ -	Constant	Continuity
BECU (B12-9) ⇔ GND1 (B12-7)	G ⇔ W-B	Constant	10 - 14 V
BDR1 (B12-4) ⇔ GND1 (B12-7)	B ⇔ W-B	Constant	10 - 14 V
IG (B9-5) ⇔ GND1 (B12-7)	BR ⇔ W-B	Ignition switch OFF → ON	0 V → 10 - 14 V
DCTY (B11-11) ⇔ GND1 (B12-7)	B ⇔ W-B	Driver door fully closed → Opened	No continuity → Continuity
KSW (B10-2) ⇔ GND1 (B12-7)	G ⇔ W-B	No key in ignition key cylinder → Key inserted	No continuity → Continuity

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

- Reconnect the ECU connectors, and check the voltage of each terminal of the connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
PU (B10-21) ⇔ GND1 (B12-7)	B ⇔ W-B	Ignition switch ON, master switch passenger side switch OFF → UP (manual operation)	0 V → 10 - 14 V
PD (B10-20) ⇔ GND1 (B12-7)	GR ⇔ W-B	Ignition switch ON, master switch passenger side switch OFF → DOWN (manual operation)	0 V → 10 - 14 V
RRU (B11-9) ⇔ GND1 (B12-7)	LG ⇔ W-B	Ignition switch ON, master switch rear RH side switch OFF → UP (manual operation)	0 V → 10 - 14 V
RRD (B11-8) ⇔ GND1 (B12-7)	BR ⇔ W-B	Ignition switch ON, master switch rear RH side switch OFF → DOWN (manual operation)	0 V → 10 - 14 V
RLU (B11-14) ⇔ GND1 (B12-7)	O ⇔ W-B	Ignition switch ON, master switch rear LH side switch OFF → UP (manual operation)	0 V → 10 - 14 V
RLD (B11-13) ⇔ GND1 (B12-7)	W ⇔ W-B	Ignition switch ON, master switch rear LH side switch OFF → DOWN (manual operation)	0 V → 10 - 14 V

If the result is not as specified, the door ECU or communication line may malfunction.