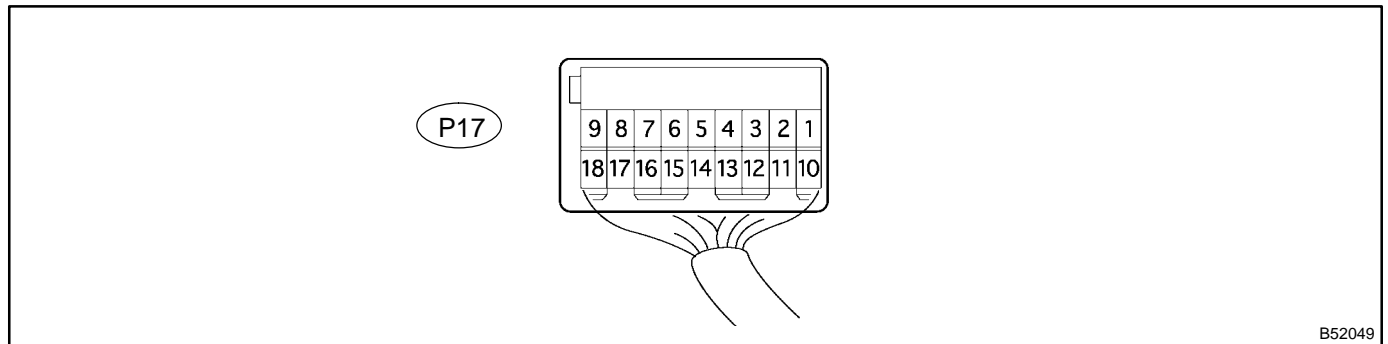


## TERMINALS OF ECU

### 1. CHECK POWER WINDOW REGULATOR MASTER SWITCH



B52049

- (a) Disconnect the P17 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 (P17-1) – Body ground	W-B – Body ground	Ground	Constant	Below 1 $\Omega$
BW (P17-7) – E (P17-1)	W – W-B	Regulator motor power supply	Constant	10 to 14 V
B (P17-6) – E (P17-1)	L – W-B	Master switch power supply	Power switch OFF → ON (IG)	0 V → 10 to 14 V
BDR (P17-11) – E (P17-1)	V – W-B	Master switch power supply	Power switch OFF → ON (IG)	0 V → 10 to 14 V
DU (P17-4) – DD (P17-9)	Y – G	<ul style="list-style-type: none"> <li>• Power window motor UP output</li> <li>• Power window motor DOWN output</li> </ul>	Constant	Below 1 $\Omega$

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

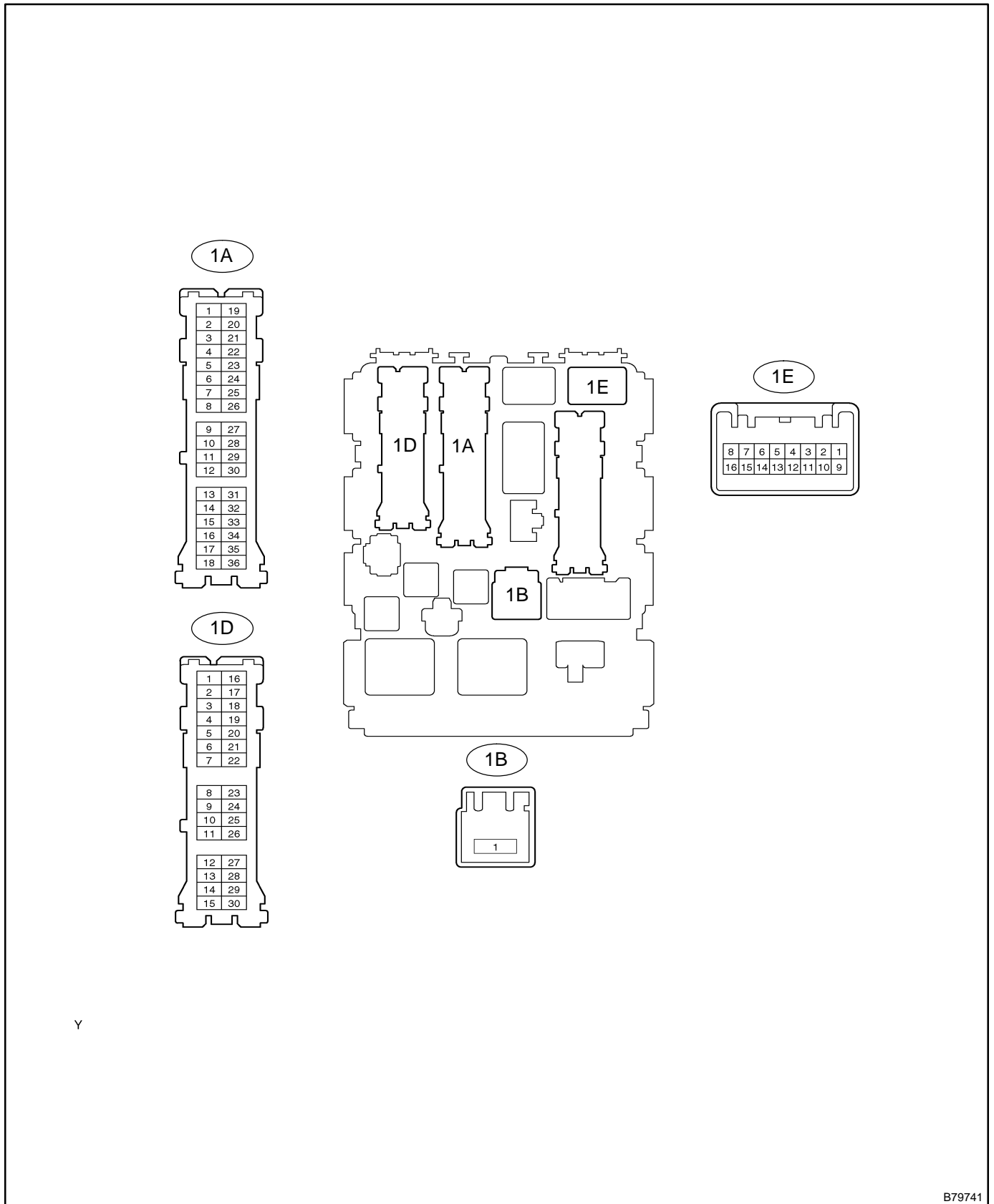
- (c) Reconnect the P17 switch connector.  
 (d) Reset the power window motor (see page [05–2028](#)).  
 (e) Measure the voltage of each terminal of the connector.

#### Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
DU (P17-4) – E (P17-1)	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 (P17-4) – E (P17-1)	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 (P17-9) – E (P17-1)	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 (P17-9) – E (P17-1)	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 (P17-3) – GND (P17-2)	G – O	<ul style="list-style-type: none"> <li>• Power window motor power source</li> <li>• Power window motor sensor ground</li> </ul>	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 illumination.
    - (1) When turning 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, 1D, 1E and 1B 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 k $\Omega$ or higher → Below 1 $\Omega$
DCTY (1D–21) – Body ground	V – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 k $\Omega$ or higher → Below 1 $\Omega$
PCTY (1D–24) – Body ground	BR – Body ground	Passenger side courtesy switch input	Passenger side door CLOSED → OPEN	10 k $\Omega$ or higher → Below 1 $\Omega$
GND (1E–17) – Body ground	W–B – Body ground	Ground	Constant	Below 1 $\Omega$

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

- (c) Reconnect the 1A, 1D, 1E and 1B J/B connectors.  
 (d) Measure the voltage between each terminal of the connector 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 (body ECU) may have a malfunction.