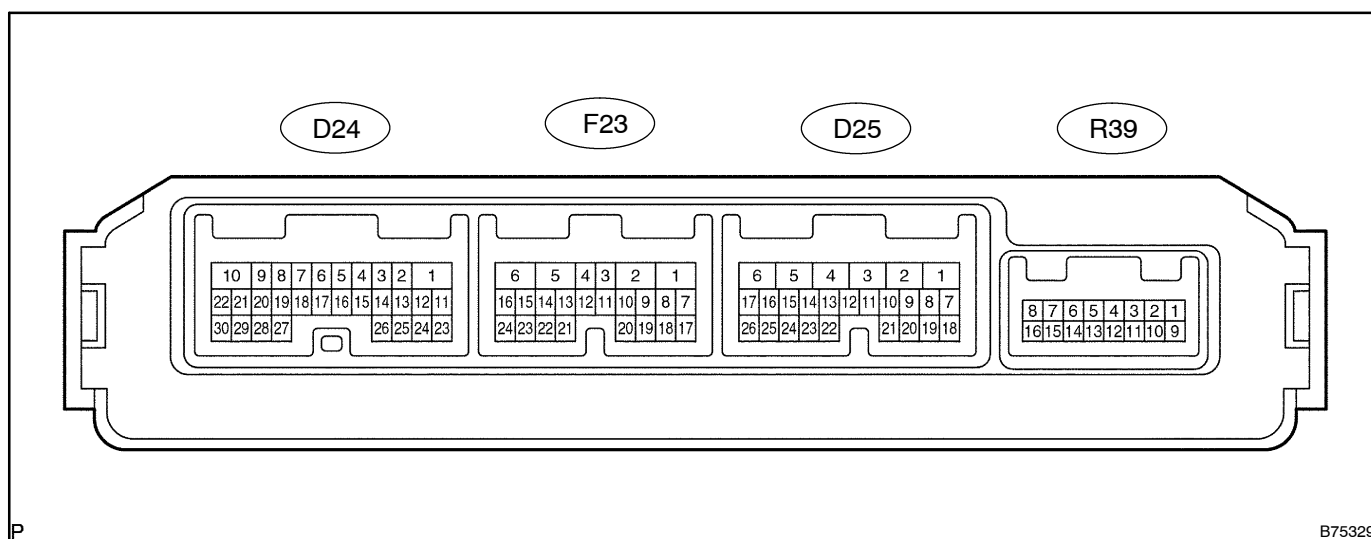


## TERMINALS OF ECU

### 1. CHECK DRIVER DOOR ECU



P

B75329

- Disconnect the D25 ECU connector.
- Check the voltage and resistance of each terminal of the wire harness side connector.

#### Standard:

| Symbols<br>(Terminal No.)     | Wiring Color      | Terminal Description   | Condition                         | Specified Condition          |
|-------------------------------|-------------------|------------------------|-----------------------------------|------------------------------|
| GND (D25-1) –<br>Body ground  | W-B – Body ground | Ground                 | Constant                          | Below 1 Ω                    |
| CPUB (D25-4) –<br>Body ground | V-Y – Body ground | +B (CPUB) power supply | Constant                          | 10 to 14 V                   |
| SIG (D25-5) –<br>Body ground  | R-L – Body ground | +B (SIG) power supply  | Ignition switch<br>1: OFF → 2: ON | 1: Below 1 V → 2: 10 to 14 V |
| BDR (D25-6) –<br>Body ground  | R – Body ground   | +B (BDR) power supply  | Constant                          | 10 to 14 V                   |

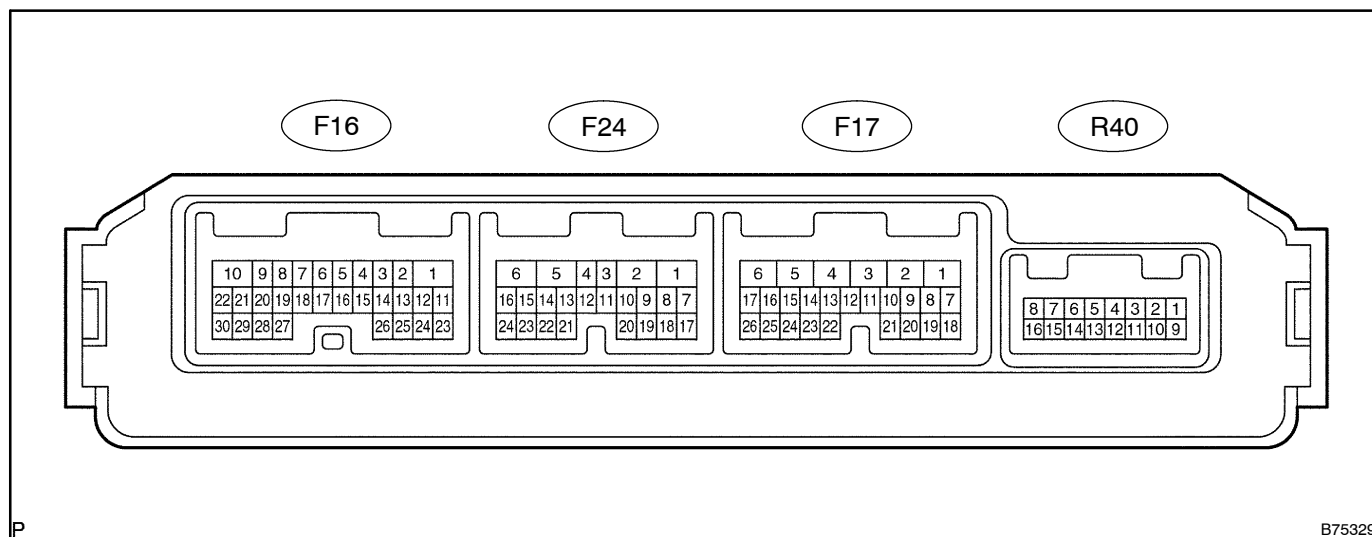
If the result is not as specified, there may be a malfunction on the wire harness side.

- Reconnect the D25 ECU connector.
- Check the voltage of each terminal of the connectors.

#### Standard:

| Symbols<br>(Terminal No.)       | Wiring Color | Terminal Description                                      | Condition                                                               | Specified Condition                               |
|---------------------------------|--------------|-----------------------------------------------------------|-------------------------------------------------------------------------|---------------------------------------------------|
| DSUP (D24-3) –<br>DSE (D24-26)  | L-W – L-O    | Driver side adjustable anchor<br>switch UP signal input   | Driver side adjustable anchor switch<br>1: OFF →<br>2: UP →<br>3: OFF   | 1: Below 1 V →<br>2: 10 to 14 V →<br>3: Below 1 V |
| DSDN (D24-14) –<br>DSE (D24-25) | L-Y – L-O    | Driver side adjustable anchor<br>switch DOWN signal input | Driver side adjustable anchor switch<br>1: OFF →<br>2: DOWN →<br>3: OFF | 1: Below 1 V →<br>2: 10 to 14 V →<br>3: Below 1 V |

## 2. CHECK PASSENGER DOOR ECU



- (a) Disconnect the F17 ECU connector.
- (b) Check the voltage and resistance of each terminal of the wire harness side connector.

### Standard:

| Symbols<br>(Terminal No.)     | Wiring Color      | Terminal Description   | Condition                         | Specified Condition          |
|-------------------------------|-------------------|------------------------|-----------------------------------|------------------------------|
| GND (F17-1) –<br>Body ground  | W-B – Body ground | Ground                 | Constant                          | Below 1 $\Omega$             |
| CPUB (F17-4) –<br>Body ground | V-Y – Body ground | +B (CPUB) power supply | Constant                          | 10 to 14 V                   |
| SIG (F17-5) –<br>Body ground  | R-L – Body ground | +B (SIG) power supply  | Ignition switch<br>1: OFF → 2: ON | 1: Below 1 V → 2: 10 to 14 V |
| BDR (F17-6) –<br>Body ground  | R – Body ground   | +B (BDR) power supply  | Constant                          | 10 to 14 V                   |

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

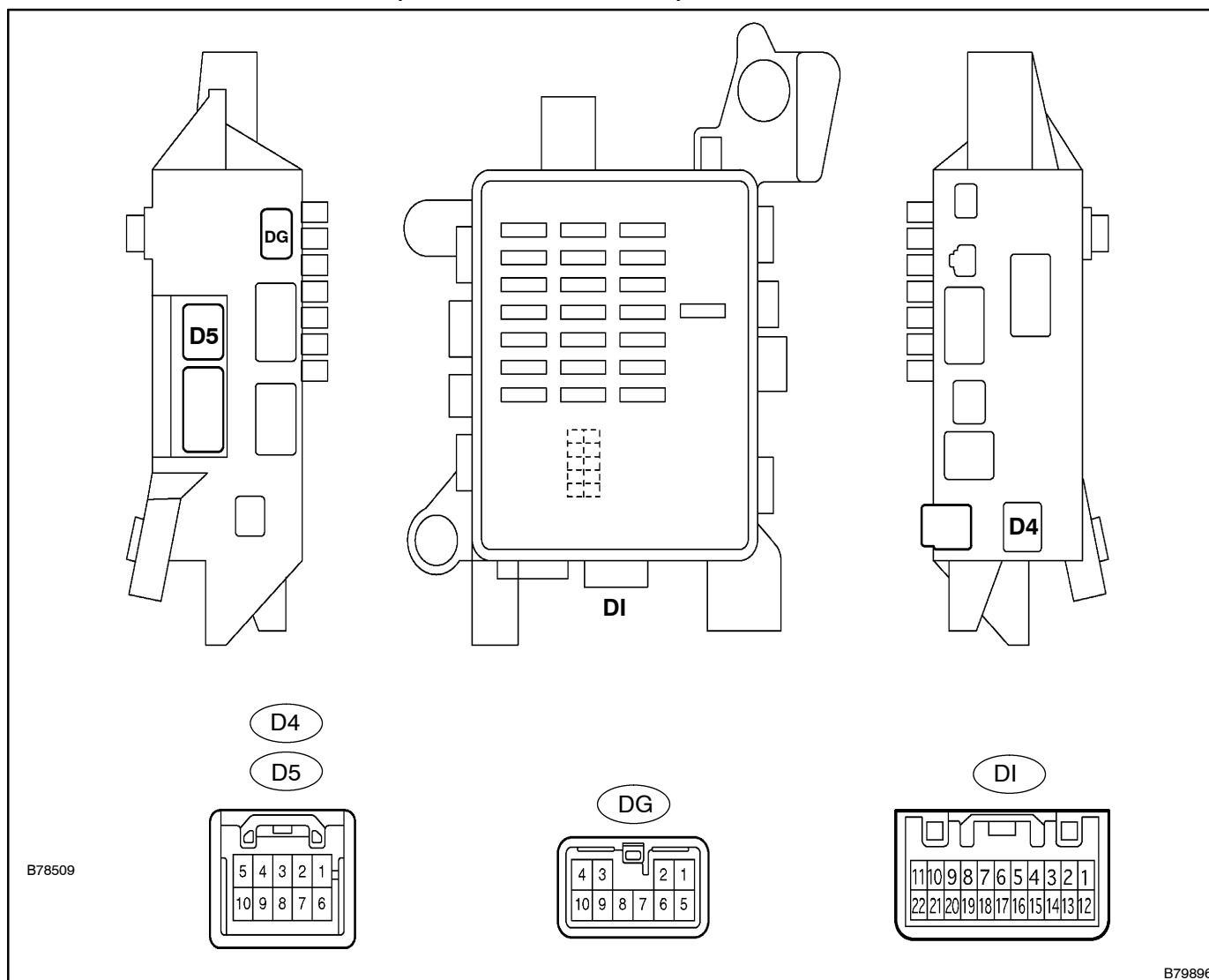
- (c) Reconnect the F17 ECU connector.
- (d) Check the voltage of each terminal of the connectors.

### Standard:

| Symbols<br>(Terminal No.)       | Wiring Color | Terminal Description                                            | Condition                                                                  | Specified Condition                               |
|---------------------------------|--------------|-----------------------------------------------------------------|----------------------------------------------------------------------------|---------------------------------------------------|
| PSUP (F16-3) –<br>PSE (F16-26)  | R-B – BR-R   | Passenger side adjustable<br>anchor switch UP signal input      | Passenger side adjustable anchor switch<br>1: OFF →<br>2: UP →<br>3: OFF   | 1: Below 1 V →<br>2: 10 to 14 V →<br>3: Below 1 V |
| PSDN (F16-14) –<br>PSE (F16-26) | R-Y – BR-R   | Passenger side adjustable<br>anchor switch DOWN signal<br>input | Passenger side adjustable anchor switch<br>1: OFF →<br>2: DOWN →<br>3: OFF | 1: Below 1 V →<br>2: 10 to 14 V →<br>3: Below 1 V |

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

### 3. LHD: CHECK DRIVER SIDE J/B (DRIVER SIDE J/B ECU)



- Disconnect the DG, DI J/B, D4 and D5 ECU connectors.
- Measure the voltage and resistance between each terminal of the wire harness side connectors and body ground.

#### Standard:

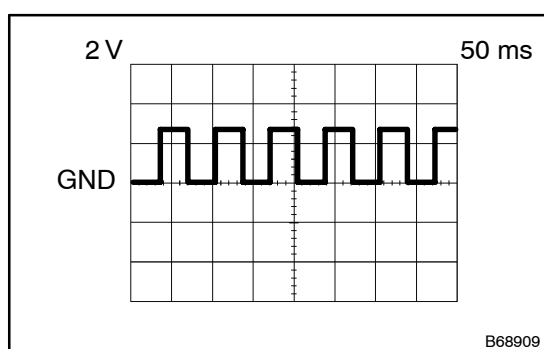
| Symbols (Terminal No.)         | Wiring Color         | Terminal Description     | Condition                         | Specified Condition          |
|--------------------------------|----------------------|--------------------------|-----------------------------------|------------------------------|
| MPX-B (D4-5) -<br>Body ground  | R-B - W-B            | +B (MPX-B) power supply  | Constant                          | 10 to 14 V                   |
| MPX-IG (DI-2) -<br>Body ground | L - Body ground      | +B (MPX-IG) power supply | Ignition switch<br>1: OFF → 2: ON | 1: Below 1 V → 2: 10 to 14 V |
| GND (DG-8) -<br>Body ground    | W-B -<br>Body ground | Ground                   | Constant                          | Below 1 Ω                    |
| GND2 (D5-1) -<br>Body ground   | W-B -<br>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 DG, DI J/B, D4 and D5 ECU connectors.  
 (d) Measure the voltage between terminal of the connector and body ground.

**Standard:**

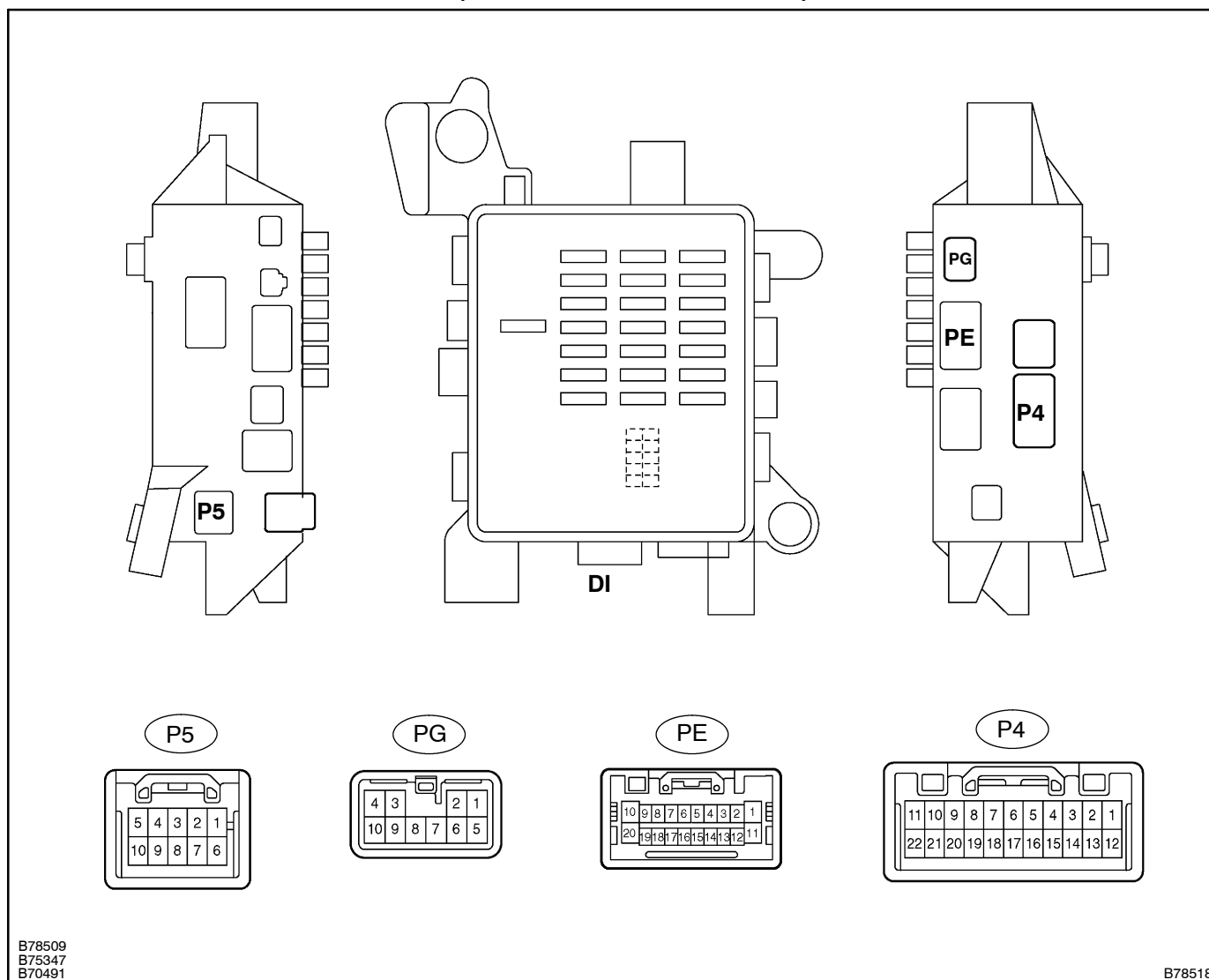
| Symbols (Terminal No.)       | Wiring Color       | Terminal Description                                               | Condition                                                                  | Specified Condition                                                         |
|------------------------------|--------------------|--------------------------------------------------------------------|----------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| DBM+ (D3-5) –<br>Body ground | V –<br>Body ground | Driver side anchor motor (+)<br>drive signal output                | Driver side adjustable anchor switch<br>1: OFF →<br>2: UP →<br>3: OFF      | 1: Below 1 V →<br>2: 10 to 14 V →<br>3: Below 1 V                           |
| DBM- (D3-4) –<br>Body ground | L –<br>Body ground | Driver side anchor motor (-)<br>drive signal output                | Driver side adjustable anchor switch<br>1: OFF →<br>2: DOWN →<br>3: OFF    | 1: Below 1 V →<br>2: 10 to 14 V →<br>3: Below 1 V                           |
| VC (D3-3) –<br>E (D3-2)      | L – W              | Driver side anchor motor<br>position sensor power<br>source output | Ignition switch<br>1: OFF →<br>2: ON                                       | 1: Below 1 V →<br>2: 5 V                                                    |
| BES (D3-1) –<br>E (D3-2)     | Y – W              | Driver side anchor motor<br>position sensor pulse input            | Driver side adjustable anchor switch<br>1: OFF →<br>2: UP/DOWN →<br>3: OFF | 1: Below 1 V →<br>2: Pulse generation<br>(see waveform 1) →<br>3: Below 1 V |



- (e) Waveform 1:  
**Standard (Reference):**

|                   |                       |
|-------------------|-----------------------|
| Tester Connection | BES (D4-1) – E (D4-2) |
| Tool setting      | 2 V/DIV., 50 ms/DIV.  |
| Vehicle condition | Switch operation      |

#### 4. LHD: CHECK PASSENGER SIDE J/B (PASSENGER SIDE J/B ECU)



B78509  
B75347  
B70491

B78518

- Disconnect the PE, PG J/B, and P4 ECU connectors.
- 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          |
|--------------------------------|----------------------|--------------------------|-----------------------------------|------------------------------|
| MPX-B (PE-16) –<br>Body ground | L-Y –<br>Body ground | +B (MPX-B) power supply  | Constant                          | 10 to 14 V                   |
| MPX-IG (PE-3) –<br>Body ground | R-L –<br>Body ground | +B (MPX-IG) power supply | Ignition switch<br>1: OFF → 2: ON | 1: Below 1 V → 2: 10 to 14 V |
| GND (PG-8) –<br>Body ground    | W-B –<br>Body ground | Ground                   | Constant                          | Below 1 Ω                    |
| GND1 (P4-11) –<br>Body ground  | W-B –<br>Body ground | Ground                   | Constant                          | Below 1 Ω                    |

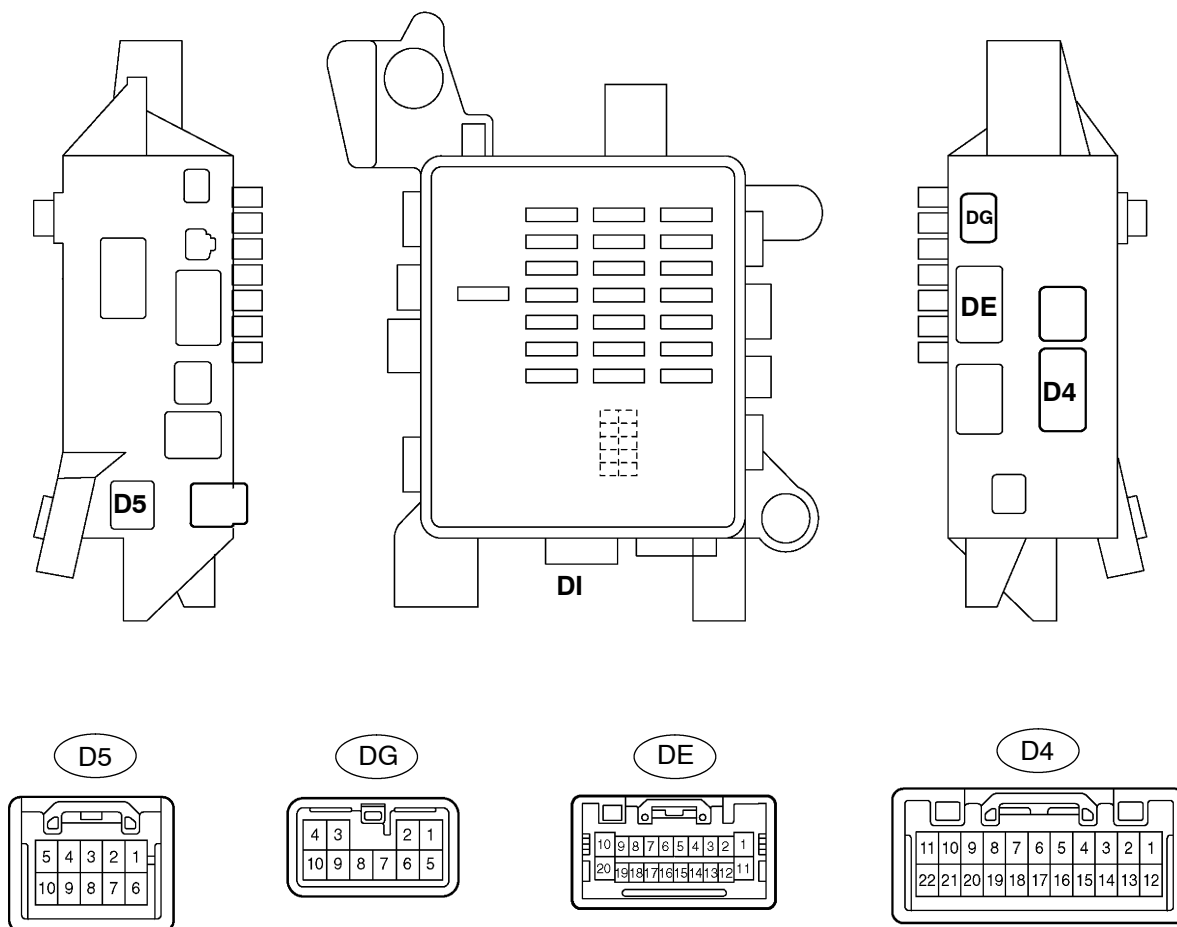
If the result is not as specified, there may be a malfunction on the wire harness side.

- (c) Reconnect the PE, PG J/B, P4 ECU connectors.
- (d) Measure the voltage between terminal of the connector and body ground.

**Standard:**

| Symbols (Terminal No.)       | Wiring Color        | Terminal Description                                | Condition                                                                  | Specified Condition                               |
|------------------------------|---------------------|-----------------------------------------------------|----------------------------------------------------------------------------|---------------------------------------------------|
| PBM+ (P5-3) –<br>Body ground | SB –<br>Body ground | Passenger side anchor motor (+) drive signal output | Passenger side adjustable anchor switch<br>1: OFF →<br>2: UP →<br>3: OFF   | 1: Below 1 V →<br>2: 10 to 14 V →<br>3: Below 1 V |
| PBM– (P5-4) –<br>Body ground | Y –<br>Body ground  | Passenger side anchor motor (–) drive signal output | Passenger side adjustable anchor switch<br>1: OFF →<br>2: DOWN →<br>3: OFF | 1: Below 1 V →<br>2: 10 to 14 V →<br>3: Below 1 V |

5. RHD:  
CHECK DRIVER SIDE J/B (DRIVER SIDE J/B ECU)



B78509  
B75347  
B70491

B78518

- Disconnect the DI, DG J/B, and D4 ECU connectors.
- Measure the voltage and resistance between each terminal of the wire harness side connectors and body ground.

**Standard:**

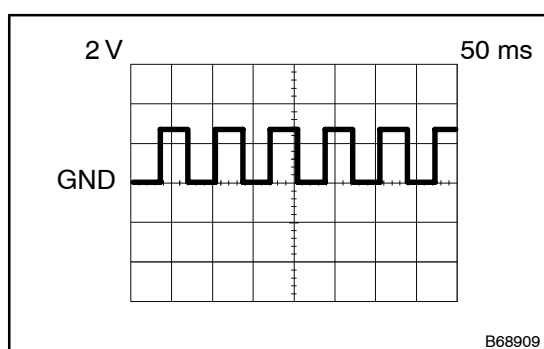
| Symbols (Terminal No.)          | Wiring Color         | Terminal Description     | Condition                         | Specified Condition          |
|---------------------------------|----------------------|--------------------------|-----------------------------------|------------------------------|
| MPX-B (D4-1) -<br>Body ground   | R-B -<br>Body ground | +B (MPX-B) power supply  | Constant                          | 10 to 14 V                   |
| MPX-IG (DI-10) -<br>Body ground | L -<br>Body ground   | +B (MPX-IG) power supply | Ignition switch<br>1: OFF → 2: ON | 1: Below 1 V → 2: 10 to 14 V |
| GND (DG-7) -<br>Body ground     | W-B -<br>Body ground | Ground                   | Constant                          | Below 1 Ω                    |
| GND2 (D4-5) -<br>Body ground    | W-B -<br>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 DI, DG J/B, D4 ECU connectors.  
 (d) Measure the voltage between terminal of the connector and body ground.

**Standard:**

| Symbols (Terminal No.)       | Wiring Color       | Terminal Description                                               | Condition                                                                  | Specified Condition                                                         |
|------------------------------|--------------------|--------------------------------------------------------------------|----------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| DBM+ (D3-1) –<br>Body ground | V –<br>Body ground | Driver side anchor motor (+)<br>drive signal output                | Driver side adjustable anchor switch<br>1: OFF →<br>2: UP →<br>3: OFF      | 1: Below 1 V →<br>2: 10 to 14 V →<br>3: Below 1 V                           |
| DBM– (D3-2) –<br>Body ground | L –<br>Body ground | Driver side anchor motor (–)<br>drive signal output                | Driver side adjustable anchor switch<br>1: OFF →<br>2: DOWN →<br>3: OFF    | 1: Below 1 V →<br>2: 10 to 14 V →<br>3: Below 1 V                           |
| VC (D3-3) –<br>E (D3-5)      | Y – W              | Driver side anchor motor<br>position sensor power<br>source output | Ignition switch<br>1: OFF →<br>2: ON                                       | 1: Below 1 V →<br>2: 5 V                                                    |
| BES (D3-4) –<br>E (D3-5)     | Y – W              | Driver side anchor motor<br>position sensor pulse input            | Driver side adjustable anchor switch<br>1: OFF →<br>2: UP/DOWN →<br>3: OFF | 1: Below 1 V →<br>2: Pulse generation<br>(see waveform 1) →<br>3: Below 1 V |

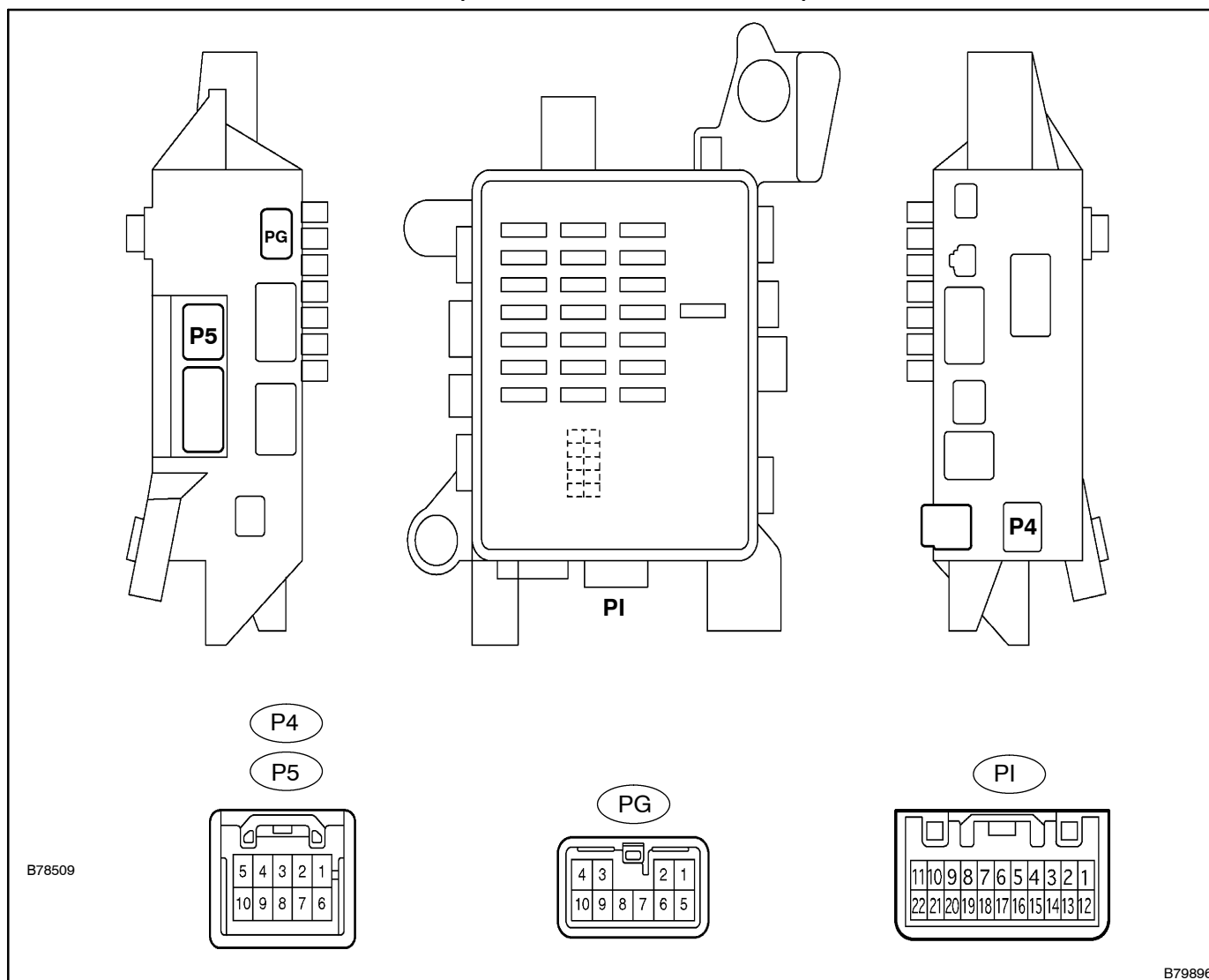


- (e) Waveform 1:  
**Standard (Reference):**

|                   |                       |
|-------------------|-----------------------|
| Tester Connection | BES (D4-1) – E (D4-2) |
| Tool setting      | 2 V/DIV., 50 ms/DIV.  |
| Vehicle condition | Switch operation      |



6. RHD:  
CHECK PASSENGER SIDE J/B (PASSENGER SIDE J/B ECU)



- (a) Disconnect the PE, PG J/B, P4 ECU 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          |
|--------------------------------|----------------------|--------------------------|-----------------------------------|------------------------------|
| MPX-B (PE-16) –<br>Body ground | L-Y –<br>Body ground | +B (MPX-B) power supply  | Constant                          | 10 to 14 V                   |
| MPX-IG (PE-7) –<br>Body ground | R-L –<br>Body ground | +B (MPX-IG) power supply | Ignition switch<br>1: OFF → 2: ON | 1: Below 1 V → 2: 10 to 14 V |
| GND (PG-7) –<br>Body ground    | W-B –<br>Body ground | Ground                   | Constant                          | Below 1 Ω                    |
| GND1 (P4-1) –<br>Body ground   | W-B –<br>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 PE, PG J/B, P4 ECU connectors.
- (d) Measure the voltage between terminal of the connector and body ground.

**Standard:**

| Symbols (Terminal No.)       | Wiring Color       | Terminal Description                                | Condition                                                                  | Specified Condition                               |
|------------------------------|--------------------|-----------------------------------------------------|----------------------------------------------------------------------------|---------------------------------------------------|
| PBM+ (P5-3) –<br>Body ground | L –<br>Body ground | Passenger side anchor motor (+) drive signal output | Passenger side adjustable anchor switch<br>1: OFF →<br>2: UP →<br>3: OFF   | 1: Below 1 V →<br>2: 10 to 14 V →<br>3: Below 1 V |
| PBM– (P5-2) –<br>Body ground | Y –<br>Body ground | Passenger side anchor motor (–) drive signal output | Passenger side adjustable anchor switch<br>1: OFF →<br>2: DOWN →<br>3: OFF | 1: Below 1 V →<br>2: 10 to 14 V →<br>3: Below 1 V |