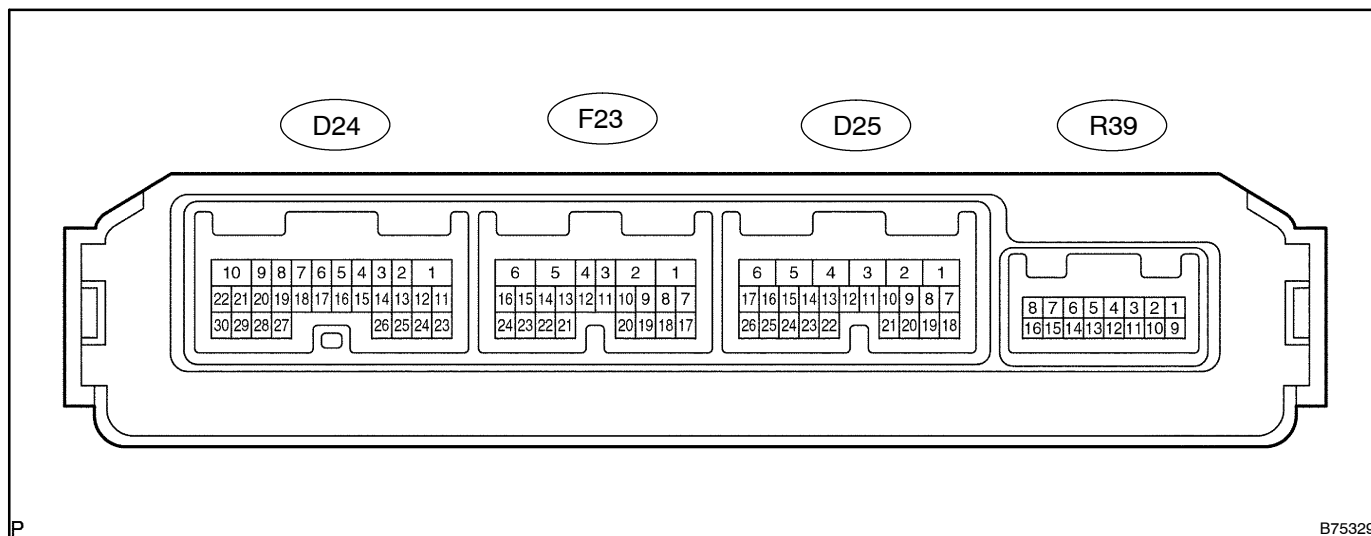


TERMINALS OF ECU

1. CHECK DRIVER DOOR ECU



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- Disconnect the D24, D25 and F23 ECU connectors.
- 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
GND (D25-1) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
CPUB (D25-4) – Body ground	V-Y – Body ground	+B (CPUB) power supply	Constant	10 to 14 V
SIG (D25-5) – Body ground	R-L – Body ground	+B (SIG) power supply	Ignition switch 1: OFF → 2: ON	1: Below 1 V → 2: 10 to 14 V
BDR (D25-6) – Body ground	R – Body ground	+B (BDR) power supply	Constant	10 to 14 V
ML (D24-8) – Body ground	W – Body ground	Door control switch (master switch) LOCK input	Door control switch 1: OFF → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
MUL (D24-19) – Body ground	W-R – Body ground	Door control switch (master switch) UNLOCK input	Door control switch 1: OFF → 2: UNLOCK	1: 10 kΩ or higher → 2: Below 1 Ω
LSW (F23-7) – Body ground	R – Body ground	Driver door lock position switch input	Driver door 1: UNLOCK → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
KL (F23-10) – Body ground	R-B – Body ground	Driver door key-linked door lock input	Driver door key cylinder 1: OFF → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
KUL (F23-9) – Body ground	B-G – Body ground	Driver door key-linked door un- lock input	Driver door key cylinder 1: OFF → 2: UNLOCK	1: 10 kΩ or higher → 2: Below 1 Ω
CTY (D25-15) – Body ground	P-G – Body ground	Driver door courtesy switch in- put	Driver door 1: CLOSED → 2: OPEN	1: 10 kΩ or higher → 2: Below 1 Ω
DBLS* (F23-17) – Body ground	P – Body ground	Driver door double lock position switch input	Double lock 1: UNSET → 2: SET	1: 10 kΩ or higher → 2: Below 1 Ω

*: w/ Double lock system

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

- (c) Reconnect the D24, D25 and F23 ECU connectors.
 (d) Measure the voltage of each terminal of the connectors.

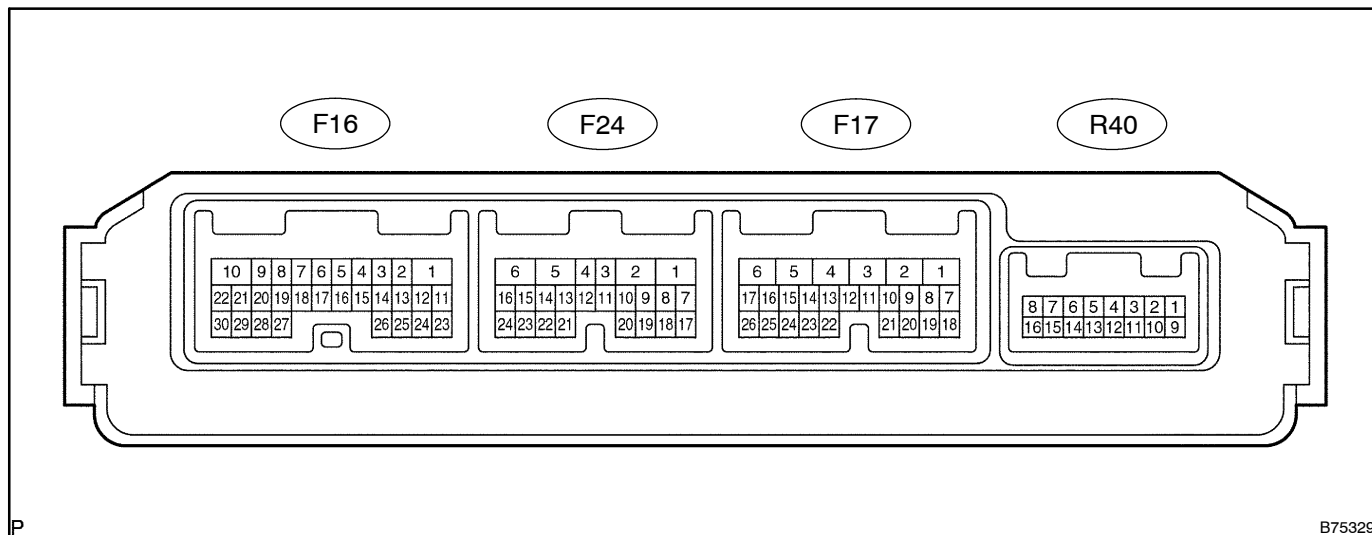
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
A+ (F23-2) – Body ground	BR – Body ground	Door lock motor LOCK drive out- put (driver door)	Door control switch (master switch or passenger side switch) or driver side door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
A– (F23-1) – Body ground	Y – Body ground	Door lock motor UNLOCK drive output (driver door)	Door control switch (master switch or passenger side switch) or driver side door key cylinder 1: OFF → 2: UNLOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
A1+* (F23-6) – Body ground	L – Body ground	Double lock motor SET drive out- put (driver door)	1: Double lock UNSET → 2: SET	1: Below 1 V → 2: 10 to 14 V
A1–* (F23-5) – Body ground	W – Body ground	Double lock motor UNSET drive output (driver door)	1: Double lock SET → 2: UNSET	1: Below 1 V → 2: 10 to 14 V

*: w/ Double lock system

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

2. CHECK PASSENGER DOOR ECU



- Disconnect the F16, F17 and F24 ECU connectors.
- 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
GND (F17-1) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
CPUB (F17-4) – Body ground	V-Y – Body ground	+B (CPUB) power supply	Constant	10 to 14 V
SIG (F17-5) – Body ground	R-L – Body ground	+B (SIG) power supply	Ignition switch 1: OFF → 2: ON	1: Below 1 V → 2: 10 to 14 V
BDR (F17-6) – Body ground	R – Body ground	+B (BDR) power supply	Constant	10 to 14 V
ML (F16-8) – Body ground	G-R – Body ground	Door control switch (passenger side) LOCK input	Door control switch 1: OFF → 2: LOCK	1: 10 k Ω or higher → 2: Below 1 Ω
MUL (F16-19) – Body ground	G-B – Body ground	Door control switch (passenger side) UNLOCK input	Door control switch 1: OFF → 2: UNLOCK	1: 10 k Ω or higher → 2: Below 1 Ω
LSW (F24-7) – Body ground	R – Body ground	Passenger door lock position switch input	Passenger door 1: UNLOCK → 2: LOCK	1: 10 k Ω or higher → 2: Below 1 Ω
CTY (F17-23) – Body ground	P-G – Body ground	Passenger door courtesy switch input	Passenger door 1: CLOSED → 2: OPEN	1: 10 k Ω or higher → 2: Below 1 Ω
DBLS* (F24-17) – Body ground	R – Body ground	Passenger door double lock position switch input	Double lock 1: UNSET → 2: SET	1: 10 k Ω or higher → 2: Below 1 Ω

*: w/ Double lock system

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

- (c) Reconnect the F16, F17 and F24 ECU connectors.
 (d) Measure the voltage of each terminal of the connectors.

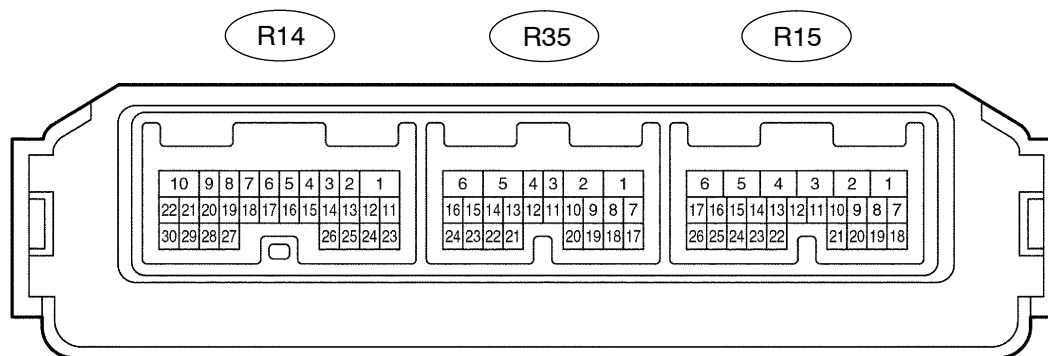
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
A+ (F24-2) – Body ground	BR – Body ground	Door lock motor LOCK drive output (passenger door)	Door control switch (master switch or passenger side switch) or driver side door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
A– (F24-1) – Body ground	Y – Body ground	Door lock motor UNLOCK drive output (passenger door)	Door control switch (master switch or passenger side switch) or driver side door key cylinder 1: OFF → 2: UNLOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
A1+* (F24-6) – Body ground	L – Body ground	Double lock motor SET drive output (passenger door)	1: Double lock UNSET → 2: SET	1: Below 1 V → 2: 10 to 14 V
A1–* (F24-5) – Body ground	W – Body ground	Door lock motor UNSET drive output (passenger door)	1: Double lock SET → 2: UNSET	1: Below 1 V → 2: 10 to 14 V

*: w/ Double lock system

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

3. CHECK REAR DOOR LH ECU



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- Disconnect the R15 and R35 ECU connectors.
- 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
GND (R15-6) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
CPUB (R15-1) – Body ground	V-Y – Body ground	+B (CPUB) power supply	Constant	10 to 14 V
SIG (R15-26) – Body ground	R-L – Body ground	+B (SIG) power supply	Ignition switch 1: OFF → 2: ON	1: Below 1 V → 2: 10 to 14 V
BDR (R15-2) – Body ground	R-B – Body ground	+B (BDR) power supply	Constant	10 to 14 V
LSW (R35-7) – Body ground	R – Body ground	Rear left door lock position switch input	Rear left door 1: UNLOCK → 2: LOCK	1: 10 k Ω or higher → 2: Below 1 Ω
CTY (R15-7) – Body ground	L – Body ground	Rear left door courtesy switch input	Rear left door 1: CLOSED → 2: OPEN	1: 10 k Ω or higher → 2: Below 1 Ω
DBLS* (R35-17) – Body ground	R – Body ground	Rear left door double lock posi- tion switch input	Double lock 1: UNSET → 2: SET	1: 10 k Ω or higher → 2: Below 1 Ω

*: w/ Double lock system

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

- (c) Reconnect the R15 and R35 ECU connectors.
 (d) Measure the voltage of each terminal of the connectors.

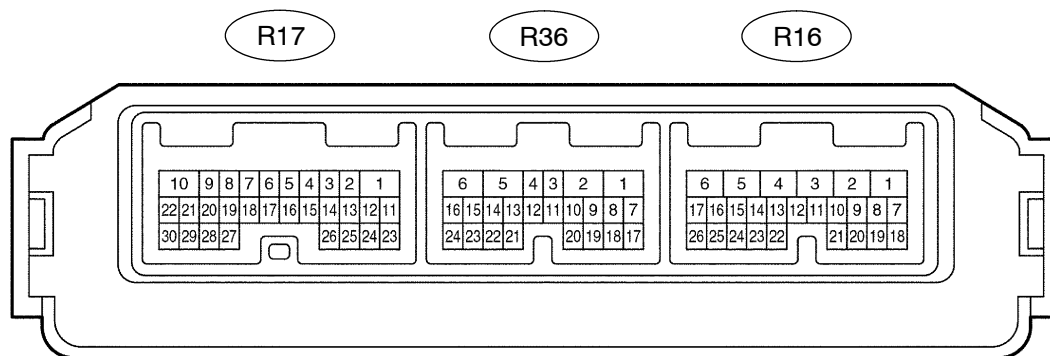
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
A+ (R36-2) – Body ground	BR – Body ground	Door lock motor LOCK drive out- put (rear left door)	Door control switch (master switch or passenger side switch) or driver side door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
A– (R36-1) – Body ground	Y – Body ground	Door lock motor UNLOCK drive output (rear left door)	Door control switch (master switch or passenger side switch) or driver side door key cylinder 1: OFF → 2: UNLOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
A1+* (R35-6) – Body ground	L – Body ground	Double lock motor SET drive out- put (rear left door)	1: Double lock UNSET → 2: SET	1: Below 1 V → 2: 10 to 14 V
A1–* (R35-5) – Body ground	W – Body ground	Door lock motor UNSET drive out- put (rear left door)	1: Double lock SET → 2: UNSET	1: Below 1 V → 2: 10 to 14 V

*: w/ Double lock system

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

4. CHECK REAR DOOR RH ECU



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B75330

- Disconnect the R16 and R36 ECU connectors.
- 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
GND (R16-6) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
CPUB (R16-1) – Body ground	V-Y – Body ground	+B (CPUB) power supply	Constant	10 to 14 V
SIG (R16-26) – Body ground	R-L – Body ground	+B (SIG) power supply	Ignition switch 1: OFF → 2: ON	1: Below 1 V → 2: 10 to 14 V
BDR (R16-2) – Body ground	R-W – Body ground	+B (BDR) power supply	Constant	10 to 14 V
LSW (R36-7) – Body ground	R – Body ground	Rear right door lock position switch input	Rear right door 1: UNLOCK → 2: LOCK	1: 10 k Ω or higher → 2: Below 1 Ω
CTY (R16-7) – Body ground	L – Body ground	Rear right door courtesy switch input	Rear right door 1: CLOSED → 2: OPEN	1: 10 k Ω or higher → 2: Below 1 Ω
DBLS* (R36-17) – Body ground	R – Body ground	Rear right door double lock position switch input	Double lock 1: UNSET → 2: SET	1: 10 k Ω or higher → 2: Below 1 Ω

*: w/ Double lock system

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

- (c) Reconnect the R16 and R36 ECU connectors.
 (d) Measure the voltage of each terminal of the connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
A+ (R36-2) – Body ground	BR – Body ground	Door lock motor LOCK drive output (rear right door)	Door control switch (master switch or passenger side switch) or driver side door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
A- (R36-1) – Body ground	Y – Body ground	Door lock motor UNLOCK drive output (rear right door)	Door control switch (master switch or passenger side switch) or driver side door key cylinder 1: OFF → 2: UNLOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
A1+* (R36-6) – Body ground	L – Body ground	Double lock motor SET drive output (rear right door)	1: Double lock UNSET → 2: SET	1: Below 1 V → 2: 10 to 14 V
A1-* (R36-5) – Body ground	W – Body ground	Door lock motor UNSET drive output (rear right door)	1: Double lock SET → 2: UNSET	1: Below 1 V → 2: 10 to 14 V

*: w/ Double lock system

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