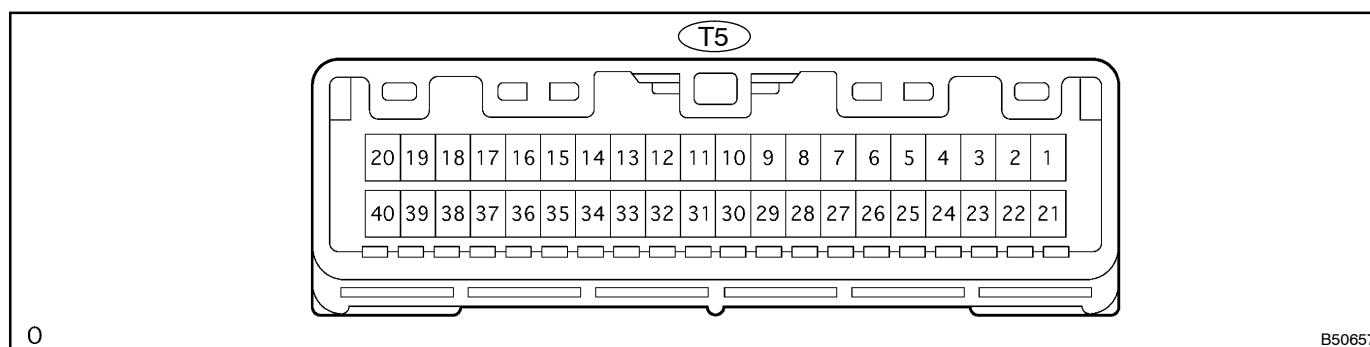


TERMINALS OF ECU

1. CHECK THEFT WARNING ECU ASSY



- Disconnect the the T5 ECU connector.
- Measure the voltage and resistance between each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
IG (T5-24) – GND (T5-20)	R-L – W-B	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
ACC (T5-31) – GND (T5-20)	GR – W-B	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
+B1 (T5-1) – GND (T5-20)	V-Y – W-B	+B power supply	Constant	10 to 14 V
+B2 (T5-21) – GND (T5-20)	G-W – W-B	+B power supply	Constant	10 to 14 V
GND (T5-20) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
BZR3 (T5-11) – BZRG (T5-23)	O – GR-R	Volume adjust of wireless door lock buzzer and ON/OFF	Wireless buzzer volume and ON/ OFF switch OFF → ON	10 kΩ or higher → 10 kΩ to below 1 Ω

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

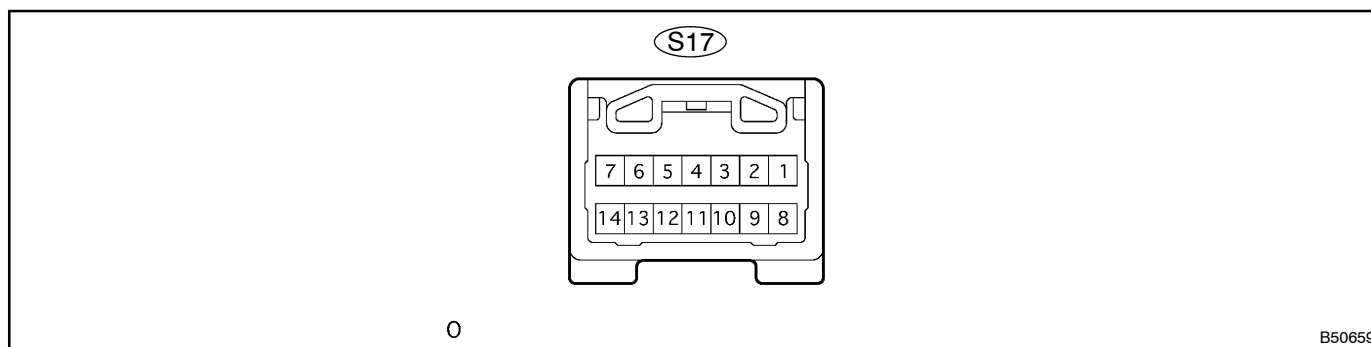
- Reconnect the T5 ECU connector.
- Measure the voltage and resistance and resistance of each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
RSS1 (T5-30) – Body ground	Y – Body ground	Door control receiver output signal	No key in ignition key cylinder, all doors closed and transmitter switch ON → OFF	Below 1 V → Approx. 6 to 7 V → Below 1 V
RDA (T5-29) – Body ground	Y*1 – Body ground BR-R*2 – Body ground	Door control receiver in- put signal	No key in ignition key cylinder, all doors closed and transmitter switch ON → OFF	Below 1 V → Approx. 6 to 7 V → Below 1 V
RCO (T5-15) – Body ground	B-Y*1 – Body ground BR-W*2 – Body ground	Power source	No key in ignition key cylinder, all doors closed and transmitter switch ON → OFF	0 V → 4.6 to 5.4 V
RSS2 (T5-12) – Body ground	R-G – Body ground	Door control receiver output signal	No key in ignition key cylinder, all doors closed and transmitter switch ON → OFF	Below 1 V → Approx. 6 to 7 V → Below 1 V
RDA (T5-32) – Body ground	Y-G – Body ground	Door control receiver in- put signal	No key in ignition key cylinder, all doors closed and transmitter switch ON → OFF	Below 1 V → Approx. 6 to 7 V → Below 1 V
RCO (T5-34) – Body ground	B-Y*1 – Body ground B-O*2 – Body ground	Power source	No key in ignition key cylinder, all doors closed and transmitter switch ON → OFF	0 V → 4.6 to 5.4 V
BZR (T5-4) – BZR (T5-5)	V-G – W-L	Wireless door lock buzz- er	Wireless buzzer OFF → ON	0 V → Pulse generation

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

*1: LHD *2: RHD

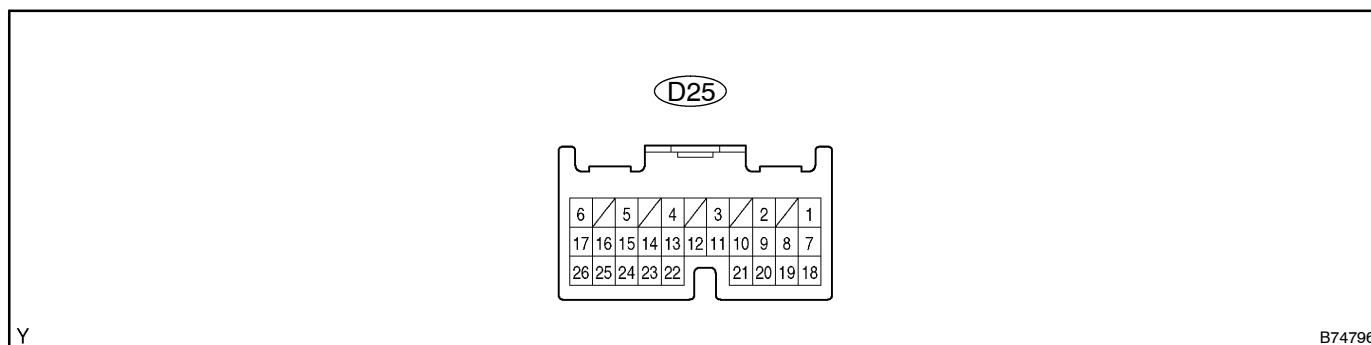
2. CHECK STEERING LOCK ECU

- (a) Disconnect the the S17 ECU connector.
- (b) Measure the voltage and resistance between each terminal of the wire harness side connector and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (S17-1) – GND (S17-9)	V-Y – W-B	Battery	Constant	10 to 14 V
PUSH (S17-11) – GND (S17-9)	P-B – W-B	Ignition switch push signal	Ignition switch PUSH OFF → ON	10 kΩ or higher → Below 1 Ω
KSW (S17-12) – GND (S17-9)	LG-B – W-B	Unlock warning switch input	No key ignition key cylinder → Key inserted	10 kΩ or higher → Below 1 Ω
GND (S17-9) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω

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

3. CHECK DRIVER DOOR ECU

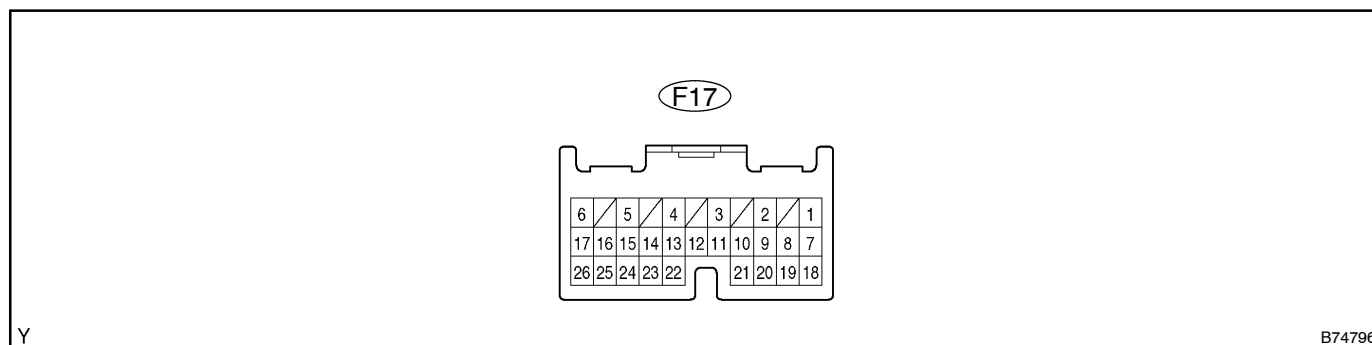
- (a) Disconnect the D25 ECU connector.
- (b) Measure the voltage and resistance between each terminal of the wire harness side connector and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (D25-4) – GND (D25-1)	V-Y – W-B	Battery	Constant	10 to 14 V
SIG (D25-5) – GND (D25-1)	R-L – W-B	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (D25-6) – GND (D25-1)	R – W-B	Door battery	Constant	10 to 14 V
CTY (D25-23) – GND (D25-1)	P-G – W-B	Driver side door courtesy switch	Driver side door closed → Open	10 kΩ or higher → Below 1 Ω
GND (D25-1) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω

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

4. CHECK FRONT PASSENGER DOOR ECU



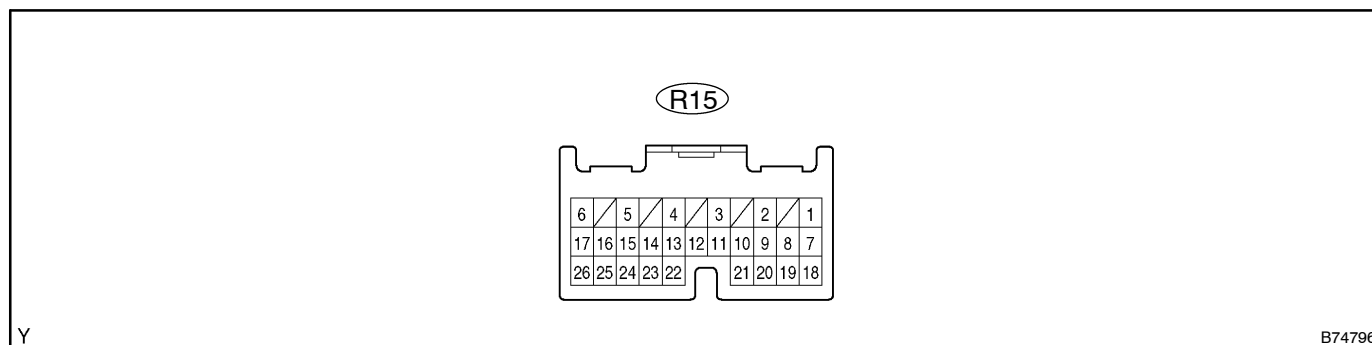
- Disconnect the F17 ECU connector.
- Measure the voltage and resistance between each terminal of the wire harness side connector and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (F17-4) – GND (F17-1)	V-Y – W-B	Battery	Constant	10 to 14 V
SIG (F17-5) – GND (F17-1)	R-L – W-B	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (F17-6) – GND (F17-1)	R – W-B	Door battery	Constant	10 to 14 V
CTY (F17-23) – GND (F17-1)	P-G – W-B	Passenger side door courtesy switch	Passenger side door closed → Open	10 kΩ or higher → Below 1 Ω
GND (F17-1) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω

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

5. CHECK REAR DOOR LH ECU

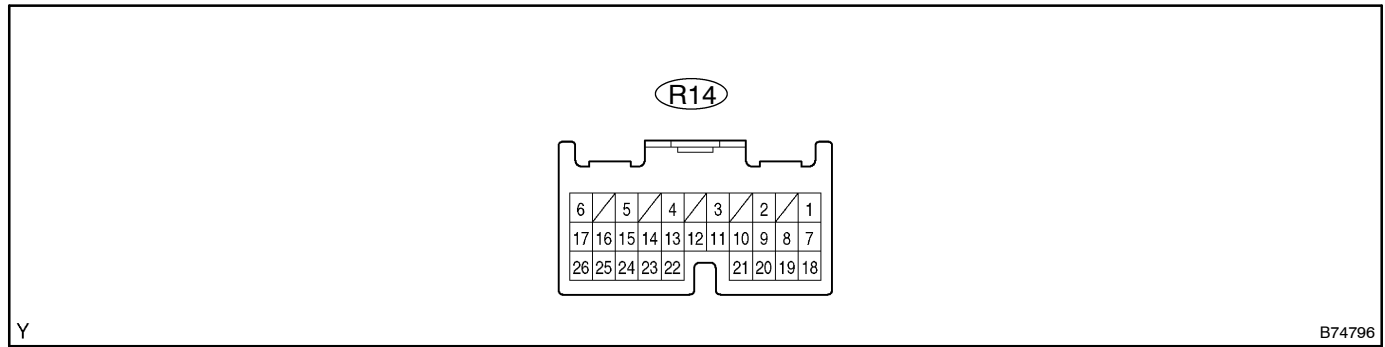


- Disconnect the R15 ECU connector.
- Measure the voltage and resistance between each terminal of the wire harness side connector and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (R15-1) – GND (R15-6)	V-Y – W-B	Battery	Constant	10 to 14 V
SIG (R15-26) – GND (R15-6)	R-L – W-B	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (R15-2) – GND (R15-6)	R-B – W-B	Door battery	Constant	10 to 14 V
CTY (R15-7) – GND (R15-6)	L – W-B	Rear door LH courtesy switch	Rear door LH closed → Open	10 kΩ or higher → Below 1 Ω
GND (R15-6) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω

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

6. CHECK REAR DOOR RH ECU

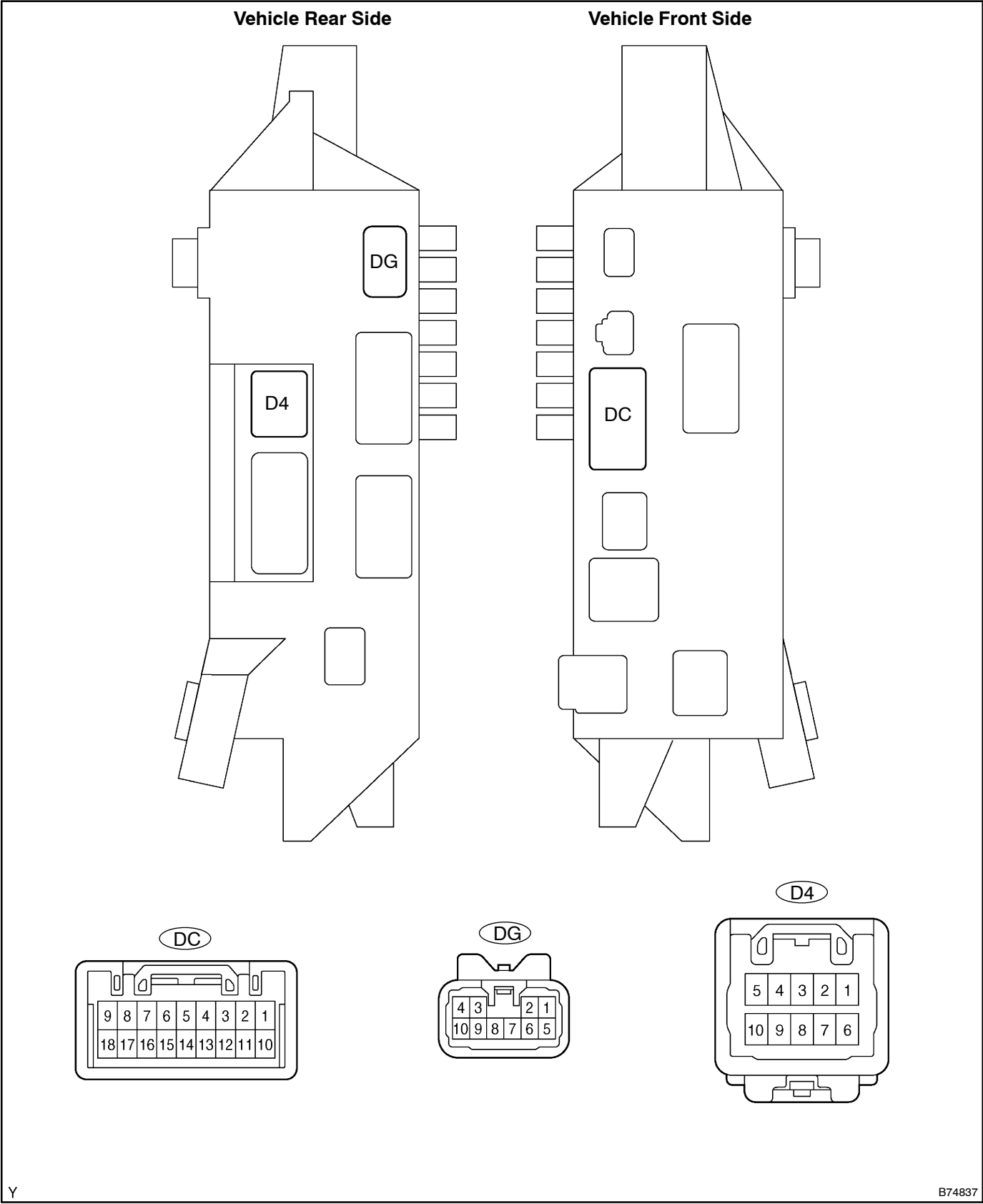
- (a) Disconnect the R14 ECU connector.
- (b) Measure the voltage and resistance between each terminal of the wire harness side connector and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (R14-1) – GND (R14-6)	V-Y – W-B	Battery	Constant	10 to 14 V
SIG (R14-26) – GND (R14-6)	R-L – W-B	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (R14-2) – GND (R14-6)	R-B – W-B	Door battery	Constant	10 to 14 V
CTY (R14-7) – GND (R14-6)	L – W-B	Rear door RH courtesy switch	Rear door RH closed → Open	10 kΩ or higher → Below 1 Ω
GND (R14-6) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω

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

7. CHECK DRIVER SIDE J/B (DRIVER SIDE J/B ECU)



- (a) Disconnect the D4 ECU connector.
- (b) Disconnect the DC and DG J/B connectors.
- (c) 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
IG*1 (DC-8) – Body ground	R-W – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
IG*2 (DC-2) – Body ground	R-W – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
ACC*1 (DG-7) – Body ground	W-G – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
ACC*2 (DG-8) – Body ground	W-G – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
HAZ*1 (DG-3) – Body ground	W – Body ground	Hazard lamp power supply	Constant	10 to 14 V
HAZ*2 (DG-2) – Body ground	W – Body ground	Hazard lamp power supply	Constant	10 to 14 V
GND2*1 (D4-1) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
GND2*2 (D4-5) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω

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

*1: LHD *2: RHD

- (d) Reconnect the D4 ECU connector.
- (e) Reconnect the DC, DD and DG J/B connectors.
- (f) Measure the voltage of each terminal of the connectors.

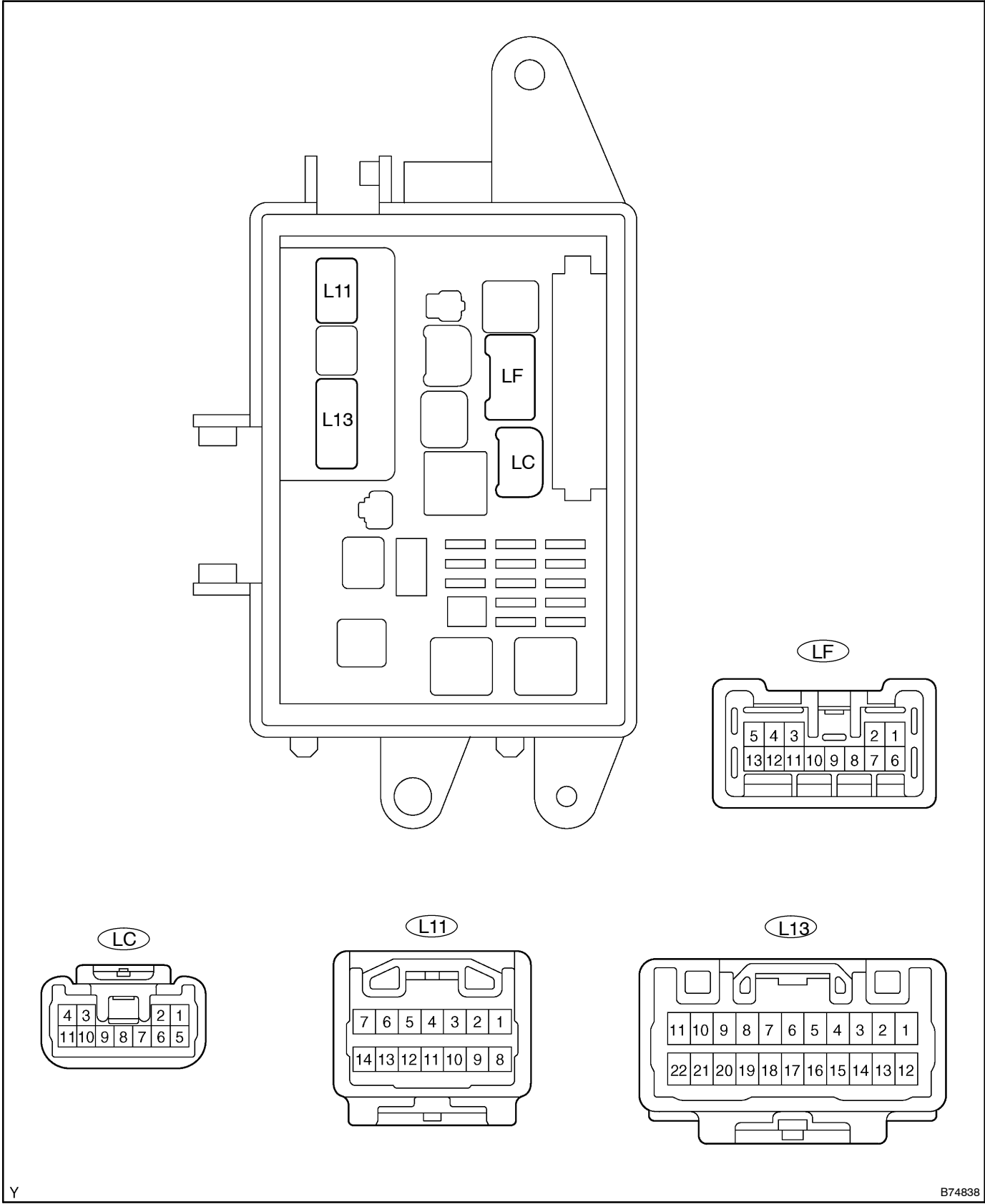
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
HAZ*1 (D4-2) – Body ground	O – Body ground	Hazard lamp drive	Answer-back OFF → ON	10 to 14 V → Pulse generation
HAZ*2 (D4-4) – Body ground	O – Body ground	Hazard lamp drive	Answer-back OFF → ON	10 to 14 V → Pulse generation

If the result is not as specified, the driver side J/B may have a malfunction.

*1: LHD *2: RHD

8. CHECK LUGGAGE ROOM J/B ASSY (LUGGAGE ROOM J/B ECU)



- (a) Disconnect the L11 and L13 ECU connectors.
- (b) Disconnect the LC and LF J/B connectors.
- (c) Measure the voltage and resistance between wire harness side connectors and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
IG (O) (LC-11) – Body ground	P – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
ACC (O) (LF-5) – Body ground	GR – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
LCTY (L11-4) – Body ground	G – Body ground	Luggage compartment door courtesy switch	Luggage compartment door closed → Open	10 kΩ or higher → Below 1 Ω
BDCY (L13-8) – Body ground	L*1 – Body ground GR*2 – Body ground	Luggage compartment door lock switch	Luggage compartment door closed → Open	10 kΩ or higher → Below 1 Ω
SG (L13-5) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω

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

*1: LHD *2: RHD