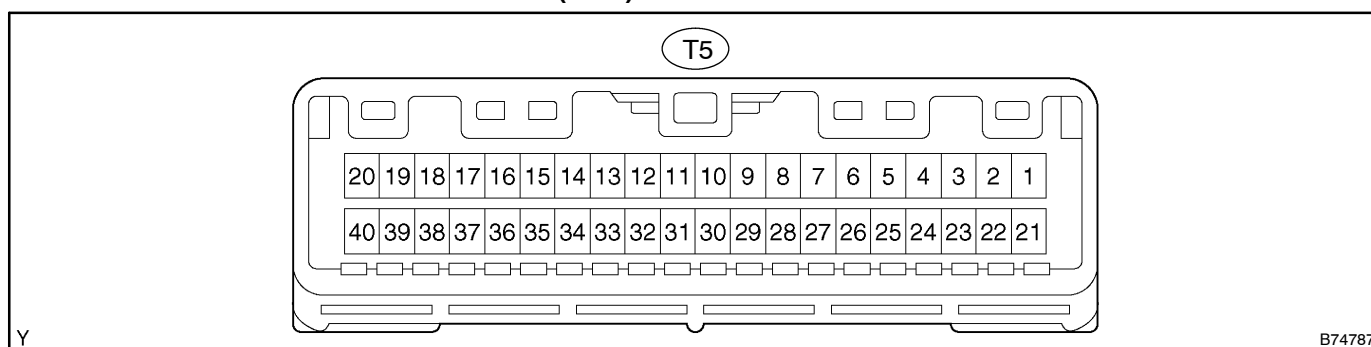


TERMINALS OF ECU

1. CHECK THEFT DETERRENT ECU (LHD)



- (a) Disconnect the T5 ECU 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
IG (T5-24) – Body ground	R-L – Body ground	Ignition power supply	Ignition switch ON	10 to 14 V
+B1* ¹ , +B* ² (T5-1) – Body ground	V-Y – Body ground	+B power supply	Constant	10 to 14 V
+B2 (T5-21) – Body ground	G-W – Body ground	+B power supply	Constant	10 to 14 V
GND (T5-20) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω

HINT:

*1: w/ Smart key system

*2: w/o Smart key system

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

- (c) Reconnect the T5 ECU connector.
- (d) Measure the voltage of each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
IND (T5-3) – Body ground	R – Body ground	Security indicator	Security indicator lights up (It illuminates only for 30 sec. in alarm sounding state) It is flashing when immobilizer system is operating)	3 to 6 V
SH (T5-22)* ¹ – Body ground	W – Body ground	Security horn	Security horn is sounding (Theft deterrent system is in alarm sounding state)	Pulse generation
CTLS (T5-40)* ² – Body ground	L – Body ground	Theft deterrent siren	Theft deterrent siren is sounding (Theft deterrent system is in alarm sounding state)	Pulse generation
DIAG (T5-26)* ² – Body ground	GR-B – Body ground	Theft deterrent siren	Theft deterrent siren is sounding (Theft deterrent system is in alarm sounding state)	Pulse generation

DIAGNOSTICS – THEFT DETERRENT SYSTEM

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
S+B – Body ground	G–R – Body ground	Intrusion sensor	Arming preparation state or armed state → Disarmed state	10 to 14 V → Below 1 V
IOUT – Body ground	R–W – Body ground	Intrusion sensor	No moving object detected by sensor → Moving object detected by sensor during arming preparation state or armed state	10 to 14 V → Pulse generation

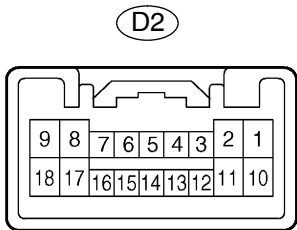
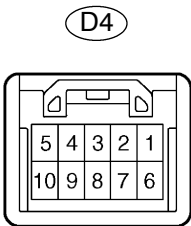
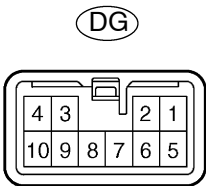
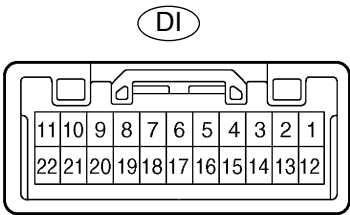
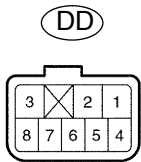
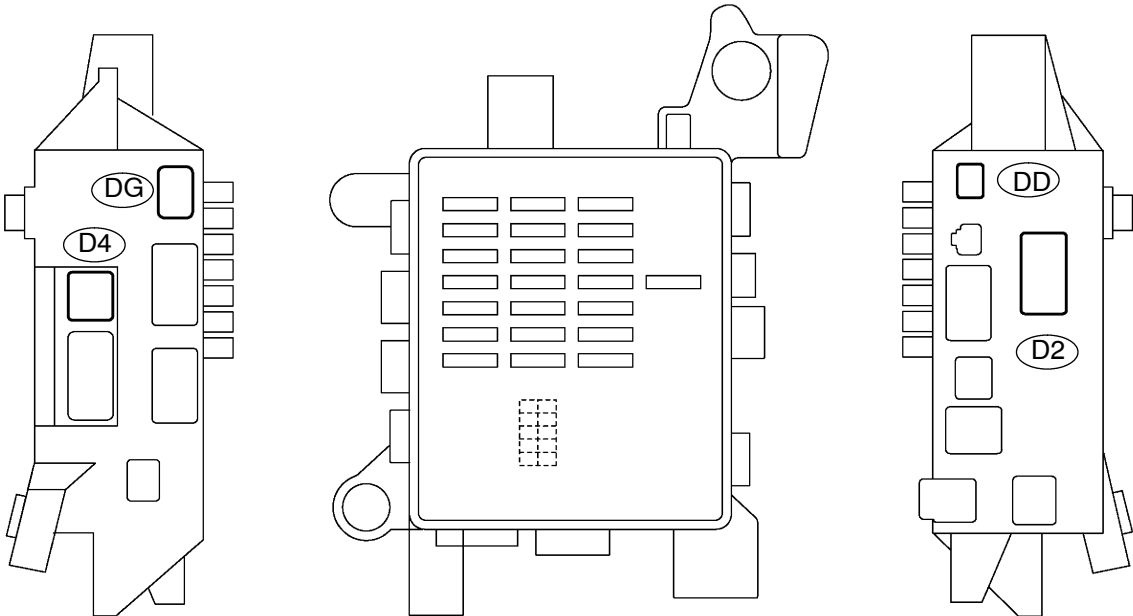
HINT:

*1: G. C. C.

*2: Europe

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

2. CHECK DRIVER SIDE J/B ECU (LHD)



- (a) Disconnect the DG and DI J/B connectors.
- (b) Disconnect the D2 and D4 ECU connectors.
- (c) Measure the resistance and voltage between each terminal of the wire harness side connectors and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
MPX-IG (DI-2) – GND (DG-8)	L – W-B	IG (power supply)	Ignition Switch ON	10 to 14 V
MPX-B (D4-5) – GND (DG-8)	R-B – W-B	Battery (power supply)	Constant	10 to 14 V
GND (DG-8) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
GND2 (D4-1) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
HDCY (D2-16) – Body ground	G-W – Body ground	Engine hood courtesy switch	Engine hood CLOSED → OPEN	10 k Ω or higher → Below 1 Ω

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

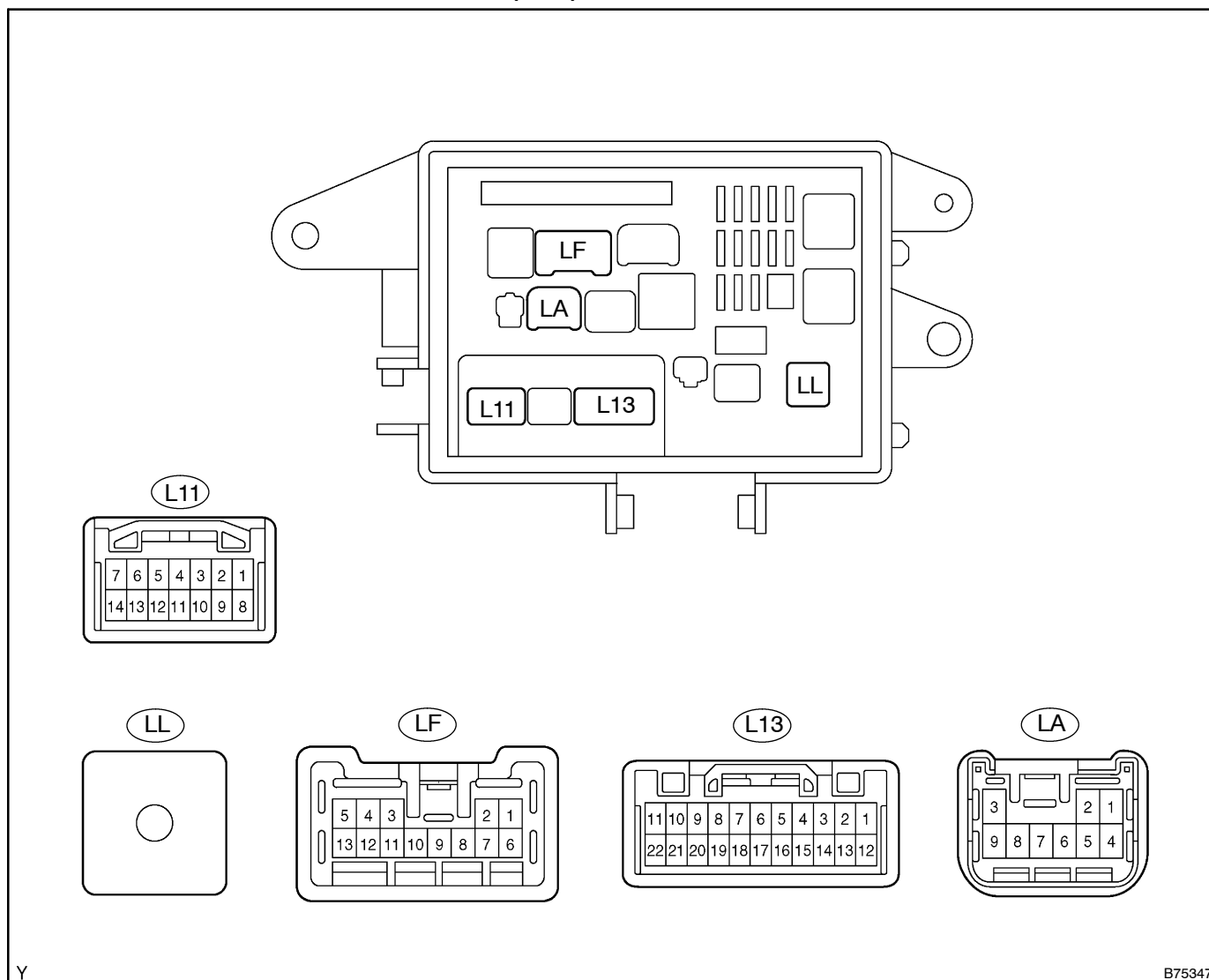
- (d) Reconnect the DG and DI J/B connectors.
- (e) Reconnect the D2 and D4 ECU connectors.
- (f) Measure the voltage of each terminal of the connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
TURN LH (DD-1) – Body ground	G-B – Body ground	Front turn signal light LH	Front turn signal light LH is flashing (theft deterrent system is in alarm sound- ing state)	Pulse generation
TURN RH (DD-6) – Body ground	G-Y – Body ground	Front turn signal light RH	Front turn signal light RH is flashing (theft deterrent system is in alarm sound- ing state)	Pulse generation

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

3. CHECK LUGGAGE ROOM J/B ECU (LHD)



- Disconnect the LA, LL and LF J/B connectors.
- Disconnect the L11 and L13 ECU connectors.
- Measure the resistance and voltage between each terminal of the wire harness side connectors and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
MPX-IG (LF-13) – Body ground	L – Body ground	Battery (power supply)	Ignition switch ON	10 to 14 V
MPX-B (LF-12) – Body ground	SB – Body ground	Battery (power supply)	Constant	10 to 14 V
P-GND (LA-5) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
SG (L13-5) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
HIC (LL-1) – Body ground	B-W – Body ground	+B power supply	Constant	10 to 14 V

DIAGNOSTICS - THEFT DETERRENT SYSTEM

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
BDCY (L13-8) – Body ground	L – Body ground	Door lock switch (luggage) input	Door lock switch (luggage) OFF → ON	10 kΩ or higher → Below 1 Ω
LPSW* (L11-2) – Body ground	BR – Body ground	Luggage compartment door push switch input	Luggage compartment door push switch OFF → ON	10 kΩ or higher → Below 1 Ω

HINT:

*: w/ Smart key system

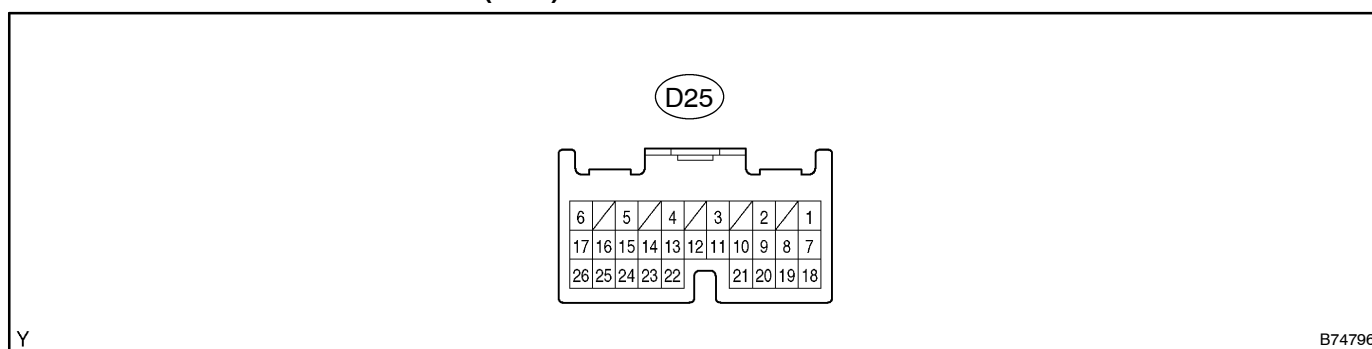
If the result is not as specified, there may be a malfunction on the wire harness side.

- (d) Reconnect the LA, LL and LF J/B connectors.
- (e) Reconnect the L11 and L13 connectors.
- (f) Measure the voltage between each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
LCM+ (L11-8) – LCM- (L11-1)	V – L	Luggage door closer motor output	Luggage door OPEN → Motor in closed operation → Operation completed (luggage door CLOSED)	Below 1 V → 10 to 14 V → Below 1 V
LCTY (L11-4) – Body ground	G – Body ground	Luggage door courtesy switch input	Luggage door CLOSED → OPEN	Below 1 V → 10 to 14 V
TILI C6P (L13-1) – Body ground	BR – Body ground	Taillamp LH	Taillamp LH is flashing (theft deterrent system is in alarm sounding state)	Pulse generation
TILI C4V (L13-12) – Body ground	BR – Body ground	Taillamp RH	Taillamp RH is flashing (theft deterrent system is in alarm sounding state)	Pulse generation
TIL3 (L11-11) – Body ground	GR – Body ground	Taillamps	Taillamps are flashing (theft deterrent system is in alarm sounding state)	Pulse generation

If the result is not as specified, the luggage room J/B ECU may have a malfunction.

4. CHECK DRIVER DOOR ECU (LHD)

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

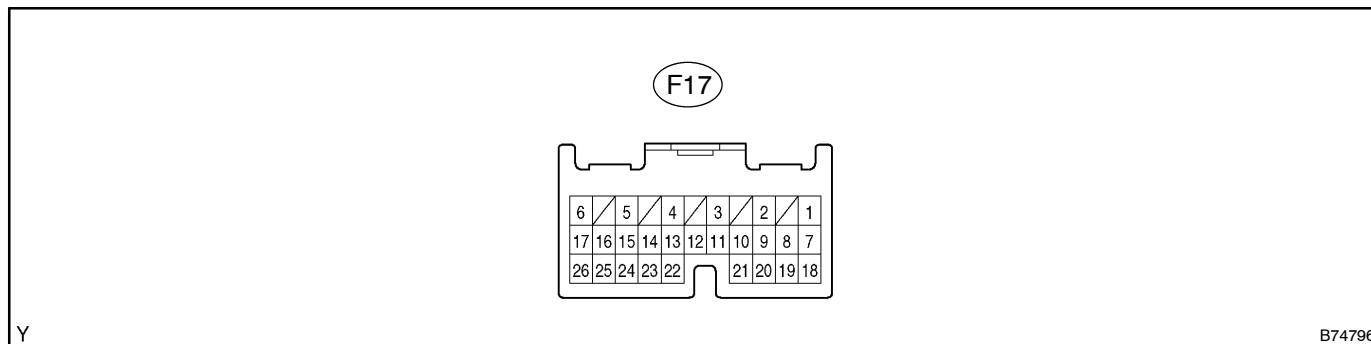
Standard:

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 power supply	Constant	10 to 14 V
SIG (D25-5) – Body ground	R-L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
BDR (D25-6) – Body ground	R – Body ground	+B power supply	Constant	10 to 14 V
CTY (D25-23) – Body ground	P-G – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

5. CHECK PASSENGER DOOR ECU (LHD)



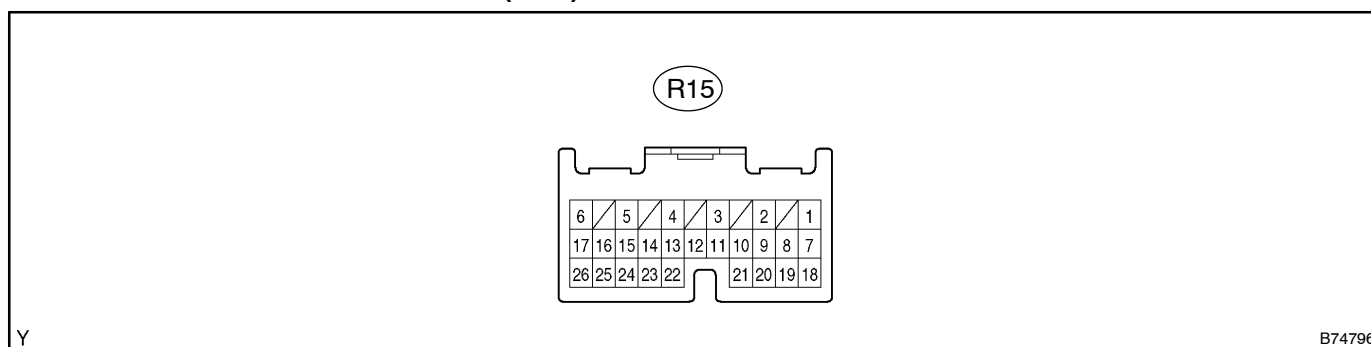
- (a) Disconnect the F17 ECU connector.
 (b) Measure the resistance and voltage of each terminal of the wire harness side connector.

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 power supply	Constant	10 to 14 V
SIG (F17-5) – Body ground	R-L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (F17-6) – Body ground	R – Body ground	+B power supply	Constant	10 to 14 V
CTY (F17-23) – Body ground	P-G – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

6. CHECK REAR DOOR LH ECU (LHD)



- (a) Disconnect the R15 ECU connector.
 (b) Measure the resistance and voltage of each terminal of the wire harness side connector.

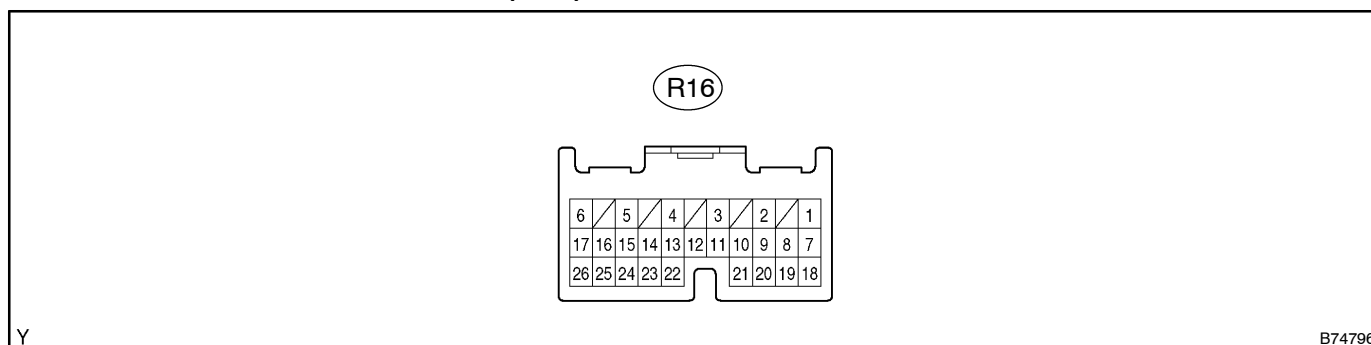
Standard:

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 power supply	Constant	10 to 14 V
SIG (R15-26) – Body ground	R-L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
BDR (R15-2) – Body ground	R-B – Body ground	+B power supply	Constant	10 to 14 V
CTY (R15-7) – Body ground	L – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

7. CHECK REAR DOOR RH ECU (LHD)



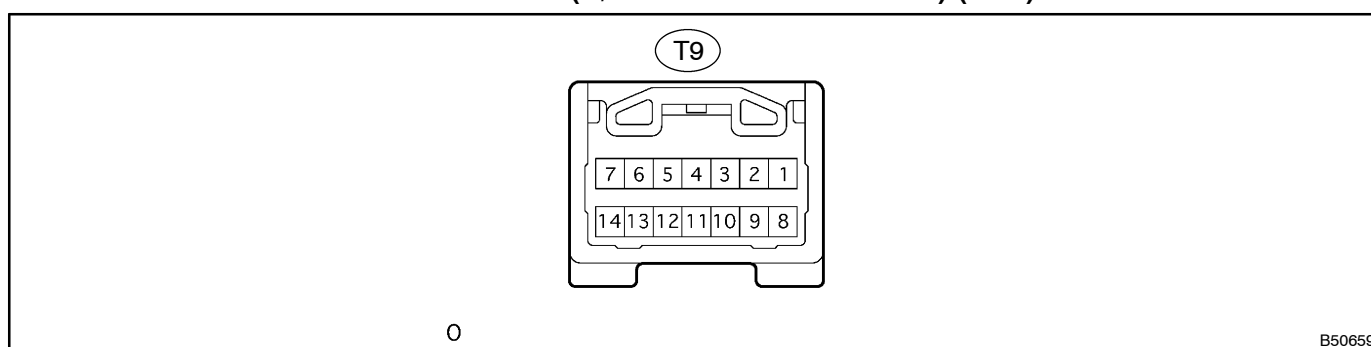
- (a) Disconnect the R16 ECU connector.
 (b) Measure the resistance and voltage of each terminal of the wire harness side connector.

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 power supply	Constant	10 to 14 V
SIG (R16-26) – Body ground	R-L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (R16-2) – Body ground	R-W – Body ground	+B power supply	Constant	10 to 14 V
CTY (R16-7) – Body ground	L – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

8. CHECK TRANSPONDER KEY ECU (w/o SMART KEY SYSTEM) (LHD)



- (a) Disconnect the T9 ECU connector.
 (b) 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
GND (T9-14) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
AGND (T9-13) – Body ground	V – Body ground	Ground	Constant	Below 1 Ω
CPUB (T9-1) – GND (T9-14)	V-Y – W-B	Battery	Constant	10 to 14 V

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
IG2 (T9-2) – AGND (T9-13)	B – V	Ignition switch	Ignition switch OFF → ON	0 V → 10 to 14 V
KSW (T9-3) – AGND (T9-13)	LG-B – V	Unlock warning switch	No key in ignition key cylinder → Key inserted	10 kΩ or higher → Below 1 Ω

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

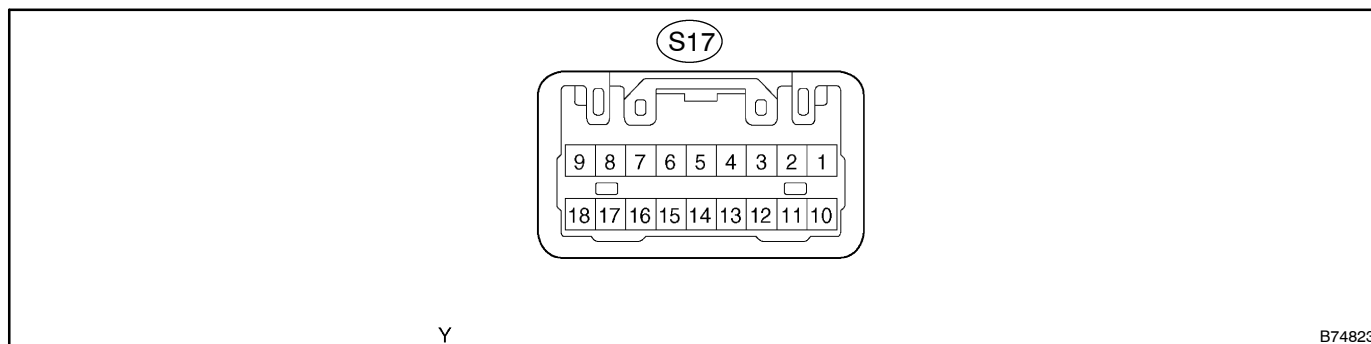
- (c) Reconnect the T9 ECU connector.
- (d) Measure the voltage between each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
KSW (T9-3) – AGND (T9-13)	LG-B – V	Unlock warning switch	No key in ignition key cylinder → Key inserted	10 to 14 V → 0 V
VC5 (T9-9) – AGND (T9-13)	O – V	Power source	Ignition switch OFF → ON	0 V → 4.6 to 5.4 V

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

9. CHECK STEERING LOCK ECU (w/ SMART KEY SYSTEM) (LHD)



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

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
GND (S17-9) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
CPUB (S17-1) – Body ground	V-Y – Body ground	+B power supply	Constant	10 to 14 V
+B (S17-10) – Body ground	R-L – Body ground	+B power supply	Constant	10 to 14 V
IG2 (S17-2) – Body ground	B – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
KSW (S17-12) – Body ground	LG-B – Body ground	Key unlock warning switch input	No key in ignition key cylinder → Key inserted	10 kΩ or higher → Below 1 Ω
PUSH (S17-11) – Body ground	P-B – Body ground	Push switch input signal	Ignition switch OFF → ON	10 kΩ or higher → Below 1 Ω

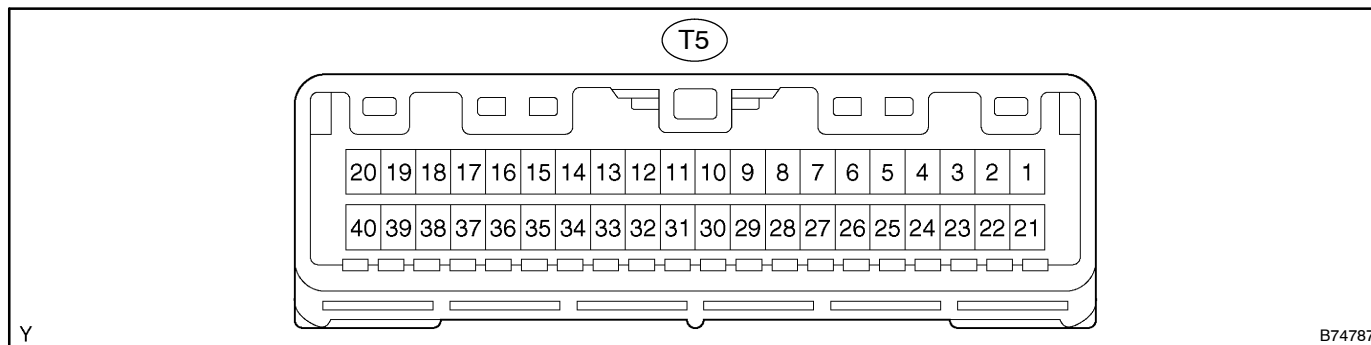
If the result is not as specified, there may be a malfunction on the wire harness side.

- (c) Reconnect the S17 ECU connector.
- (d) Measure the resistance of each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
PUSH (S17-11) – GND (S17-9)	P-B – W-B	Push switch input signal	Ignition switch OFF → ON	10 to 14 V → 0 V
KSW (S17-12) – GND (S17-9)	LG-B – W-B	Key unlock warning switch input	No key in ignition key cylinder → Key inserted	10 to 14 V → 0 V

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

10. CHECK CHECK THEFT DETERRENT ECU (RHD)

- (a) Disconnect the T5 ECU 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
IG (T5-24) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch ON	10 to 14 V
+B1 ^{*1} , +B ^{*2} (T5-1) – Body ground	V–Y – Body ground	+B power supply	Constant	10 to 14 V
+B2 (T5-21) – Body ground	G–W – Body ground	+B power supply	Constant	10 to 14 V
GND (T5-20) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

HINT:

*1: w/ Smart key system

*2: w/o Smart key system

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

- (c) Reconnect the T5 ECU connector.
- (d) Measure the voltage of each terminal of the connector.

Standard:

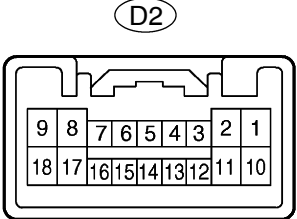
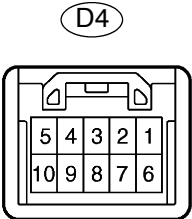
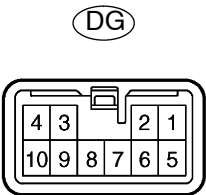
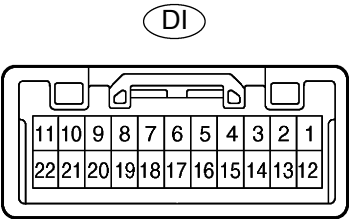
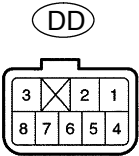
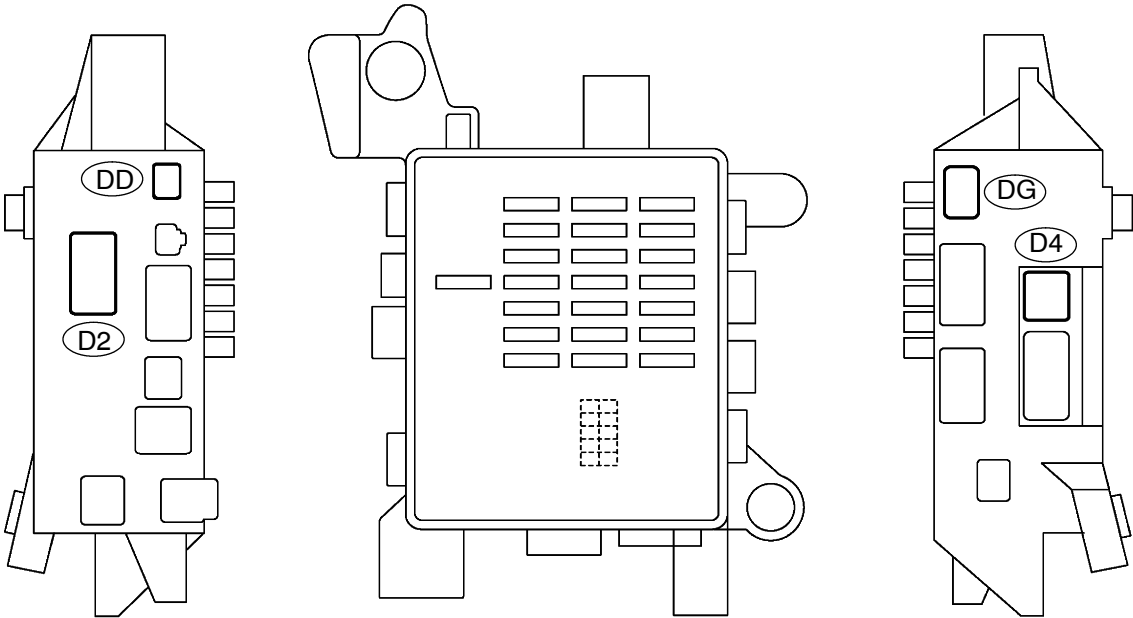
Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
IND (T5-3) – Body ground	V-R – Body ground	Security indicator	Security indicator lights up (it illuminates up only for 30 sec. in alarm sounding state It flashes when immobilizer system is operating)	3 to 6 V
SH (T5-22)* – Body ground	W – Body ground	Security horn	Security horn is sounding (theft deterrent system is in alarm sounding state)	Pulse generation
DIAG (T5-26) – Body ground	GR-B – Body ground	Theft deterrent siren	Self-power siren is sound- ing (theft deterrent system is in alarm sounding state)	Pulse generation
CTLS (T5-40) – Body ground	L – Body ground	Theft deterrent siren	Self-power siren is sound- ing (theft deterrent system is in alarm sounding state)	Pulse generation
S+B – Body ground	P – Body ground	Intrusion sensor	Arming preparation state or armed state → Disarmed state	10 to 14 V → Below 1 V
IOUT – Body ground	R-W – Body ground	Intrusion sensor	No moving object detected by sensor → Moving object detected by sensor during arming preparation state or armed state	10 to 14 V → Pulse generation

HINT:

*: Only for Australia model

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

11. CHECK DRIVER SIDE J/B ECU (RHD)



- (a) Disconnect the DI and DG J/B connectors.
- (b) Disconnect the D2 and D4 ECU connectors.
- (c) Measure the resistance and voltage between each terminal of the wire harness side connectors and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
MPX-IG (DI-10) – GND (DG-7)	L – W-B	Battery (power supply)	Ignition switch OFF → ON	0V → 10 to 14 V
MPX-B (D4-1) – GND (DG-7)	R-B – W-B	Battery (power supply)	Constant	10 to 14 V
GND (DG-7) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
GND2 (D4-5) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
HDCY (D2-12) – Body ground	G-W – Body ground	Engine hood courtesy switch	Engine hood CLOSED → OPEN	10 k Ω or higher → Below 1 Ω

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

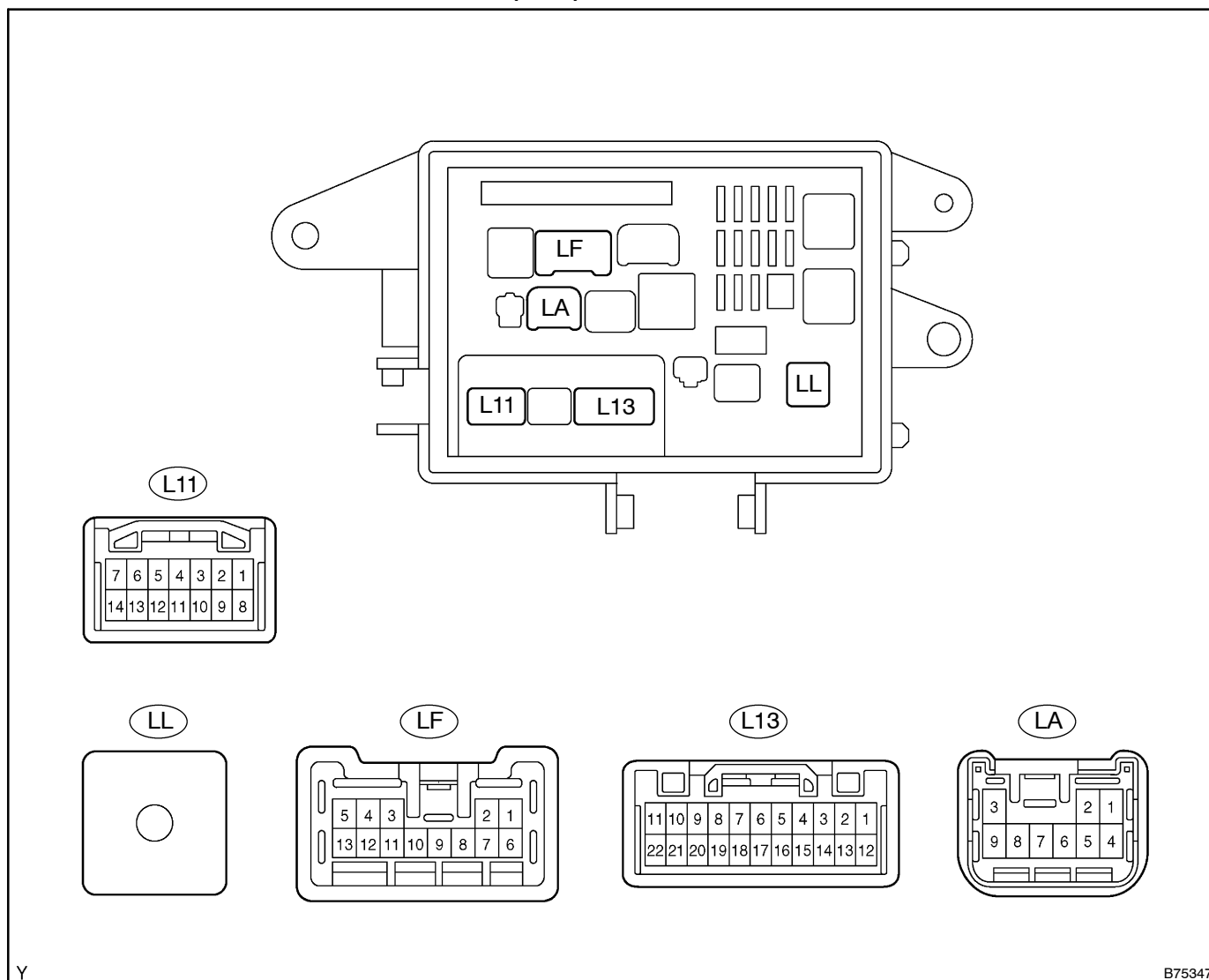
- (d) Reconnect the DI and DG J/B connectors.
- (e) Reconnect the D2 and D4 ECU connectors.
- (f) Measure the voltage of each terminal of the connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
TURN LH (DD-1) – Body ground	G-B – Body ground	Front turn signal light LH	Front turn signal light LH is flashing (theft deterrent system is in alarm sound- ing state)	Pulse generation
TURN RH (DD-6) – Body ground	G-Y – Body ground	Front turn signal light RH	Front turn signal light RH is flashing (theft deterrent system is in alarm sound- ing state)	Pulse generation

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

12. CHECK LUGGAGE ROOM J/B ECU (RHD)



- (a) Disconnect the LA, LL and LF J/B connectors.
 (b) Disconnect the L11 and L13 ECU connectors.
 (c) Measure the resistance and voltage between each terminal of the wire harness side connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
MPX-IG (LF-13) – Body ground	L – Body ground	Battery (power supply)	Ignition switch ON	10 to 14 V
MPX-B (LF-12) – Body ground	R – Body ground	Battery (power supply)	Constant	10 to 14 V
P-GND (LA-5) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
SG (L13-5) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
HIC (LL-1) – Body ground	B-W – Body ground	+B power supply	Constant	10 to 14 V
BDCY (L13-8) – Body ground	GR – Body ground	Door lock switch (luggage) input	Door lock switch (luggage) OFF → ON	10 k Ω or higher → Below 1 Ω
LPSW* (L11-2) – Body ground	R – Body ground	Luggage compartment door push switch input	Luggage compartment door push switch OFF → ON	10 k Ω or higher → Below 1 Ω

HINT:

*: w/ Smart key system

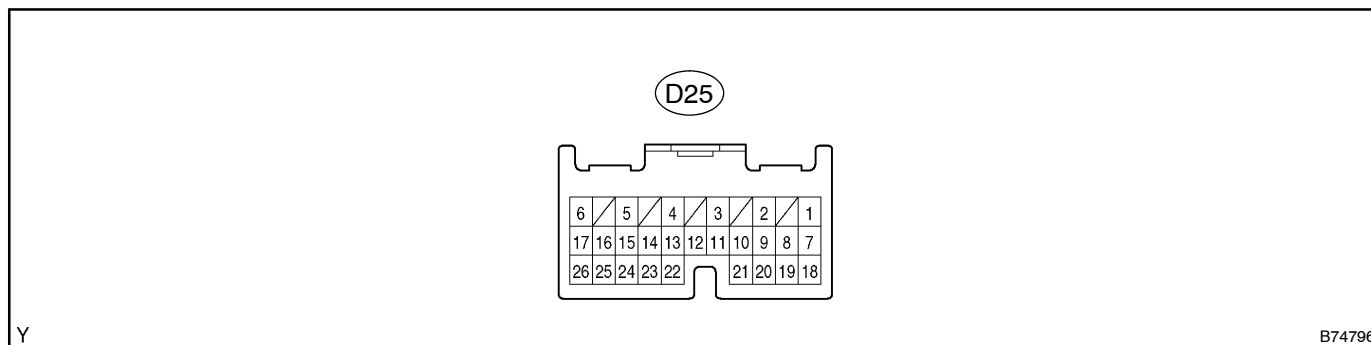
If the result is not as specified, there may be a malfunction on wire harness side may have a malfunction.

- (d) Reconnect the LA, LL and LF J/B connectors.
- (e) Reconnect the L11 and L13 ECU connectors.
- (f) Measure the resistance and voltage between each terminal of the connector and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
LCM+ (L11-8) – LCM- (L11-1)	V – L	Luggage door closer motor output	Luggage door OPEN → Motor in closed operation → Operation completed (Luggage door CLOSED)	Below 1 V → 10 to 14 V → Below 1 V
LCTY (L11-4) – Body ground	G – Body ground	Luggage door courtesy switch input	Luggage door CLOSED → OPEN	Below 1 V → 10 to 14 V
TILI C6P (L13-1) – Body ground	BR – Body ground	Taillamp LH	Taillamp LH is flashing (theft deterrent system is in alarm sounding state)	Pulse generation
TILI C4V (L13-12) – Body ground	BR – Body ground	Taillamp RH	Taillamp RH is flashing (theft deterrent system is in alarm sounding state)	Pulse generation
TIL3 (L11-11) – Body ground	GR – Body ground	Taillamps	Taillamps are flashing (theft deterrent system is in alarm sounding state)	Pulse generation

If the result is not as specified, the luggage room J/B ECU may have a malfunction.

13. CHECK DRIVER DOOR ECU (RHD)

Y

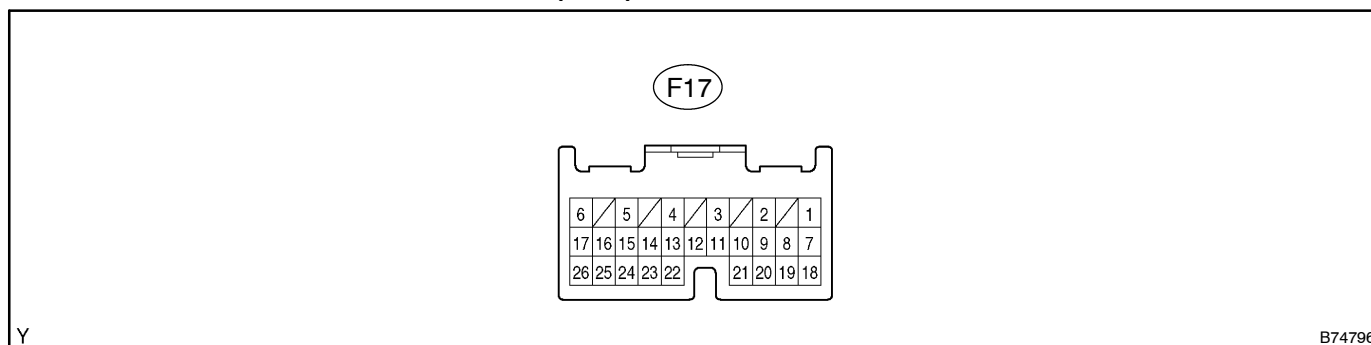
B74796

- (a) Disconnect the D25 ECU connector.
- (b) Measure the resistance and voltage 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 power supply	Constant	10 to 14 V
SIG (D25-5) – Body ground	R-L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (D25-6) – Body ground	R – Body ground	+B power supply	Constant	10 to 14 V
CTY (D25-23) – Body ground	P-G – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

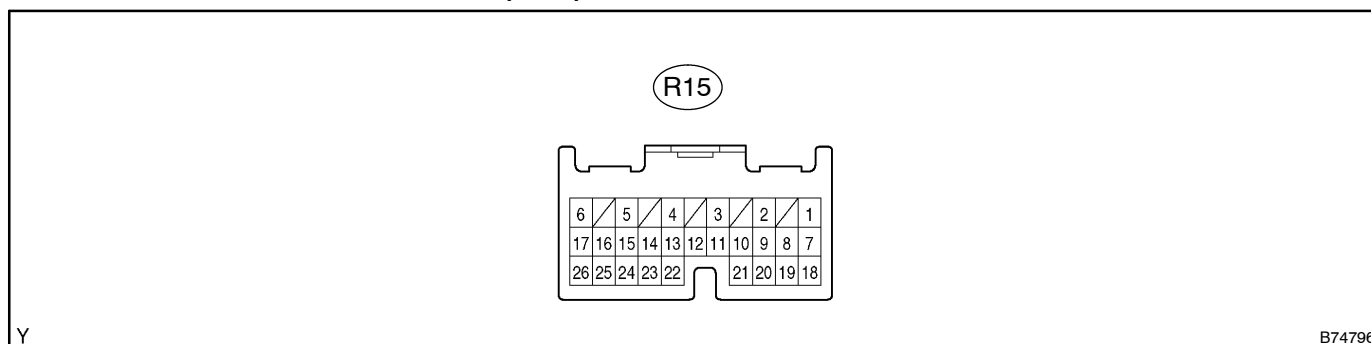
14. CHECK PASSENGER DOOR ECU (RHD)

- (a) Disconnect the F17 ECU connector.
- (b) Measure the resistance and voltage 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 power supply	Constant	10 to 14 V
SIG (F17-5) – Body ground	R-L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (F17-6) – Body ground	R – Body ground	+B power supply	Constant	10 to 14 V
CTY (F17-23) – Body ground	P-G – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 k Ω or higher → Below 1 Ω

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

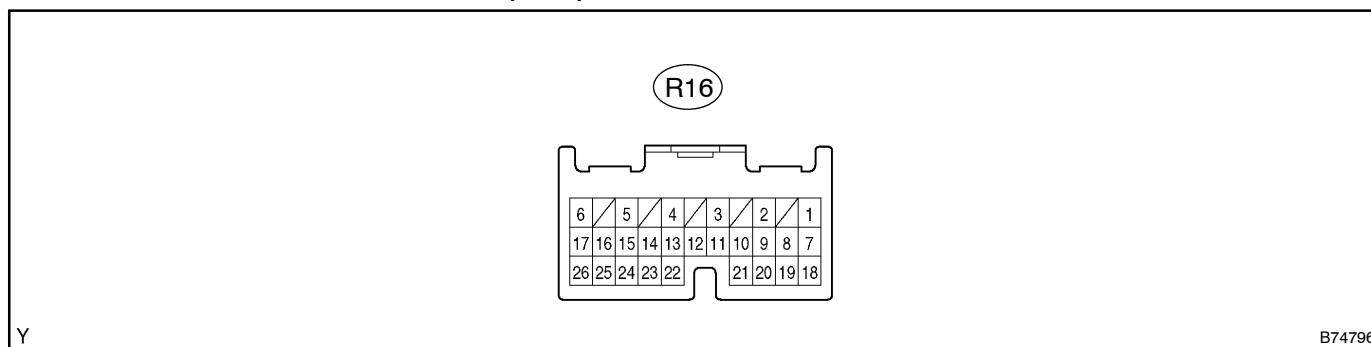
15. CHECK REAR DOOR LH ECU (RHD)

- (a) Disconnect the R15 ECU connector.
- (b) Measure the resistance and voltage 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 power supply	Constant	10 to 14 V
SIG (R15-26) – Body ground	R-L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (R15-2) – Body ground	R-B – Body ground	+B power supply	Constant	10 to 14 V
CTY (R15-7) – Body ground	L – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 k Ω or higher → Below 1 Ω

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

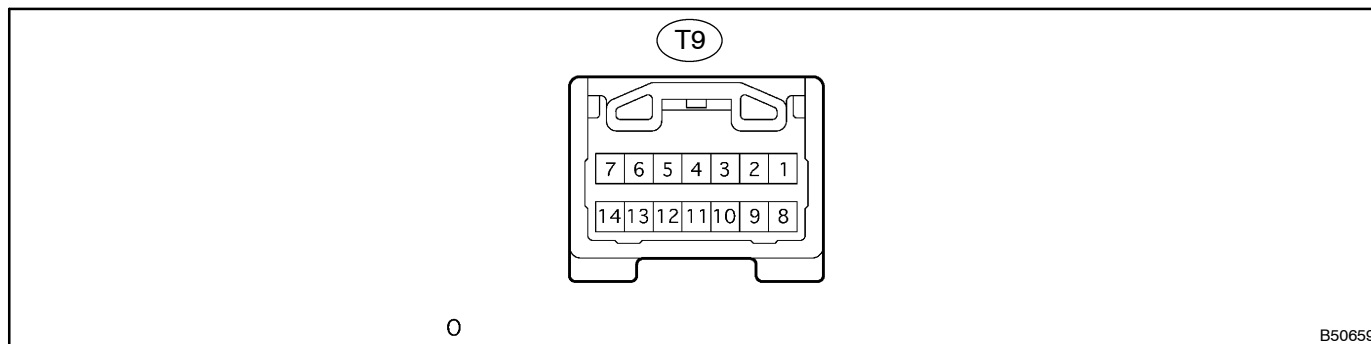
16. CHECK REAR DOOR RH ECU (RHD)

- (a) Disconnect the R16 ECU connector.
- (b) Measure the resistance and voltage 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 power supply	Constant	10 to 14 V
SIG (R16-26) – Body ground	R-L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (R16-2) – Body ground	R-W – Body ground	+B power supply	Constant	10 to 14 V
CTY (R16-7) – Body ground	L – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 k Ω or higher → Below 1 Ω

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

17. CHECK TRANSPONDER KEY ECU (w/o SMART KEY SYSTEM) (RHD)

- (a) Disconnect the T9 ECU connector.
- (b) Measure the resistance and voltage between each terminal of the wire harness side connector and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
GND (T9-14) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
AGND (T9-13) – Body ground	V – Body ground	Ground	Constant	Below 1 Ω
CPUB (T9-1) – GND (T9-14)	V-Y – W-B	Battery	Constant	10 to 14 V
IG2 (T9-2) – AGND (T9-13)	B-V	Ignition switch	Ignition switch OFF → ON	0 V → 10 to 14 V
KSW (T9-3) – AGND (T9-13)	LG-B – V	Unlock warning switch	No key in ignition key cylinder → Key inserted	10 k Ω or higher → Below 1 Ω

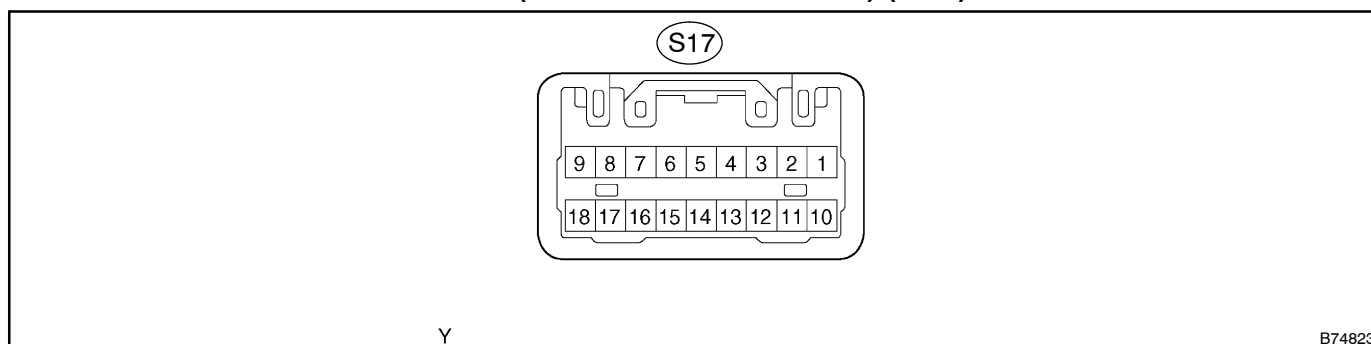
If the result is not as specified, there may be a malfunction on the wire harness side.

- (c) Reconnect the T9 ECU connector.
 (d) Measure the voltage between each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
KSW (T9-3) – AGND (T9-13)	LG-B – V	Unlock warning switch	No key in ignition key cylinder → Key inserted	10 to 14 V → 0 V
VC5 (T9-9) – AGND (T9-13)	O – V	Power source	Ignition switch OFF → ON	0 V → 4.6 to 5.4 V

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

18. CHECK STEERING LOCK ECU (w/ SMART KEY SYSTEM) (RHD)

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

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
GND (S17-9) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
CPUB (S17-1) – Body ground	V-Y – Body ground	+B power supply	Constant	10 to 14 V
+B (S17-10) – Body ground	B-L – Body ground	+B power supply	Constant	10 to 14 V
IG2 (S17-2) – Body ground	B – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
KSW (S17-12) – Body ground	LG-B – Body ground	Key unlock warning switch input	No key in ignition key cylinder → Key inserted	10 k Ω or higher → Below 1 Ω
PUSH (S17-11) – Body ground	P-B – Body ground	Push switch input signal	Ignition switch OFF → ON	10 k Ω or higher → Below 1 Ω

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

- (c) Reconnect the S17 ECU connector.
 (d) Measure the voltage of each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
PUSH (S17-11) – GND (S17-9)	P-B – W-B	Push switch input signal	Ignition switch OFF → ON	10 to 14 V → 0 V
KSW (S17-12) – GND (S17-9)	LG-B – W-B	Key unlock warning switch input	No key in ignition key cylinder → Key inserted	10 to 14 V → 0 V

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