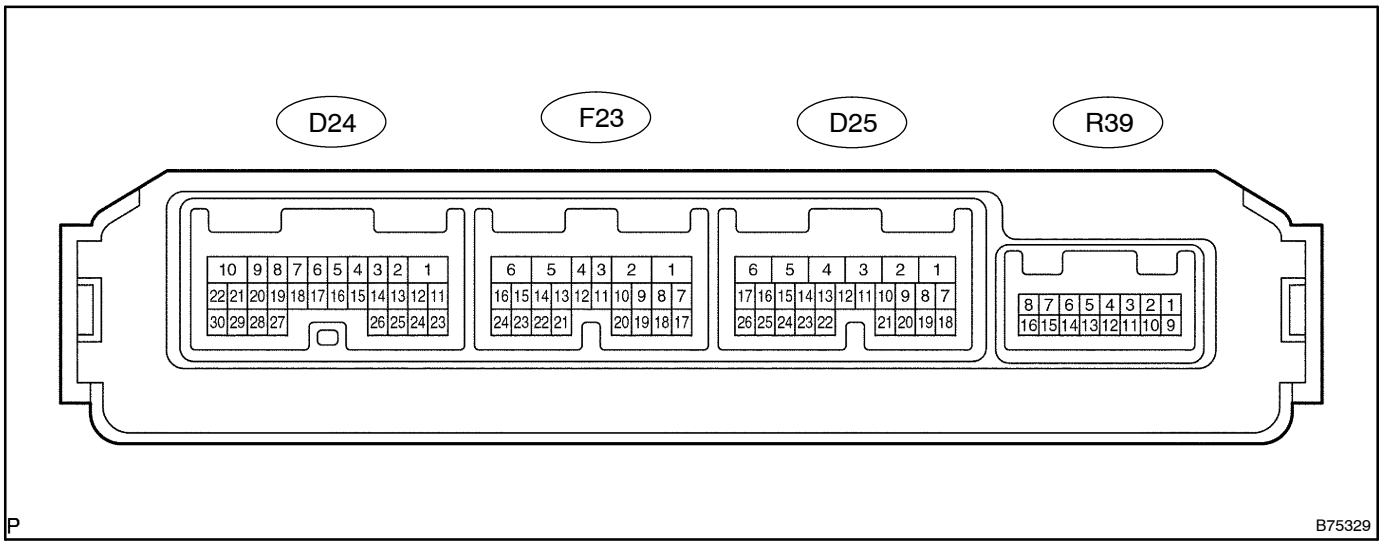
05I4V–01

TERMINALS OF ECU

1. CHECK DRIVER DOOR ECU



(a) Disconnect the D25 ECU connector.

(b) Check 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

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

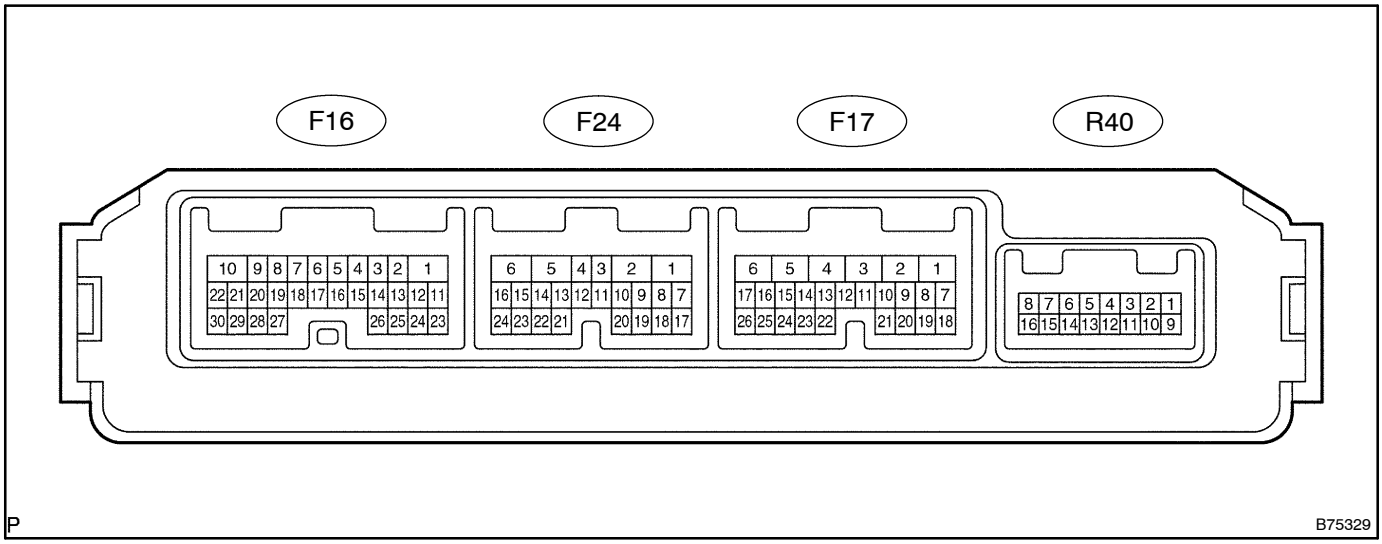
(c) Reconnect the D25 ECU connector.

(d) Check the voltage of each terminal of the connectors.

Standard:

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

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

(c) Reconnect the F17 ECU connector.

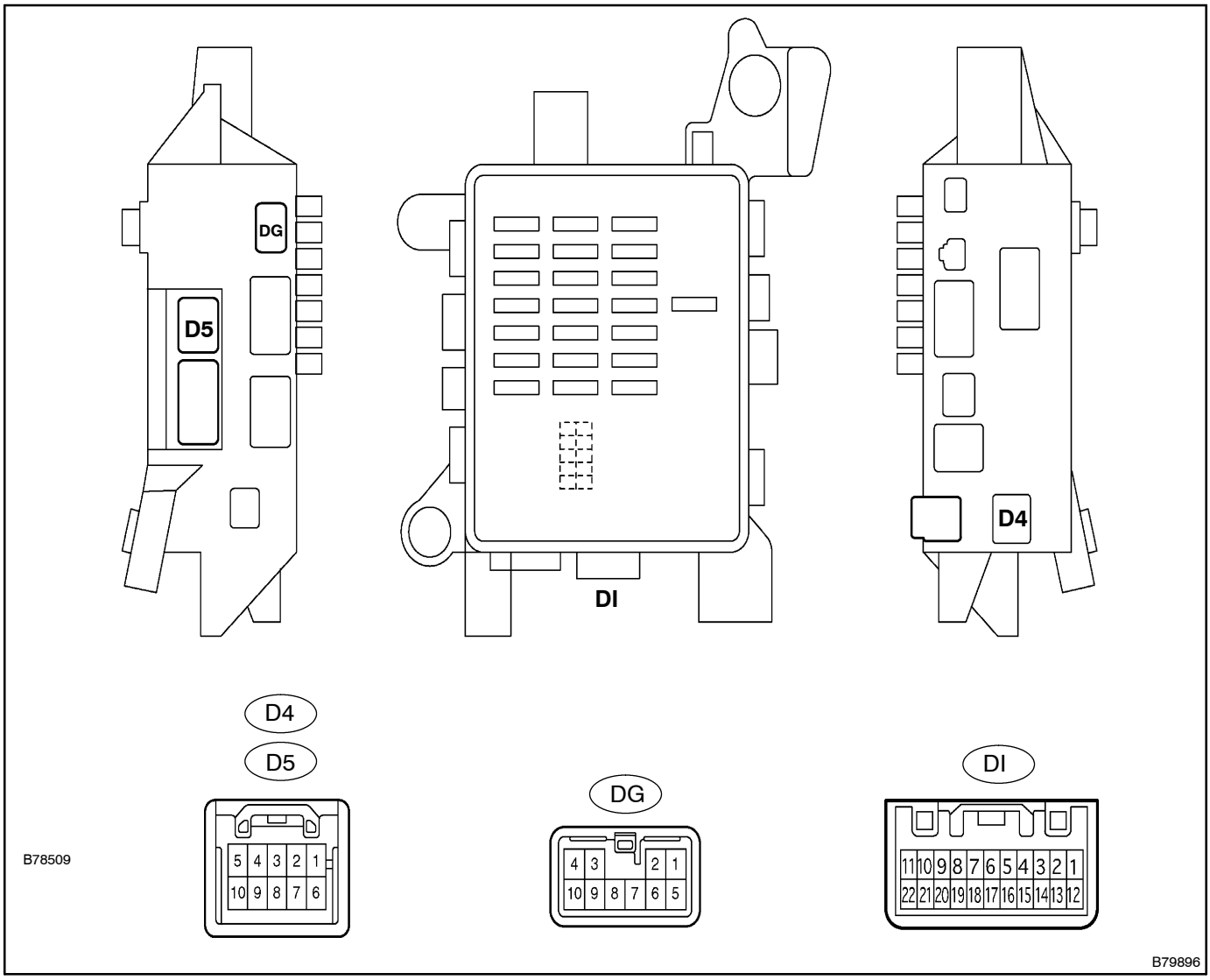
(d) Check the voltage of each terminal of the connectors.

Standard:

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



(a) Disconnect the DG, DI J/B, D4 and D5 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 (D4–5) – Body ground	R–B – W–B	+B (MPX–B) power supply	Constant	10 to 14 V
MPX–IG (DI–2) – Body ground	L – Body ground	+B (MPX–IG) power supply	Ignition switch 1: OFF → 2: ON	1: Below 1 V → 2: 10 to 14 V
GND (DG–8) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
GND2 (D5–1) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

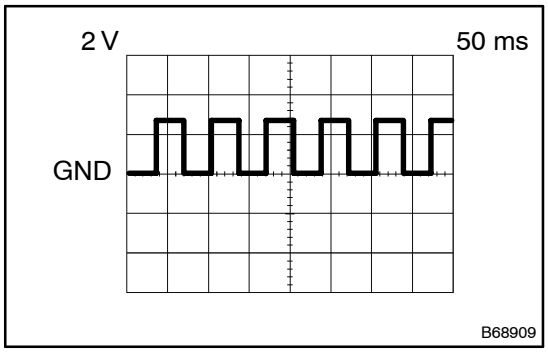
If the result is not as specified, there may be a malfunction on the wire harness side.

(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) – Body ground	V – Body ground	Driver side anchor motor (+) drive signal output	Driver side adjustable anchor switch 1: OFF → 2: UP → 3: OFF	 1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
DBM– (D3–4) – Body ground	L – Body ground	Driver side anchor motor (–) drive signal output	Driver side adjustable anchor switch 1: OFF → 2: DOWN → 3: OFF	 1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
VC (D3–3) – E (D3–2)	L – W	Driver side anchor motor position sensor power source output	Ignition switch 1: OFF → 2: ON	 1: Below 1 V → 2: 5 V
BES (D3–1) – E (D3–2)	Y – W	Driver side anchor motor position sensor pulse input	Driver side adjustable anchor switch 1: OFF → 2: UP/DOWN → 3: OFF	 1: Below 1 V → 2: Pulse generation (see waveform 1) → 3: Below 1 V

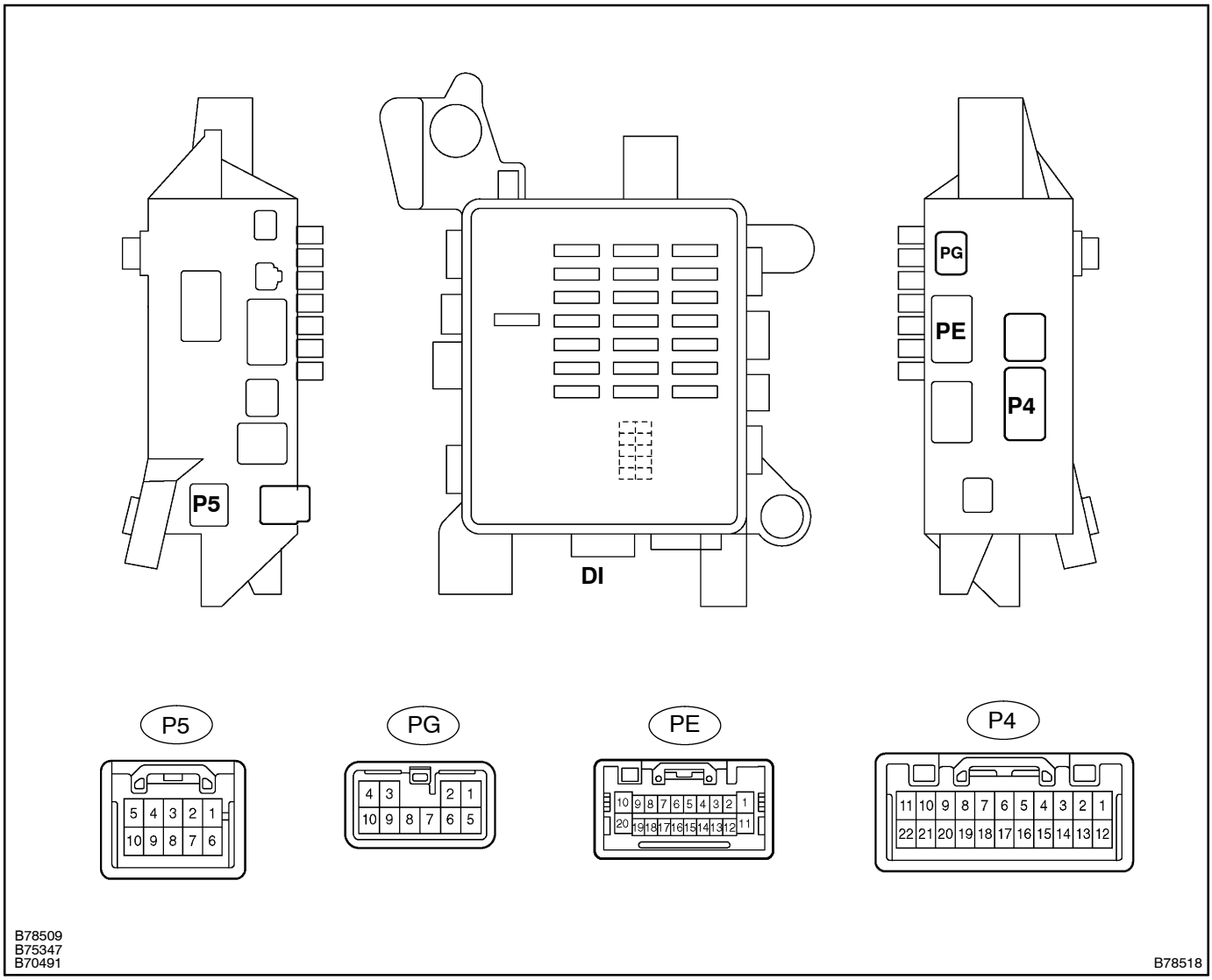


(e) Waveform 1:

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)



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

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

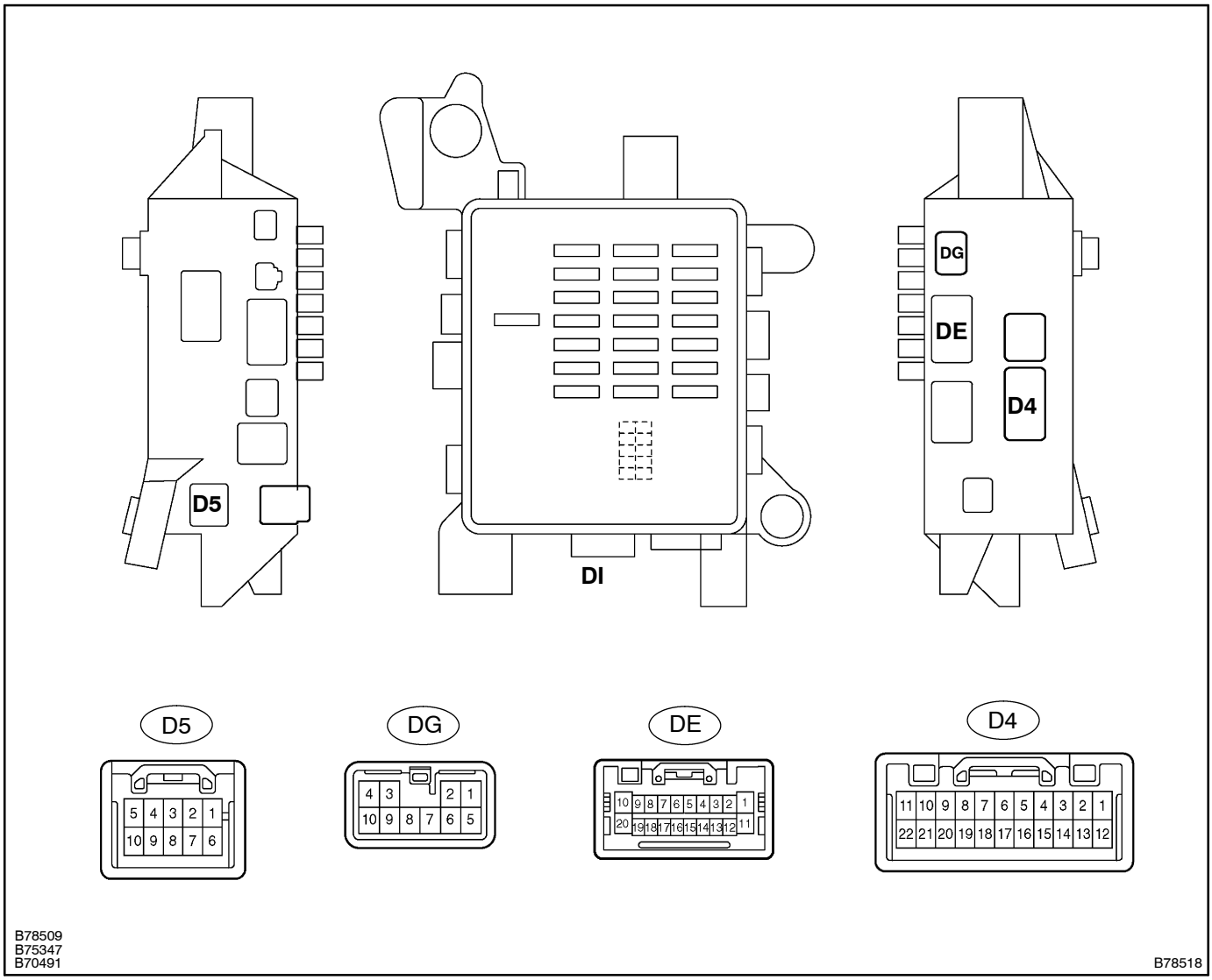
(c) Reconnect the PE, PG J/B, P4 ECU connectors.

(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) – Body ground	SB – Body ground	Passenger side anchor motor (+) drive signal output	Passenger side adjustable anchor switch 1: OFF → 2: UP → 3: OFF	 1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
PBM– (P5–4) – Body ground	Y – Body ground	Passenger side anchor motor (–) drive signal output	Passenger side adjustable anchor switch 1: OFF → 2: DOWN → 3: OFF	 1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V

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



(a) Disconnect the DI, DG J/B, and D4 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 (D4–1) – Body ground	R–B – Body ground	+B (MPX–B) power supply	Constant	10 to 14 V
MPX–IG (DI–10) – Body ground	L – Body ground	+B (MPX–IG) power supply	Ignition switch 1: OFF → 2: ON	1: Below 1 V → 2: 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

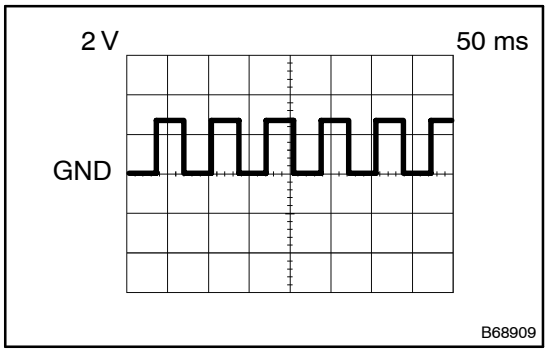
If the result is not as specified, there may be a malfunction on the wire harness side.

(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) – Body ground	V – Body ground	Driver side anchor motor (+) drive signal output	Driver side adjustable anchor switch 1: OFF → 2: UP → 3: OFF	 1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
DBM– (D3–2) – Body ground	L – Body ground	Driver side anchor motor (–) drive signal output	Driver side adjustable anchor switch 1: OFF → 2: DOWN → 3: OFF	 1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
VC (D3–3) – E (D3–5)	Y – W	Driver side anchor motor position sensor power source output	Ignition switch 1: OFF → 2: ON	 1: Below 1 V → 2: 5 V
BES (D3–4) – E (D3–5)	Y – W	Driver side anchor motor position sensor pulse input	Driver side adjustable anchor switch 1: OFF → 2: UP/DOWN → 3: OFF	 1: Below 1 V → 2: Pulse generation (see waveform 1) → 3: Below 1 V

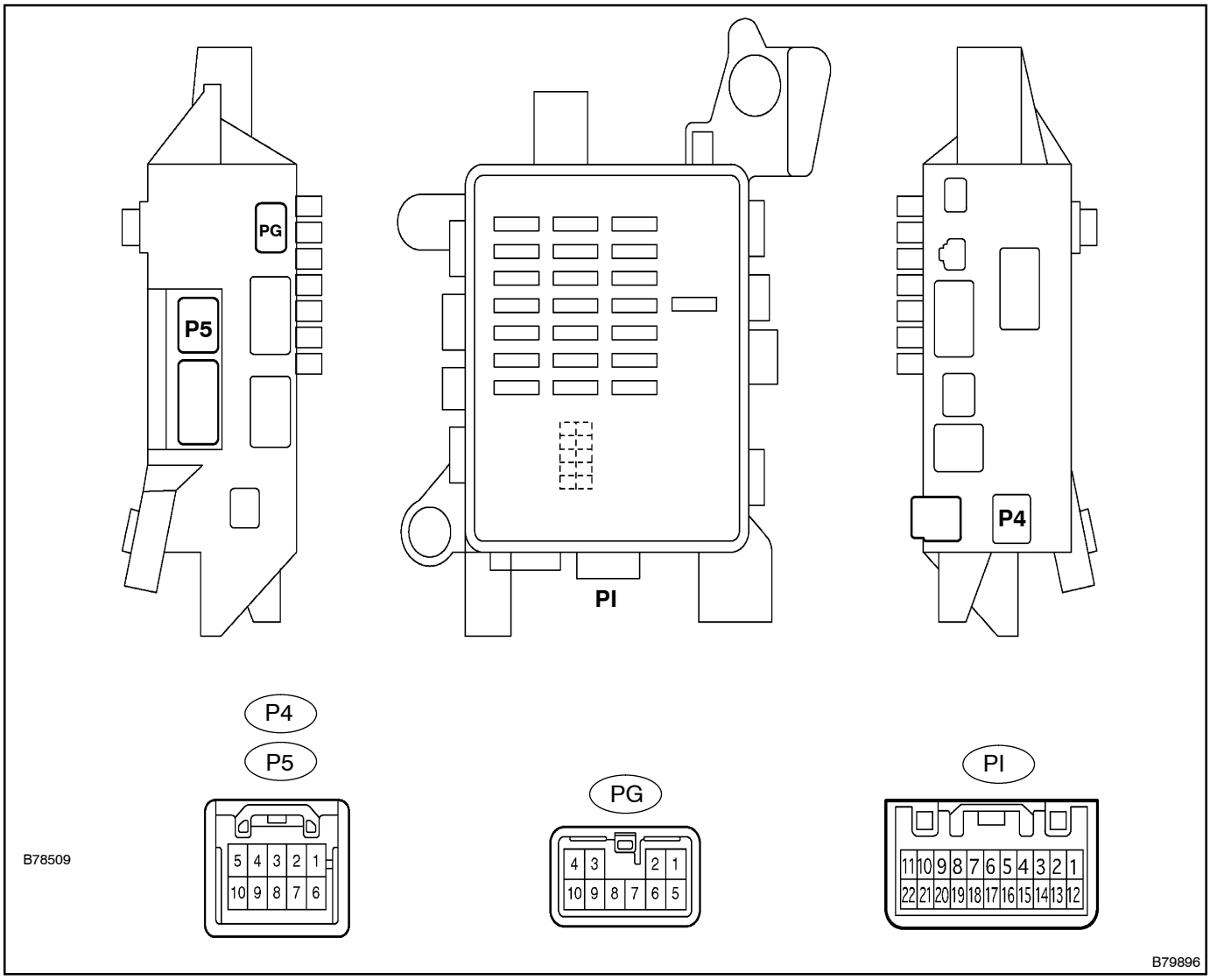


(e) Waveform 1:

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) – Body ground	L–Y – Body ground	+B (MPX–B) power supply	Constant	10 to 14 V
MPX–IG (PE–7) – Body ground	R–L – Body ground	+B (MPX–IG) power supply	Ignition switch 1: OFF → 2: ON	1: Below 1 V → 2: 10 to 14 V
GND (PG–7) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
GND1 (P4–1) – Body ground	W–B – 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) – Body ground	L – Body ground	Passenger side anchor motor (+) drive signal output	Passenger side adjustable anchor switch 1: OFF → 2: UP → 3: OFF	 1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
PBM– (P5–2) – Body ground	Y – Body ground	Passenger side anchor motor (–) drive signal output	Passenger side adjustable anchor switch 1: OFF → 2: DOWN → 3: OFF	 1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V