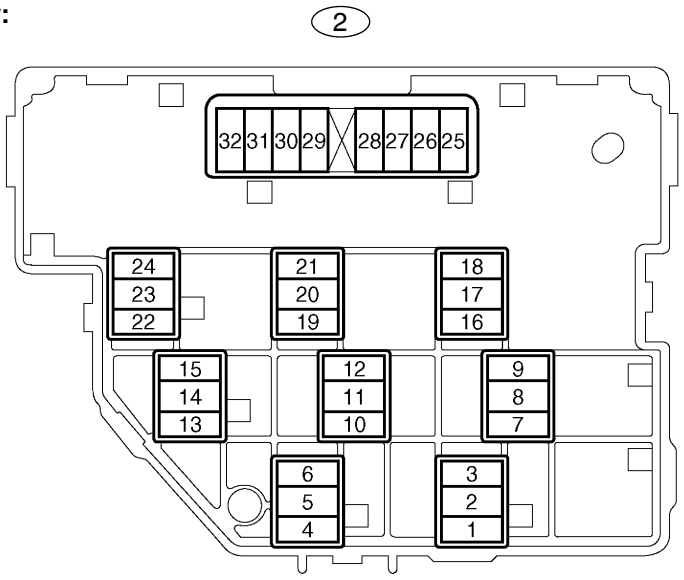
05HKX–01

TERMINALS OF ECU

1. ENGINE ROOM NO.2 RELAY BLOCK

Engine Room No.2 Relay Block
Connector Front View:



N

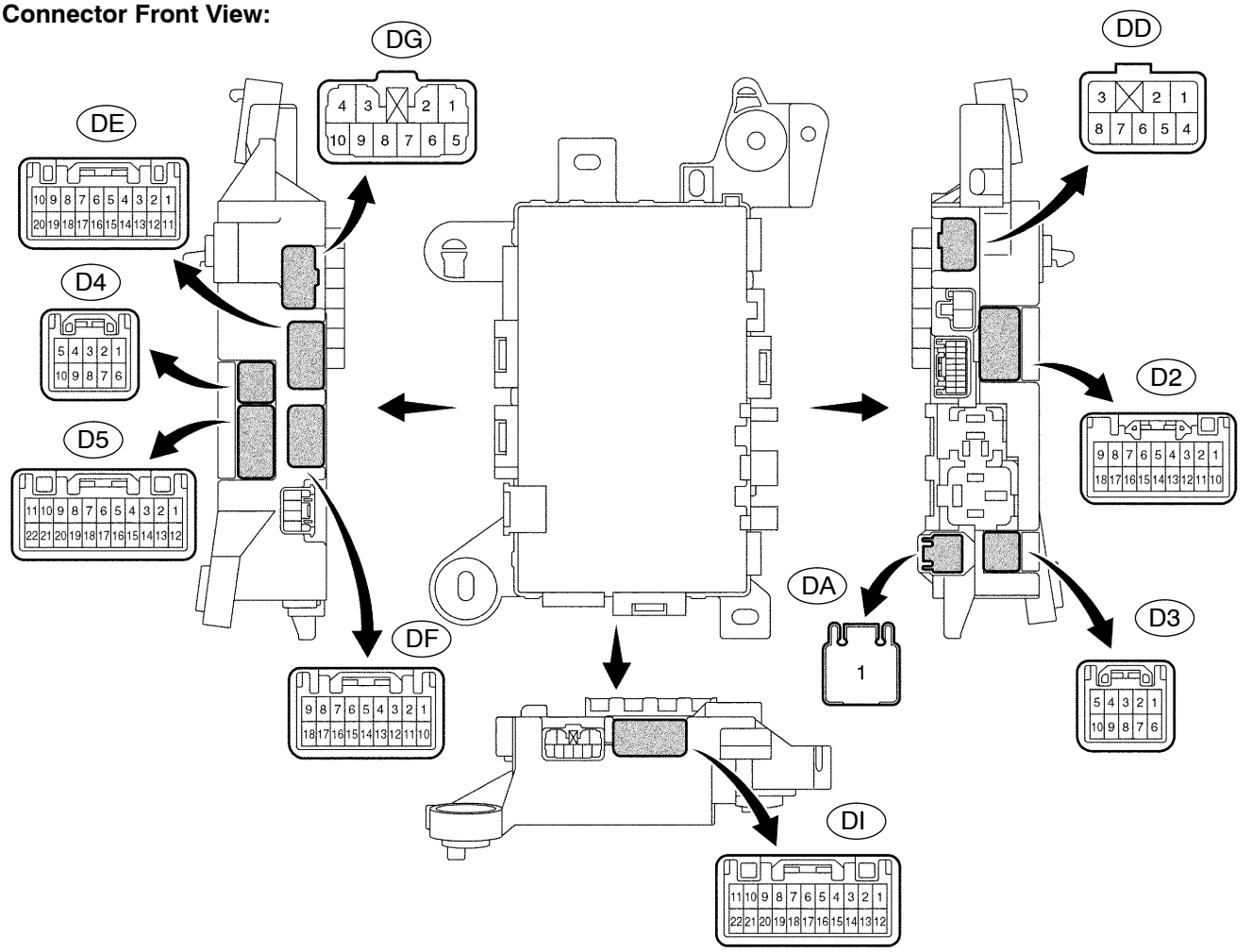
E70403

Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
FOGR (2–1) – E (2–25)	R–W – W–B	Fog lamp circuit (To front fog lamp RH)	• Front fog lamp ON • Front fog lamp OFF	• 10 to 14 V • Below 1 V
FOGL (2–2) – E (2–25)	R–Y – W–B	Fog lamp circuit (To front fog lamp LH)	• Front fog lamp ON • Front fog lamp OFF	• 10 to 14 V • Below 1 V
FFOG (2–3) – E (2–25)	R – W–B	Fog lamp power source circuit (From battery)	Always	10 to 14 V
HLHL (2–4) – E (2–25)	R–B – W–B	Hi–beam circuit (To headlamp LH)	• Headlamp dimmer switch PASS • Headlamp dimmer switch LOW	• 10 to 14 V • Below 1 V
HLHR (2–5) – E (2–25)	L–O – W–B	Hi–beam circuit (To headlamp RH)	• Headlamp dimmer switch PASS • Headlamp dimmer switch LOW	• 10 to 14 V • Below 1 V
FHHI (2–6) – E (2–25)	R–L – W–B	Hi–beam power source circuit (From battery)	Always	10 to 14 V
CRAR (2–7) – E (2–25)	G – W–B	Taillamp circuit (To clearance lamp RH)	• Light control switch TAIL • Light control switch OFF	• 10 to 14 V • Below 1 V
CRAL (2–8) – E (2–25)	G–O – W–B	Taillamp circuit (To clearance lamp LH)	• Light control switch TAIL • Light control switch OFF	• 10 to 14 V • Below 1 V
FTAL (2–9) – E (2–25)	G–Y – W–B	Taillamp power source circuit (From battery)	Always	10 to 14 V
E (2–25) – Body ground	W–B – Body ground	Ground	Always	Below 1 V
FMB3 (2–29) – E (2–25)	R–B – W–B	Power source circuit (From battery)	Always	10 to 14 V
FMIG (2–30) – E (2–25)	R–L – W–B	Ignition switch signal circuit (To ignition switch)	• Ignition switch ON • Ignition switch OFF	• 10 to 14 V • Below 1 V

MPX2 (2–31) – E (2–25)	V–G – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
MPX1 (2–32) – E (2–25)	V–G – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform

2. LHD:
DRIVER SIDE JUNCTION BLOCK

Driver Side Junction Block (Driver Side J/B ECU)
Connector Front View:



Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
PANEL1 (DA–1) – GND (DG–8)	B–W – W–B	Power source circuit (From battery)	Always	10 to 14 V
TURN LH (DD–1) – GND (DG–8)	G–B – W–B	LH side turn signal (To front turn signal lamp)	• Ignition switch OFF • Ignition switch ON and turn signal switch (left turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
TURN LH (DD–2) – GND (DG–8)	G–B – W–B	LH side turn signal (To front side turn signal lamp)	• Ignition switch OFF • Ignition switch ON and turn signal switch (left turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
TURN RH (DD–6) – GND (DG–8)	G–Y – W–B	RH side turn signal (To front turn signal lamp)	• Ignition switch OFF • Ignition switch ON and turn signal switch (right turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
TURN RH (DD–7) – GND (DG–8)	G–Y – W–B	RH side turn signal (To front side turn signal lamp)	• Ignition switch OFF • Ignition switch ON and turn signal switch (right turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
TURN LH (DE–3) – GND (DG–8)	G–B – W–B	LH side turn signal (To rear combination lamp)	• Ignition switch OFF • Ignition switch ON and turn signal switch (left turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)

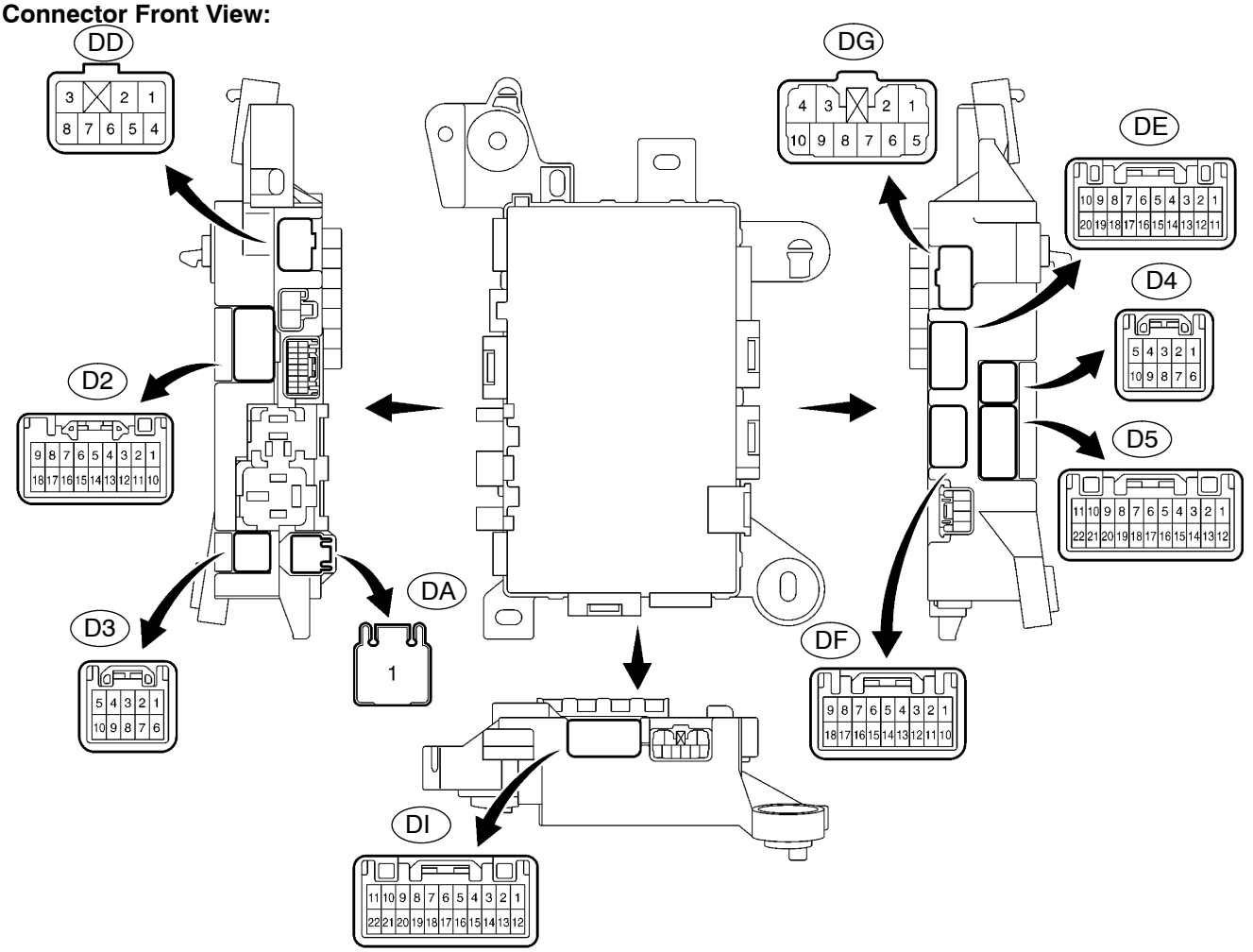
PANEL2 (DE–5) – GND (DG–8) (*1)	G – W–B	Instrument panel illumination power source circuit	• Light control switch OFF • Light control switch in TAIL	• Below 1 V • 10 to 14 V
PANEL2 (DE–7) – GND (DG–8)	G – W–B	Instrument panel illumination power source circuit	• Light control switch OFF • Light control switch in TAIL	• Below 1 V • 10 to 14 V
TURN RH (DE–8) – GND (DG–8)	G–Y – W–B	RH side turn signal (To rear combination lamp)	• Ignition switch OFF • Ignition switch ON and turn signal switch (right turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
TURN LH (DE–13) – GND (DG–8)	G–B – W–B	LH side turn signal (To combination meter)	• Ignition switch OFF • Ignition switch ON and turn signal switch (left turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
PANEL2 (DE–15) – GND (DG–8)	G – W–B	Instrument panel illumination power source circuit	• Light control switch OFF • Light control switch in TAIL	• Below 1 V • 10 to 14 V
TURN RH (DE–18) – GND (DG–8)	L–B – W–B	RH side turn signal (To combination meter)	• Ignition switch OFF • Ignition switch ON and turn signal switch (right turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
IG (DF–4) – GND (DG–8)	R–W – W–B	Ignition switch signal circuit (To ignition switch)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 10 to 14 V
PANEL2 (DF–10) – GND (DG–8)	G – W–B	Instrument panel illumination power source circuit	• Light control switch OFF • Light control switch in TAIL	• Below 1 V • 10 to 14 V
HAZ (DG–3) – GND (DG–8)	W – W–B	Hazard warning and turn signal light power source circuit	Always	10 to 14 V
ACC (DG–7) – GND (DG–8)	W–G – W–B	Ignition switch ACC signal circuit (To ignition switch)	• Ignition switch OFF • Ignition switch in ACC	• Below 1 V • 10 to 14 V
GND (DG–8) – Body ground	W–B – Body ground	Ground	Always	Below 1 V
PANEL2 (DI–18) – GND (DG–8)	G – W–B	Instrument panel illumination power source circuit	• Light control switch OFF • Light control switch in TAIL	• Below 1 V • 10 to 14 V
HRLY (D2–7) – GND (DG–8)	R–Y – W–B	HEAD signal (To HEAD relay)	• Light control switch OFF or in TAIL • Light control switch in HEAD	• 10 to 14 V • Below 1 V
STPI (D2–13) – GND (DG–8)	G–O – W–B	STOP signal (To stop lamp switch)	• Brake pedal is released • Brake pedal is depressed	• Below 1 V • 10 to 14 V
MPX1 (D2–15) – GND (DG–8)	V–G – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
BU– (D3–6) – GND (DG–8)	R – W–B	Back–up communication bus circuit	Ignition switch ON	Signal waveform
DBIL (D3–10) – GND (DG–8)	G – W–B	Illumination signal (To buckle switch front LH)	• Driver's side door is closed • Driver's side door is opened	• Below 1 V • 3.5 to 4.5 V
GND2 (D4–1) – GND (DG–8)	W–B – W–B	Ground	Always	Below 1 V
HAZ (D4–2) – GND (DG–8)	O – W–B	HAZARD signal (To hazard warning switch)	• Hazard switch OFF • Hazard switch ON	• 10 to 14 V • Below 1 V
MPX–B (D4–5) – GND (DG–8)	R–B – W–B	Multiplex communication power source circuit	Always	10 to 14 V
MPX3 (D4–6) – GND (DG–8)	R–L – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
MPX2 (D4–7) – GND (DG–8)	V–G – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
HEAD (D4–8) – GND (DG–8)	L–Y – W–B	HEAD signal (To light control switch)	• Light control switch OFF or in TAIL • Light control switch in HEAD	• 10 to 14 V • Below 1 V

BU+ (D4–10) – GND (DG–8)	B–R – W–B	Back–up communication bus circuit	Ignition switch ON	Signal waveform
CLTB (D5–2) – GND (DG–8)	O – W–B	Automatic light control sensor (Power source circuit)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 10 to 14 V
TR1 (D5–6) – GND (DG–8)	W–G – W–B	Instrument panel illumination rheostat signal circuit	• Light control switch OFF • Rheostat switch in maximum position and light control switch is in TAIL	• Below 1 V • 10 to 14 V
TR+ (D5–12) – GND (DG–8)	W–G – W–B	Instrument panel illumination rheostat signal circuit	• Light control switch OFF • Rheostat switch in maximum position and light control switch is in TAIL	• Below 1 V • 10 to 14 V
CLTS (D5–13) – GND (DG–8)	V–G – W–B	Automatic light control sensor (Signal circuit)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • Signal waveform
CLTE (D5–14) – GND (DG–8)	V–W – W–B	Automatic light control sensor (Ground circuit)	Always	Below 1 V
TR2 (D5–17) – GND (DG–8)	W–G – W–B	Instrument panel illumination rheostat signal circuit	• Light control switch OFF • Rheostat switch in maximum position and light control switch is in TAIL	• Below 1 V • 10 to 14 V
TR3 (D5–18) – GND (DG–8) (*1)	W–G – W–B	Instrument panel illumination rheostat signal circuit	• Light control switch OFF • Rheostat switch in maximum position and light control switch is in TAIL	• Below 1 V • 10 to 14 V

*1: w/ LEXUS Parking Assist (Clearance Sonar)

3. RHD:
DRIVER SIDE JUNCTION BLOCK

Driver Side Junction Block (Driver Side J/B ECU)
Connector Front View:



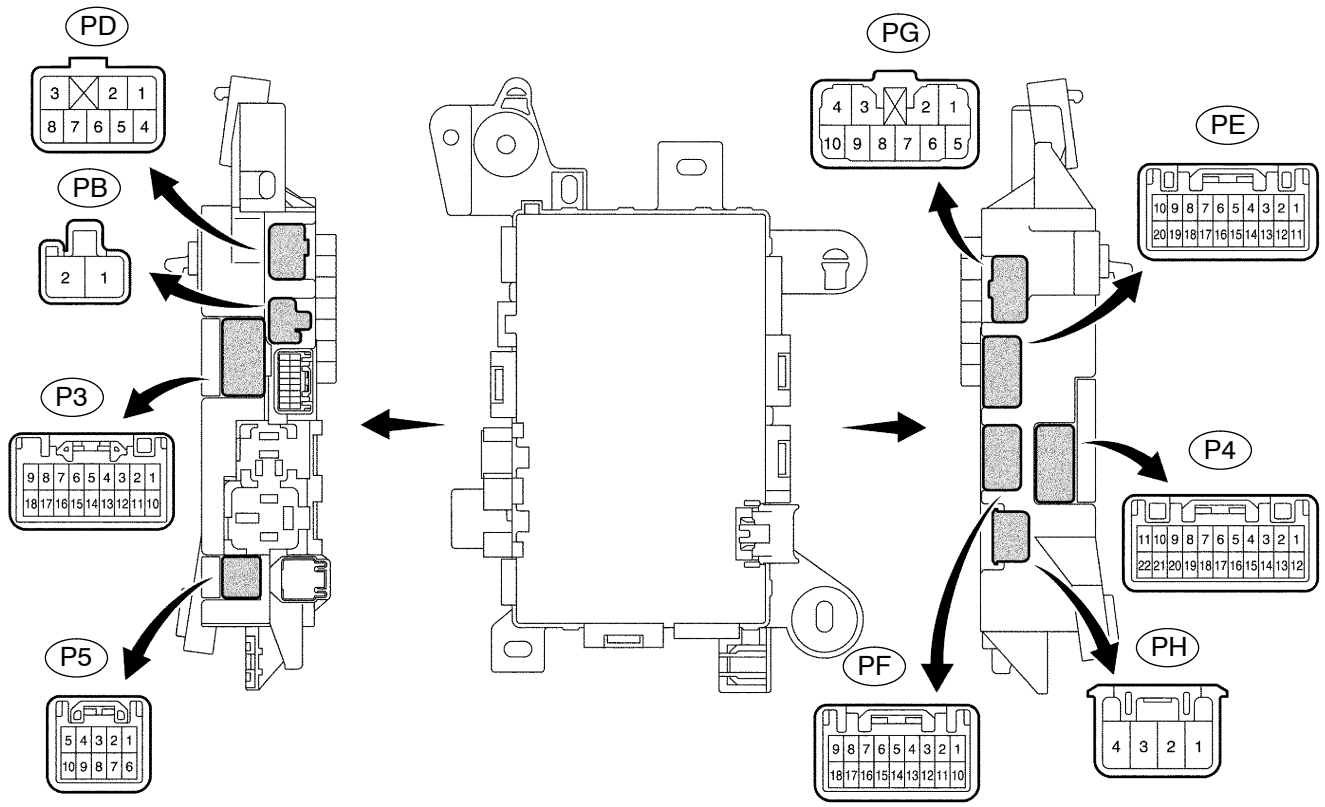
Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
PANEL1 (DA–1) – GND (DG–7)	B–W – W–B	Power source circuit (From battery)	Always	10 to 14 V
TURN LH (DD–1) – GND (DG–7)	G–B – W–B	LH side turn signal (To front side turn signal lamp)	• Ignition switch OFF • Ignition switch ON and turn signal switch (left turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
TURN LH (DD–2) – GND (DG–7)	G–B – W–B	LH side turn signal (To front turn signal lamp)	• Ignition switch OFF • Ignition switch ON and turn signal switch (left turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
TURN RH (DD–6) – GND (DG–7)	G–Y – W–B	RH side turn signal (To front turn signal lamp)	• Ignition switch OFF • Ignition switch ON and turn signal switch (right turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
TURN RH (DD–7) – GND (DG–7)	G–Y – W–B	RH side turn signal (To front side turn signal lamp)	• Ignition switch OFF • Ignition switch ON and turn signal switch (right turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
PANEL2 (DE–3) – GND (DG–7)	G – W–B	Instrument panel illumination power source circuit	• Light control switch OFF • Light control switch in TAIL	• Below 1 V • 10 to 14 V

TURN RH (DE–4) – GND (DG–7)	G–Y – W–B	RH side turn signal (To rear combination lamp)	• Ignition switch OFF • Ignition switch ON and turn signal switch (right turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
PANEL2 (DE–5) – GND (DG–7)	G – W–B	Instrument panel illumination power source circuit	• Light control switch OFF • Light control switch in TAIL	• Below 1 V • 10 to 14 V
TURN LH (DE–7) – GND (DG–7)	G–B – W–B	LH side turn signal (To rear combination lamp)	• Ignition switch OFF • Ignition switch ON and turn signal switch (left turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
TURN RH (DE–14) – GND (DG–7)	G–Y – W–B	RH side turn signal (To combination meter)	• Ignition switch OFF • Ignition switch ON and turn signal switch (right turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
PANEL2 (DE–15) – GND (DG–7)	G – W–B	Instrument panel illumination power source circuit	• Light control switch OFF • Light control switch in TAIL	• Below 1 V • 10 to 14 V
TURN LH (DE–17) – GND (DG–7)	G–B – W–B	LH side turn signal (To combination meter)	• Ignition switch OFF • Ignition switch ON and turn signal switch (left turn) ON	• Below 1 V • 10 to 14 V (60 to 120 times per minute)
IG (DF–6) – GND (DG–7)	R–W – W–B	Ignition switch signal circuit (To ignition switch)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 10 to 14 V
PANEL2 (DF–18) – GND (DG–7)	G – W–B	Instrument panel illumination power source circuit	• Light control switch OFF • Light control switch in TAIL	• Below 1 V • 10 to 14 V
HAZ (DG–2) – GND (DG–7)	W – W–B	Hazard warning and turn signal lamp power source circuit	Always	10 to 14 V
GND (DG–7) – Body ground	W–B – Body ground	Ground	Always	Below 1 V
ACC (DG–8) – GND (DG–7)	W–G – W–B	Ignition switch ACC signal circuit (To ignition switch)	• Ignition switch OFF • Ignition switch in ACC	• Below 1 V • 10 to 14 V
PANEL2 (DI–16) – GND (DG–7)	G – W–B	Instrument panel illumination power source circuit	• Light control switch OFF • Light control switch in TAIL	• Below 1 V • 10 to 14 V
HRLY (D2–7) – GND (DG–7)	R–Y – W–B	HEAD signal (To HEAD relay)	• Light control switch OFF or in TAIL • Light control switch in HEAD	• 10 to 14 V • Below 1 V
MPX1 (D2–13) – GND (DG–7)	V–G – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
STPI (D2–15) – GND (DG–7)	G–O – W–B	STOP signal (To stop lamp switch)	• Brake pedal is released • Brake pedal is depressed	• Below 1 V • 10 to 14 V
DBIL (D3–6) – GND (DG–7)	G – W–B	Illumination signal (To buckle switch front LH)	• Driver's side door is closed • Driver's side door is opened	• Below 1 V • 3.5 to 4.5 V
BU– (D3–10) – GND (DG–7)	P – W–B	Back–up communication bus circuit	Ignition switch ON	Signal waveform
MPX–B (D4–1) – GND (DG–7)	R–B – W–B	Multiplex communication power source circuit	Always	10 to 14 V
HAZ (D4–4) – GND (DG–7)	O – W–B	HAZARD signal (To hazard warning switch)	• Hazard switch OFF • Hazard switch ON	• 10 to 14 V • Below 1 V
GND2 (D4–5) – GND (DG–7)	W–B – W–B	Ground	Always	Below 1 V
MPX3 (D4–6) – GND (DG–7)	V–G – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
MPX2 (D4–7) – GND (DG–7)	V–G – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform

HEAD (D4–8) – GND (DG–7)	R–W – W–B	HEAD signal (To light control switch)	• Light control switch OFF or in TAIL • Light control switch in HEAD	• 10 to 14 V • Below 1 V
BU+ (D4–10) – GND (DG–7)	R – W–B	Back–up communication bus circuit	Ignition switch ON	Signal waveform
TR1 (D5–4) – GND (DG–7)	W–G – W–B	Instrument panel illumination rheostat signal circuit	• Light control switch OFF • Rheostat switch in maximum position and light control switch is in TAIL	• Below 1 V • 10 to 14 V
CLTB (D5–12) – GND (DG–7)	O – W–B	Automatic light control sensor (Power source circuit)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 10 to 14 V
CLTS (D5–13) – GND (DG–7)	V–G – W–B	Automatic light control sensor (Signal circuit)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • Signal waveform
CLTE (D5–14) – GND (DG–7)	V–W – W–B	Automatic light control sensor (Ground circuit)	Always	Below 1 V
TR+ (D5–15) – GND (DG–7)	W–G – W–B	Instrument panel illumination rheostat signal circuit	• Light control switch OFF • Rheostat switch in maximum position and light control switch is in TAIL	• Below 1 V • 10 to 14 V
TR2 (D5–21) – GND (DG–7)	W–G – W–B	Instrument panel illumination rheostat signal circuit	• Light control switch OFF • Rheostat switch in maximum position and light control switch is in TAIL	• Below 1 V • 10 to 14 V
TR3 (D5–22) – GND (DG–7) (*1)	W–G – W–B	Instrument panel illumination rheostat signal circuit	• Light control switch OFF • Rheostat switch in maximum position and light control switch is in TAIL	• Below 1 V • 10 to 14 V

4. LHD:
PASSENGER SIDE JUNCTION BLOCK

Passenger Side Junction Block (Driver Side J/B ECU)
Connector Front View:



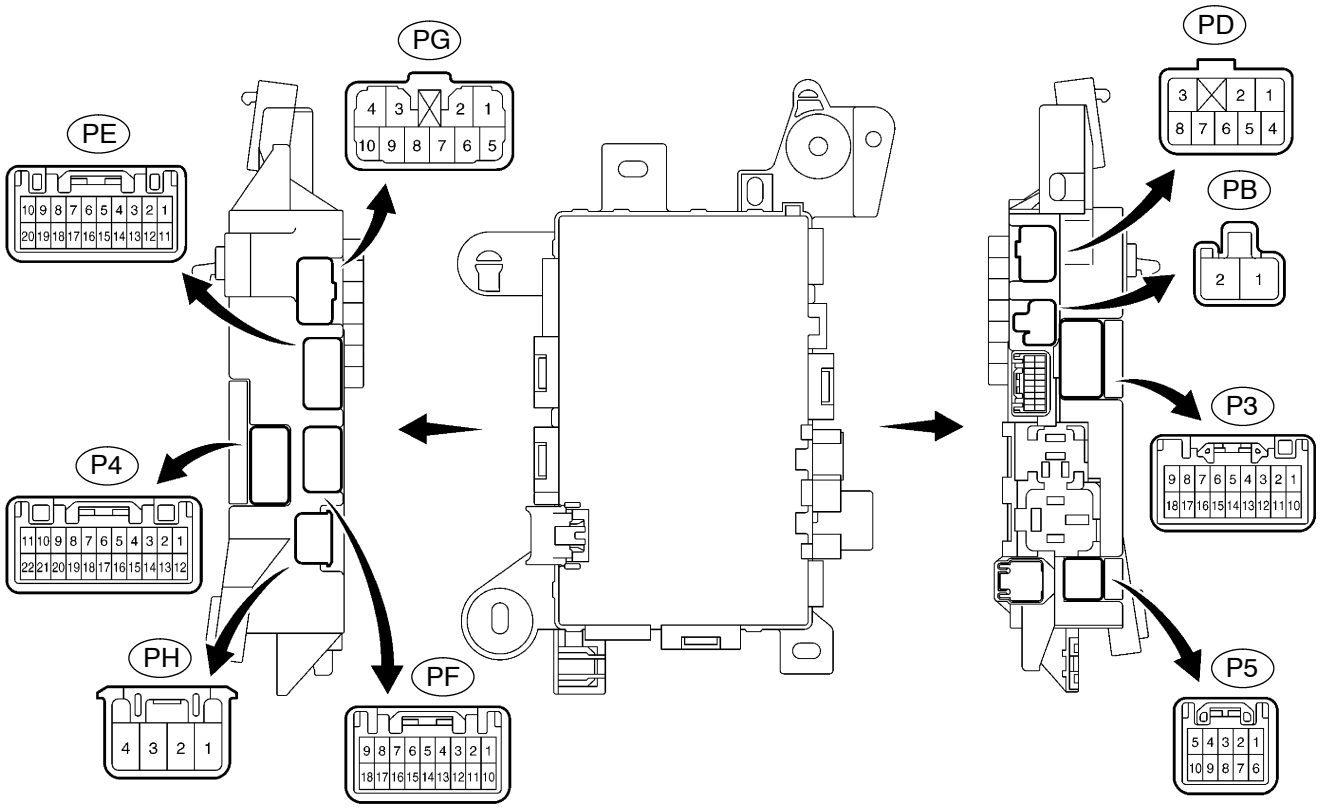
P E72879

Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
MPX–B (PB–1) – GND (PG–8)	R–L – W–B	Multiplex communication power source circuit	Always	10 to 14 V
MPX–IG (PE–3) – GND (PG–8)	R–L – W–B	Multiplex communication Ignition signal circuit	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 10 to 14 V
ACC (PF–8) – GND (PG–8)	W–G – W–B	Ignition switch ACC signal circuit (To ignition switch)	• Ignition switch OFF • Ignition switch in ACC	• Below 1 V • 10 to 14 V
GND (PG–8) – Body ground	W–B – Body ground	Ground	Always	Below 1 V
AIRBAG (PH–2) – GND (PG–8)	R–L – W–B	Multiplex communication signal	Ignition switch ON	Signal waveform
MPX– (P3–4) – GND (PG–8)	GR–B – W–B	Multiplex communication signal	Ignition switch ON	Signal waveform
CSPT (P4–5) – GND (PG–8)	W–L – W–B	Illumination signal (To center console spot lamp)	• Ignition switch in ACC • Ignition switch OFF	• Below 1 V • 10 to 14 V
FSPT (P4–7) – GND (PG–8)	V – W–B	Illumination signal (To each of stop lamp)	• Stop lamp comes on • Stop lamp goes off	• Below 1 V • 10 to 14 V

ILE (P4–9) – GND (PG–8)	V–W – W–B	Illumination signal (To room lamp and ignition key cylinder lamp)	• Room lamp and key cylinder lamp come on • Room lamp and key cylinder lamp go off	• Below 1 V • 10 to 14 V
GND1 (P4–11) – GND (PG–8)	W–B – W–B	Ground	Always	Below 1 V
LCTY (P4–15) – GND (PG–8)	B – W–B	Illumination signal (To interior lamp rear LH)	• Rear LH door is closed • Rear LH door is opened	• 10 to 14 V • Below 1 V
RCTY (P4–16) – GND (PG–8)	W – W–B	Illumination signal (To interior lamp rear RH)	• Rear RH door is close • Rear RH door is opened	• 10 to 14 V • Below 1 V
PBIL (P5–2) – GND (PG–8)	G – W–B	Illumination signal (To buckle switch front RH)	• Passenger's side door is close • Passenger's side door is opened	• Below 1 V • 3.5 to 4.5 V

5. RHD:
PASSENGER SIDE JUNCTION BLOCK

Passenger Side Junction Block (Passenger Side J/B ECU)
Connector Front View:



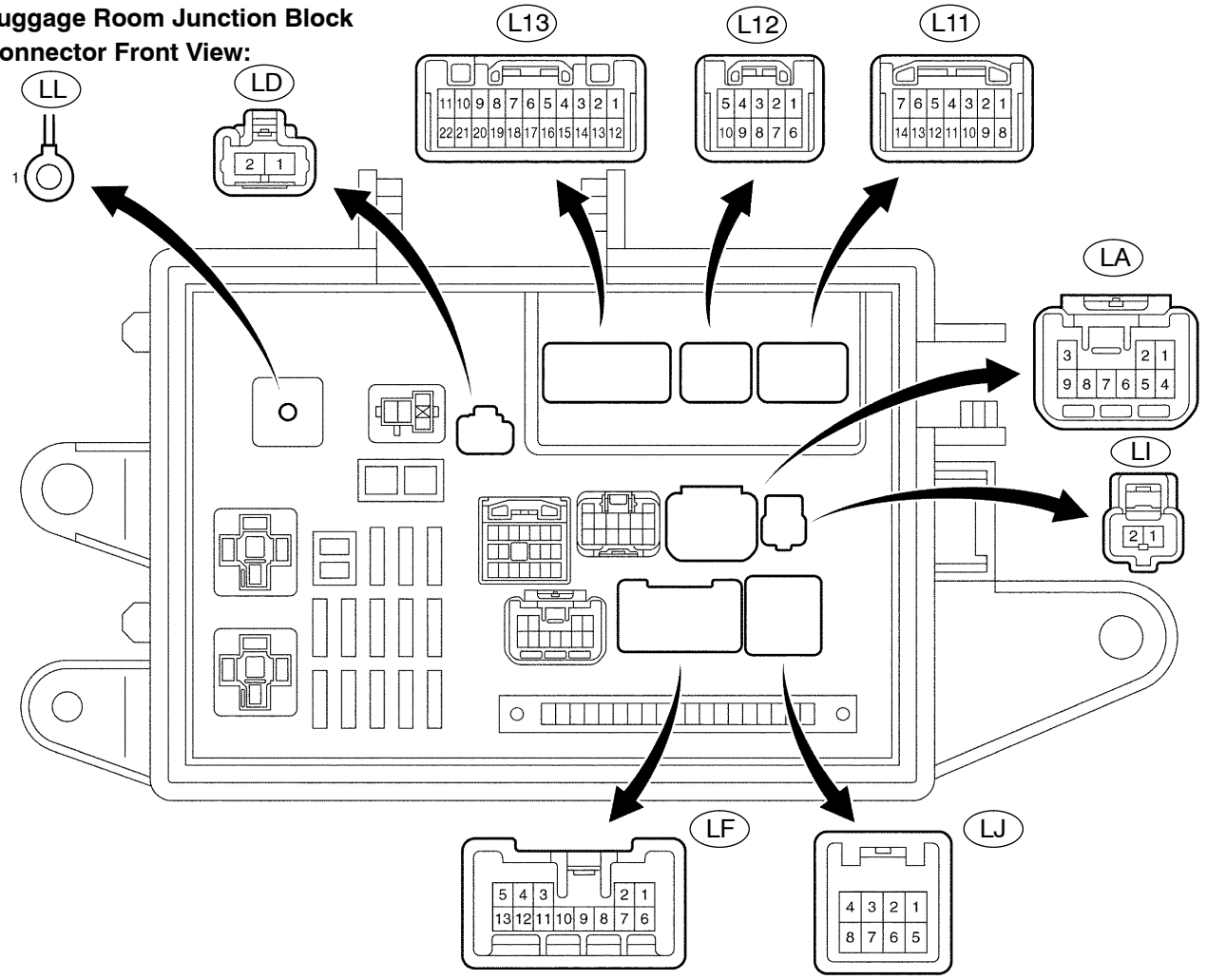
P E70399

Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
MPX–B (PB–2) – GND (PG–7)	R–L – W–B	Multiplex communication power source circuit	Always	10 to 14 V
MPX–IG (PE–7) – GND (PG–7)	R–L – W–B	Multiplex communication Ignition signal circuit	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 10 to 14 V
ACC (PF–2) – GND (PG–7)	W–G – W–B	Ignition switch ACC signal circuit (To ignition switch)	• Ignition switch OFF • Ignition switch in ACC	• Below 1 V • 10 to 14 V
GND (PG–7) – Body ground	W–B – Body ground	Ground	Always	Below 1 V
AIRBAG (PH–3) – GND (PG–7)	R–L – W–B	Multiplex communication signal	Ignition switch ON	Signal waveform
MPX– (P3–6) – GND (PG–7)	GR–B – W–B	Multiplex communication signal	Ignition switch ON	Signal waveform
GND1 (P4–1) – GND (PG–7)	W–B – W–B	Ground	Always	Below 1 V
ILE (P4–3) – GND (PG–7)	V–W – W–B	Illumination signal (To room lamp and ignition key cylinder lamp)	• Room lamp and key cylinder lamp are comes on • Room lamp and key cylinder lamp are goes off	• Below 1 V • 10 to 14 V

FSPT (P4–5) – GND (PG–7)	V – W–B	Illumination signal (To each of stop lamp)	• Stop lamp comes on • Stop lamp goes off	• Below 1 V • 10 to 14 V
CSPT (P4–7) – GND (PG–7)	W–L – W–B	Illumination signal (To center console spot lamp)	• Ignition switch in ACC • Ignition switch OFF	• Below 1 V • 10 to 14 V
RCTY (P4–18) – GND (PG–7)	V–G – W–B	Illumination signal (To interior lamp rear RH)	• Rear RH door is closed • Rear RH door is opened	• 10 to 14 V • Below 1 V
LCTY (P4–19) – GND (PG–7)	Y–G – W–B	Illumination signal (To interior lamp rear LH)	• Rear LH door is closed • Rear LH door is opened	• 10 to 14 V • Below 1 V
PBIL (P5–4) – GND (PG–7)	GR – W–B	Illumination signal (To buckle switch front RH)	• Passenger's side door is closed • Passenger's side door is opened	• Below 1 V • 3.5 to 4.5 V

6. LUGGAGE ROOM JUNCTION BLOCK

Luggage Room Junction Block Connector Front View:



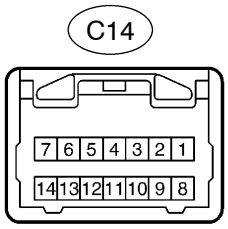
Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
P–GND (LA–5) – Body ground	W–B – Body ground	Ground	Always	Below 1 V
P–GND (LA–7) – P–GND (LA–5)	W–B – W–B	Ground	Always	Below 1 V
P–GND (LA–8) – P–GND (LA–5)	W–B – W–B	Ground	Always	Below 1 V
MPX–B (LF–12) – P–GND (LA–5)	SB – W–B (*1) R – W–B (*2)	Multiplex communication power source circuit	Always	10 to 14 V
MPX–IG (LF–13) – P–GND (LA–5)	L – W–B	Multiplex communication Ignition signal circuit	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 10 to 14 V
P–GND (LI–2) – P–GND (LA–5)	W–B – W–B	Ground	Always	Below 1 V
TAIL1, 2 STOP1, 2 BK/UP (LL–1) – P–GND (LA–5)	B–W – W–B	Power source circuit (From battery)	Always	10 to 14 V
LCTY (L11–4) – P–GND (LA–5)	G – W–B	Luggage compartment courtesy switch signal	• Luggage compartment door is closed • Luggage compartment door is opened	• 10 to 14 V • Below 1 V

LCE1 (L11–10) – P–GND (LA–5)	B – W–B	Taillamp signal (To licence plate lamp LH and RH)	• Light control switch OFF • Light control switch in TAIL	• 10 to 14 V • Below 1 V
TIL3 (L11–11) – P–GND (LA–5)	GR – W–B	Taillamp signal (To luggage compartment door side rear combination lamp LH and RH)	• Light control switch OFF • Light control switch in TAIL	• Below 1 V • 10 to 14 V
STP2 (L11–12) – P–GND (LA5) (*3)	L – W–B	Rear fog lamp signal (To luggage compartment door side rear combination lamp LH and RH)	• Rear fog lamp OFF • Rear fog lamp ON	• Below 1 V • 10 to 14 V
STP2 (L11–12) – P–GND (LA–5) (*4)	L – W–B	Stop lamp signal (To luggage compartment door side rear combination lamp LH and RH)	• Brake pedal is released • Brake pedal is depressed	• Below 1 V • 10 to 14 V
BCK1 (L11–13) – P–GND (LA–5)	BR – W–B	Back–up lamp signal (To luggage compartment door side rear combination lamp LH and RH)	• Ignition switch OFF • Ignition switch ON and shift lever in R position	• Below 1 V • 10 to 14 V
STP3 (L12–6) – P–GND (LA–5)	P – W–B	Stop lamp signal (To high mounted stop lamp)	• Brake pedal is released • Brake pedal is depressed	• Below 1 V • 10 to 14 V
STP1 E8A (L12–7) – P–GND (LA–5)	L – W–B	Stop lamp signal (To body side rear combination lamp RH)	• Brake pedal is released • Brake pedal is depressed	• Below 1 V • 10 to 14 V
STP1 E8F (L12–8) – P–GND (LA–5)	L – W–B	Stop lamp signal (To body side rear combination lamp LH)	• Brake pedal is released • Brake pedal is depressed	• Below 1 V • 10 to 14 V
TIL1 C6P (L13–1) – P–GND (LA–5)	BR – W–B	Taillamp signal (To body side rear combination lamp LH)	• Light control switch OFF • Light control switch in TAIL	• Below 1 V • 10 to 14 V
MPX+ (L13–2) – P–GND (LA–5)	V – W–B (*1) O – W–B (*2)	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
SG (L13–5) – P–GND (LA–5)	W–B – W–B	Ground	Always	Below 1 V
BUBS (L13–10) – P–GND (LA–5)	R – W–B (*1) P – W–B (*2)	Back–up communication bus circuit	Ignition switch ON	Signal waveform
TIL1 C4V (L13–12) – P–GND (LA–5)	BR – W–B	Taillamp signal (To body side rear combination lamp RH)	• Light control switch OFF • Light control switch in TAIL	• Below 1 V • 10 to 14 V
MPX– (L13–13) – P–GND (LA–5)	V – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
LGLP (L11–14) – P–GND (LA–5)	G – W–B	Luggage compartment lamp signal	• Luggage compartment door is closed • Luggage compartment door is opened	• 10 to 14 V • Below 1 V
LGCY (L13–22) – P–GND (LA–5)	GR – W–B (*1) R – W–B (*2)	Luggage compartment lamp signal	• Luggage compartment door is closed • Luggage compartment door is opened	• 10 to 14 V • Below 1 V

*1: LHD
*2: RHD
*3: LHD Europe, RHD
*4: Except *3

7. COMBINATION SWITCH

Combination Switch
Connector Front View:



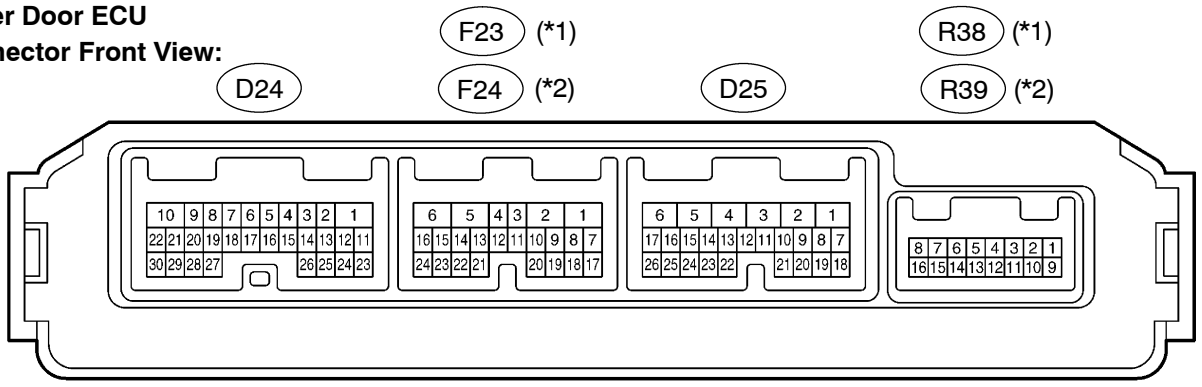
E50770

Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
B (C14–1) – E (C14–8)	R–B – W–B	Power source circuit (From battery)	Always	10 to 14 V
IG (C14–2) – E (C14–8)	R–L – W–B	Ignition switch signal circuit (To ignition switch)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 10 to 14 V
HEAD (C14–4) – E (C14–8)	L–Y – W–B (*1) R–W – W–B (*2)	Light control switch HEAD signal	• Light control switch in except HEAD • Light control switch in HEAD	• 10 to 14 V • Below 1 V
E (C14–8) – Body ground	W–B – Body ground	Ground	Always	Below 1 V
MPX1 (C14–9) – E (C14–8)	V–G – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
MPX2 (C14–10) – E (C14–8)	V–G – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
TX1 (C14–11) – E (C14–8) (*1)	B–R – W–B	Back–up communication bus–circuit	Ignition switch ON	Signal waveform
TX+ (C14–11) – E (C14–8) (*2)	R – W–B	Back–up communication bus–circuit	Ignition switch ON	Signal waveform

*1: LHD
*2: RHD

8. DRIVER DOOR ECU

Driver Door ECU
Connector Front View:



*1: LHD
*2: RHD

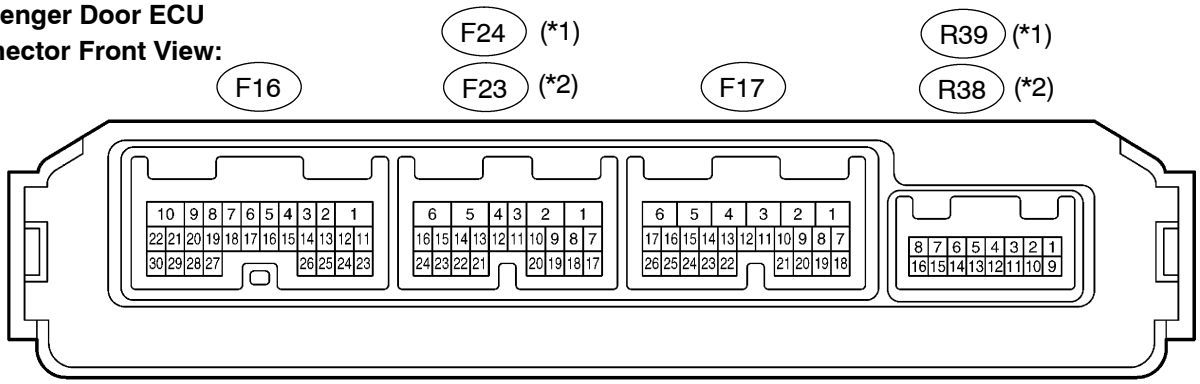
P E70401

Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
LED+ (D24–7) – LED– (D24–18)	L – Y	Illumination signal (To inside handle illumination front LH)	• Inside handle illumination comes on • Inside handle illumination goes off	• 10 to 14 V • Below 1 V
GND (D25–1) – Body ground	W–B – Body ground	Ground	Always	Below 1 V
CPUB (D25–4) – GND (D25–1)	V–Y – W–B	Power source circuit (From battery)	Always	10 to 14 V
SIG (D25–5) – GND (D25–1)	R–L – W–B	Power source circuit (From battery)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 10 to 14 V
BDR (D25–6) – GND (D25–1)	R – W–B	Power source circuit (From battery)	Always	10 to 14 V
CYL (D25–15) – CTYB (D25–24)	G – L–Y	Illumination signal (To door courtesy lamp front LH)	• Door courtesy lamp comes on • Door courtesy lamp goes off	• 10 to 14 V • Below 1 V
MPX1 (D25–17) – GND (D25–1)	P–L – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
CTY (D25–23) – GND (D25–1)	P–G – W–B	Door courtesy switch circuit	• Driver's side door is open • Driver's side door is closed	• Below 1 V • 10 to 14 V
MPX2 (D25–26) – GND (D25–1)	P–L – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
LSW (F23–7) – CPSE (F23–20) (*1)	R – B	Door lock position circuit	• Driver's side door is locked • Driver's side door is unlocked	• 10 to 14 V • Below 1 V
LSW (F24–7) – CPSE (F24–20) (*2)	R – B	Door lock position circuit	• Driver's side door is locked • Driver's side door is unlocked	• 10 to 14 V • Below 1 V
LP (R38–2) – HTR– (R38–12) (*1)	Y – B–R	Outer foot lamp circuit	• Outer foot lamp comes on • Outer foot lamp goes off	• 10 to 14 V • Below 1 V
LP (R39–2) – HTR– (R39–12) (*2)	Y – B–R	Outer foot lamp circuit	• Outer foot lamp comes on • Outer foot lamp goes off	• 10 to 14 V • Below 1 V

*1: LHD
*2: RHD

9. PASSENGER DOOR ECU

Passenger Door ECU
Connector Front View:



*1: LHD
*2: RHD

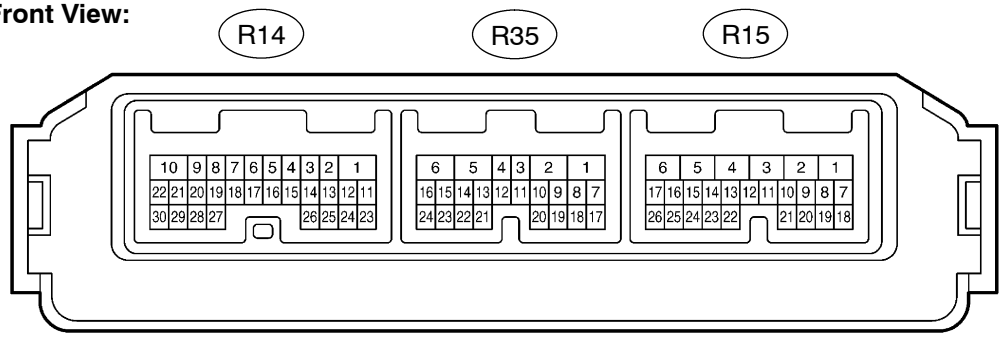
P E70401

Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
LED+ (F16–7) – LED– (F16–18)	L – Y	Illumination signal (To inside handle illumination front RH)	• Inside handle illumination comes on • Inside handle illumination goes off	• 10 to 14 V • Below 1 V
GND (F17–1) – Body ground	W–B – Body ground	Ground	Always	Below 1 V
CPUB (F17–4) – GND (F17–1)	V–Y – W–B	Power source circuit (From battery)	Always	10 to 14 V
SIG (F17–5) – GND (F17–1)	R–L – W–B	Power source circuit (From battery)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 10 to 14 V
BDR (F17–6) – GND (F17–1)	R – W–B	Power source circuit (From battery)	Always	10 to 14 V
CYL (F17–15) – CTYB (F17–24)	G – L–Y	Illumination signal (To door courtesy lamp front RH)	• Door courtesy lamp comes on • Door courtesy lamp goes off	• 10 to 14 V • Below 1 V
MPX1 (F17–17) – GND (F17–1)	P–L – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
CTY (F17–23) – GND (F17–1)	P–G – W–B	Door courtesy switch circuit	• Passenger's side door is open • Passenger's side door is closed	• Below 1 V • 10 to 14 V
MPX2 (F17–26) – GND (F17–1)	P–L – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
LSW (F23–7) – CPSE (F23–20) (*2)	R – B	Door lock position circuit	• Passenger's side door is locked • Passenger's side door is unlocked	• 10 to 14 V • Below 1 V
LSW (F24–7) – CPSE (F24–20) (*1)	R – B	Door lock position circuit	• Passenger's side door is locked • Passenger's side door is unlocked	• 10 to 14 V • Below 1 V
LP (R38–2) – HTR– (R38–12) (*2)	Y – B–R	Outer foot lamp circuit	• Outer foot lamp comes on • Outer foot lamp goes off	• 10 to 14 V • Below 1 V
LP (R39–2) – HTR– (R39–12) (*1)	Y – B–R	Outer foot lamp circuit	• Outer foot lamp comes on • Outer foot lamp goes off	• 10 to 14 V • Below 1 V

*1: LHD
*2: RHD

10. REAR DOOR LH ECU

Rear Door LH ECU
Connector Front View:

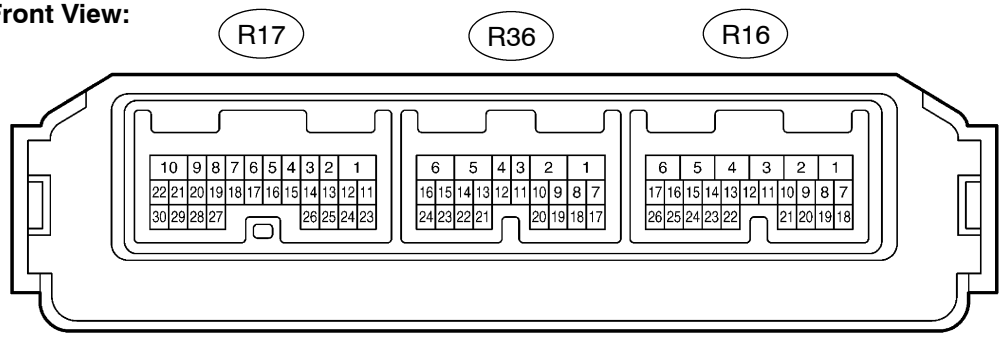


P E70402

Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
LED– (R14–5) – LED+ (R14–26)	Y – L	Illumination signal (To inside handle illumination rear LH)	• Inside handle illumination comes on • Inside handle illumination goes off	• 10 to 14 V • Below 1 V
ASH– (R14–6) – ASH+ (R14–25)	G–O – R–Y	Illumination signal (To ashtray illumination rear LH)	• Ashtray illumination comes on • Ashtray illumination goes off	• 10 to 14 V • Below 1 V
CPUB (R15–1) – GND (R15–6)	V–Y – W–B	Power source circuit (From battery)	Always	10 to 14 V
BDR (R15–2) – GND (R15–6)	R–B – W–B	Power source circuit (From battery)	Always	10 to 14 V
GND (R15–6) – Body ground	W–B – Body ground	Ground	Always	Below 1 V
CTY (R15–7) – GND (R15–6)	L – W–B	Door courtesy switch circuit	• Rear LH door is open • Rear LH door is closed	• Below 1 V • 10 to 14 V
CYL (R15–8) – CTYB (R15–10)	G – L–Y	Illumination signal (To door courtesy lamp rear LH)	• Door courtesy lamp comes on • Door courtesy lamp goes off	• 10 to 14 V • Below 1 V
MPX1 (R15–18) – GND (R15–6)	P–L – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
MPX2 (R15–20) – GND (R15–6)	P–L – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
SIG (R15–26) – GND (R15–6)	R–L – W–B	Power source circuit (From battery)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 10 to 14 V
LSW (R35–7) – CPSE (R35–20)	R – B	Door lock position circuit	• Rear LH door is locked • Rear LH door is unlocked	• 10 to 14 V • Below 1 V

11. REAR DOOR RH ECU

Rear Door RH ECU
Connector Front View:

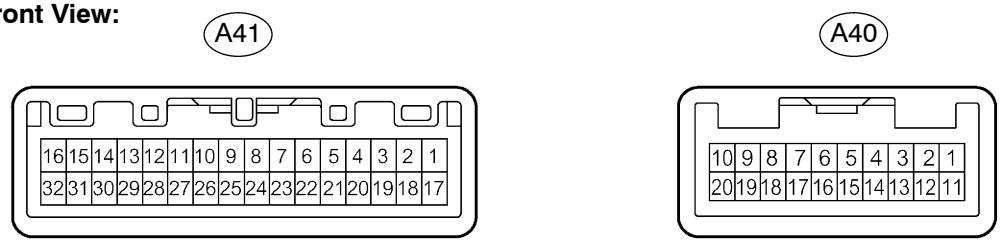


P E70402

Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (R16–1) – GND (R16–6)	V–Y – W–B	Power source circuit (From battery)	Always	10 to 14 V
BDR (R16–2) – GND (R16–6)	R–W – W–B	Power source circuit (From battery)	Always	10 to 14 V
GND (R16–6) – Body ground	W–B – Body ground	Ground	Always	Below 1 V
CTY (R16–7) – GND (R16–6)	L – W–B	Door courtesy switch circuit	• Rear RH door is open • Rear RH door is closed	• Below 1 V • 10 to 14 V
CYL (R16–8) – CTYB (R16–10)	G – L–Y	Illumination signal (To door courtesy lamp rear RH)	• Door courtesy lamp comes on • Door courtesy lamp goes off	• 10 to 14 V • Below 1 V
MPX1 (R16–18) – GND (R16–6)	P–L – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
MPX2 (R16–20) – GND (R16–6)	P–L – W–B	Multiplex communication signal circuit	Ignition switch ON	Signal waveform
SIG (R16–26) – GND (R16–6)	R–L – W–B	Power source circuit (From battery)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 10 to 14 V
LED– (R17–5) – LED+ (R17–26)	Y – L	Illumination signal (To inside handle illumination rear RH)	• Inside handle illumination comes on • Inside handle illumination goes off	• 10 to 14 V • Below 1 V
ASH– (R17–6) – ASH+ (R17–25)	G–O – R–Y	Illumination signal (To ashtray illumination rear RH)	• Ashtray illumination comes on • Ashtray illumination goes off	• 10 to 14 V • Below 1 V
LSW (R36–7) – CPSE (R36–20)	R – B	Door lock position circuit	• Rear RH door is locked • Rear RH door is unlocked	• 10 to 14 V • Below 1 V

12. AFS ECU

AFS ECU
Connector Front View:



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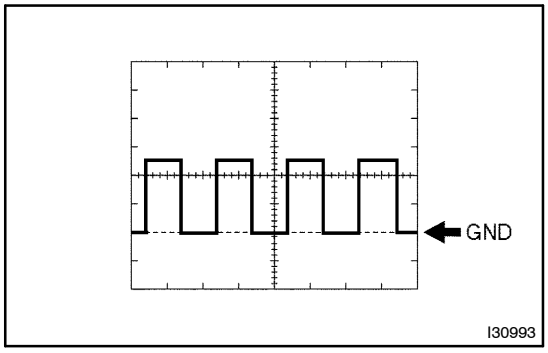
Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
SBF (A41–1) – SGF (A41–17)	B – V–Y (*1) LG–R – LG–B (*2)	Vehicle height signal (To air suspension ECU) (*1) (To height control sensor) (*2)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 4.5 to 5.5 V
SHFL (A41–2) – SGF (A41–17)	V–G – V–Y (*1) L – LG–B (*2)	Vehicle height signal (To air suspension ECU) (*1) (To height control sensor) (*2)	• Ignition switch OFF • Ignition switch ON, the vehicle is standing still or bouncing	• Below 1 V • 0.5 to 4.5 V
SPDL (A41–6) – E1 (A40–1)	Y–B – W–B	Vehicle speed signal (To skid control ECU)	Drive at approx. 30 km/h (19 mph)	Pulse generation (See waveform 1)
SPDR (A41–7) – E1 (A40–1)	Y–R – W–B	Vehicle speed signal (To skid control ECU)	Drive at approx. 30 km/h (19 mph)	Pulse generation (See waveform 1)
BR1+ (A41–9) – BR1– (A41–10)	L–W – GR–R	Headlamp swivel motor RH	• Ignition switch OFF • Engine running, light control switch in HEAD, driving at more than 30 km/h (19 mph) and turning the steering wheel more than 12°	• Below 1 V • Pulse generation (See waveform 2)
BR2+ (A41–11) – BR2– (A41–12)	R–B – P–G	Headlamp swivel motor RH	• Ignition switch OFF • Engine running, light control switch in HEAD, driving at more than 30 km/h (19 mph) and turning the steering wheel more than 12°	• Below 1 V • Pulse generation (See waveform 2)
LR1+ (A41–13) – LR1– (A41–14)	G – R–G	Headlamp leveling actuator RH	• Ignition switch OFF • Engine running, light control switch in HEAD, the vehicle is standing still or bouncing	• Below 1 V • Pulse generation (See waveform 2)
LR2+ (A41–15) – LR2– (A41–16)	R – P	Headlamp leveling actuator RH	• Ignition switch OFF • Engine running, light control switch in HEAD, the vehicle is standing still or bouncing	• Below 1 V • Pulse generation (See waveform 2)
SGF (A41–17) – E1 (A40–1)	V–Y – W–B (*1) LG–B – W–B (*2)	Vehicle height signal (To air suspension ECU) (*1) (To height control sensor) (*2)	Always	Below 1 V
SMGR (A41–18) – E1 (A40–1)	O – W–B	Headlamp swivel motor RH	Always	Below 1 V
SMGL (A41–19) – E1 (A40–1)	B–Y – W–B	Headlamp swivel motor LH	Always	Below 1 V

SMBR (A41–21) – SMGR (A41–18)	L–Y – O	Headlamp swivel motor RH	• Ignition switch OFF • Engine running, light control switch in HEAD	• Below 1 V • 4.5 to 5.5 V
SMBL (A41–22) – SMGL (A41–19)	L–W – B–Y	Headlamp swivel motor LH	• Ignition switch OFF • Engine running, light control switch in HEAD	• Below 1 V • 4.5 to 5.5 V
SMR (A41–23) – SMGR (A41–18)	G–B – O	Headlamp swivel motor RH	• Ignition switch OFF • Engine running, light control switch in HEAD	• Below 1 V • 0.3 to 4.6 V
SML (A41–24) – SMGL (A41–19)	LG – B–Y	Headlamp swivel motor LH	• Ignition switch OFF • Engine running, light control switch in HEAD	• Below 1 V • 0.3 to 4.6 V
BL1+ (A41–25) – BL1– (A41–26)	V–W – G–R	Headlamp swivel motor LH	• Ignition switch OFF • Engine running, light control switch in HEAD, driving at more than 30 km/h (19 mph) and turning the steering wheel more than 12°	• Below 1 V • Pulse generation (See waveform 2)
BL2+ (A41–27) – BL2– (A41–28)	W–G – B–L	Headlamp swivel motor LH	• Ignition switch OFF • Engine running, light control switch in HEAD, driving at more than 30 km/h (19 mph) and turning the steering wheel more than 12°	• Below 1 V • Pulse generation (See waveform 2)
LL1+ (A41–29) – LL1– (A41–30)	BR–W – R–W	Headlamp leveling actuator LH	• Ignition switch OFF • Engine running, light control switch in HEAD, the vehicle is standing still or bouncing	• Below 1 V • Pulse generation (See waveform 2)
LL2+ (A41–31) – LL2– (A41–32)	R–Y – P–B	Headlamp leveling actuator LH	• Ignition switch OFF • Engine running, light control switch in HEAD, the vehicle is standing still or bouncing	• Below 1 V • Pulse generation (See waveform 2)
E1 (A40–1) – Body ground	W–B – Body ground	Ground	Always	Below 1 V
IG (A40–2) – E1 (A40–1)	R–L – W–B	Power source circuit (To ignition switch)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 10 to 14 V
MSW (A40–4) – E1 (A40–1)	P–L – W–B	AFS OFF switch	• AFS OFF switch is not pressed • AFS OFF switch is pressed	• 4.5 to 5.5 V • Below 1 V
MPX1 (A40–5) – E1 (A40–1)	V–G – W–B	Multiplex communication signal	Ignition switch ON	Signal waveform
MPX2 (A40–6) – E1 (A40–1)	V–G – W–B	Multiplex communication signal	Ignition switch ON	Signal waveform
SS+ (A40–7) – SS– (A40–8)	BR – Y	Steering sensor signal (To steering sensor)	Engine idling, slowly turn steering wheel	Pulse generation
SHRL (A40–9) – SGF (A41–17) (*1)	W – V–Y	Vehicle height signal (To air suspension ECU)	• Ignition switch OFF • Ignition switch ON, the vehicle is standing still or bouncing	• Below 1 V • 0.5 to 4.5 V
SHRL (A40–9) – SGR (A40–20) (*2)	W – GR	Vehicle height signal (To height control sensor)	• Ignition switch OFF • Ignition switch ON, the vehicle is standing still or bouncing	• Below 1 V • 0.5 to 4.5 V
SBR (A40–10) – SGR (A40–20) (*2)	B–O – GR	Vehicle height signal (To height control sensor)	• Ignition switch OFF • Ignition switch ON	• Below 1 V • 4.5 to 5.5 V
SGR (A40–20) – E1 (A40–1) (*2)	GR – W–B	Vehicle height signal (To height control sensor)	Always	Below 1 V

*1: w/ Electronic Modulated Air Suspension

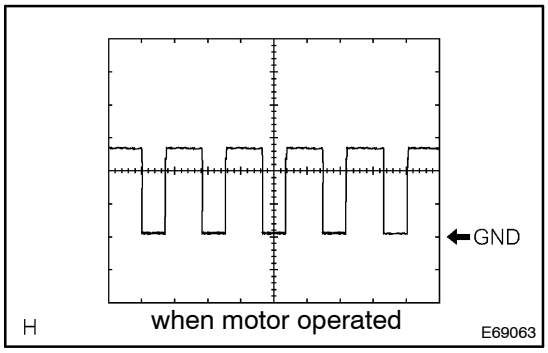
*2: w/o Electronic Modulated Air Suspension



Waveform 1

HINT:

- Terminal: SPDL – GND, SPDR – GND
- Gauge set: 5 V / DIV. 2 ms / DIV
- Condition: Vehicle is driving at approximately 30 km/h (19 mph)



Waveform 2

HINT:

- Terminal: LR1+. LR1–. LR2+. LH2– – GND
  LL1+. LL1–. LL2+. LL2– – GND
- Gauge set: 5 V / DIV. 20 μs / DIV
- Condition: The DRL system is on with engine running or the light control switch is in the HEAD position when the vehicle is standing still or bouncing.

If the value is not within the standard range, it is possible there is some defect on the vehicle side. Inspect the fuse, wire harness and connector.