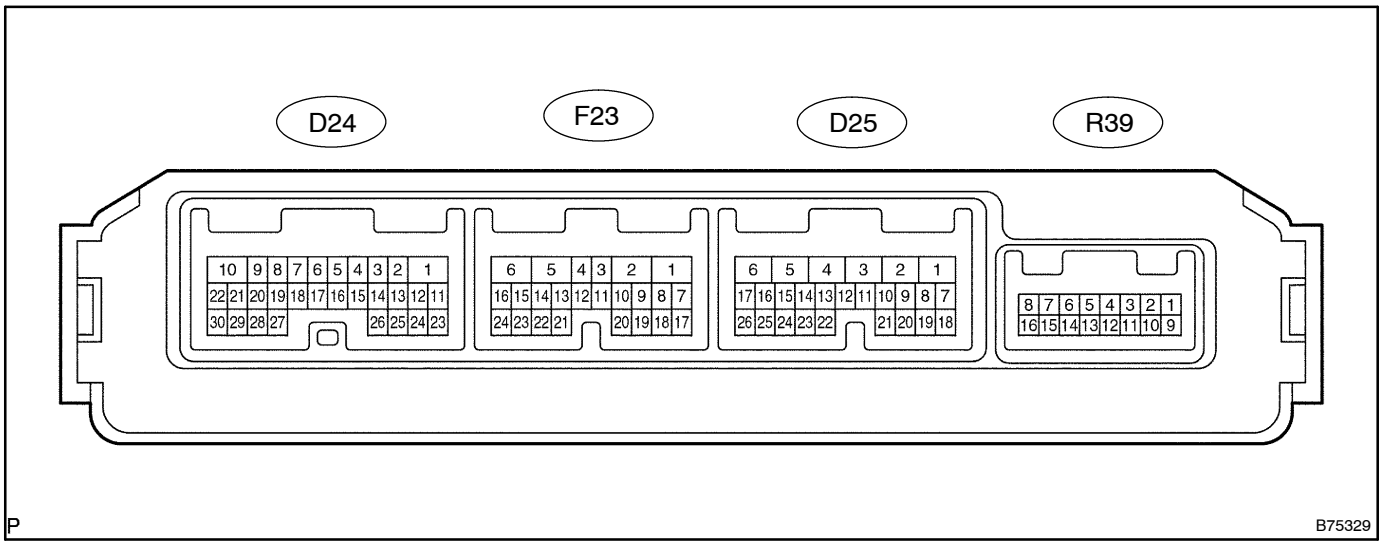
05HYV–01

TERMINALS OF ECU

1. CHECK DRIVER DOOR ECU



(a) Disconnect the D24, D25 and F23 ECU connectors.

(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
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 unlock 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 input	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

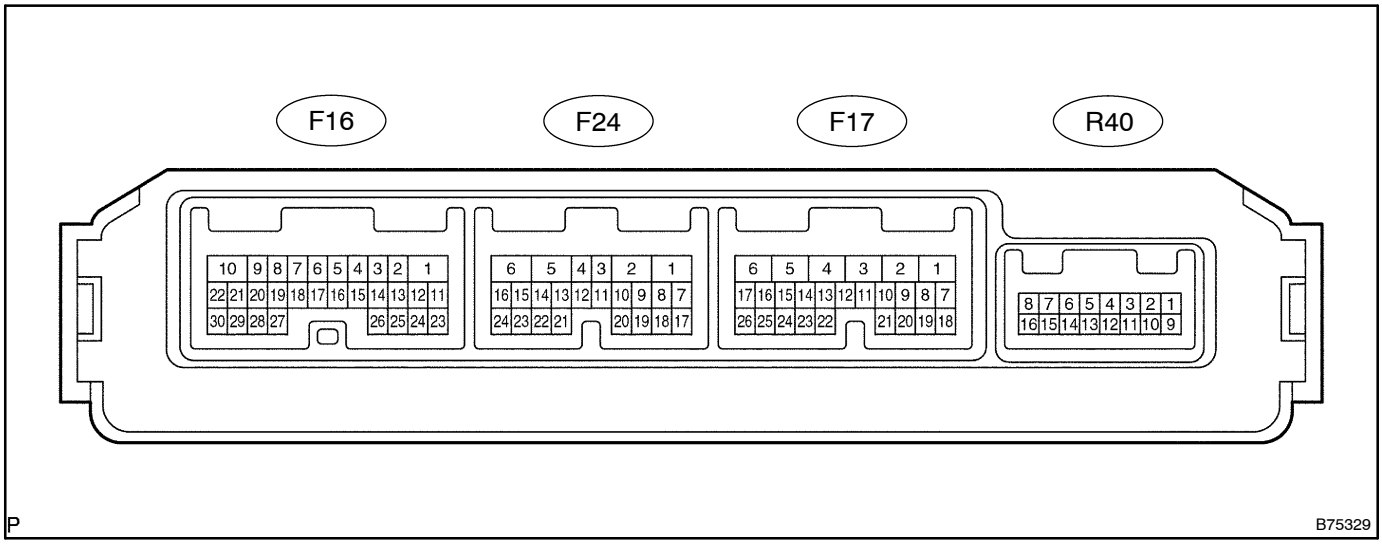
If the result is not as specified, there may be a malfunction on the wire harness side.

(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 output (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 output (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



(a) Disconnect the F16, F17 and F24 ECU connectors.

(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
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 kΩ 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 kΩ 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 kΩ 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 kΩ 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 kΩ or higher → 2: Below 1 Ω

*: w/ Double lock system

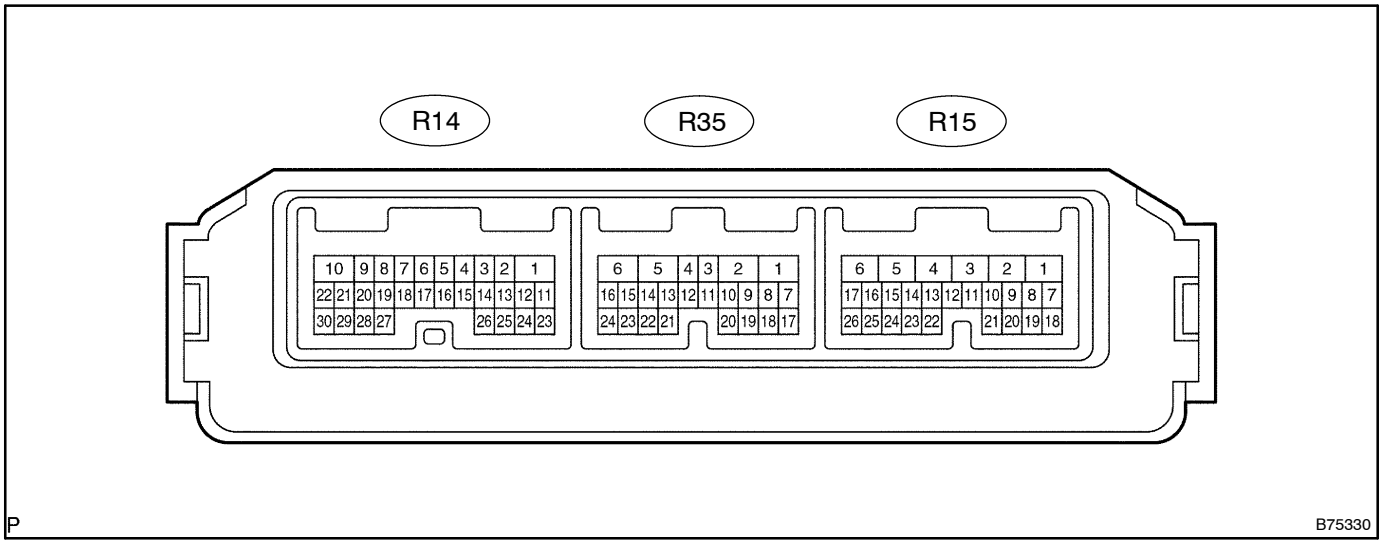
If the result is not as specified, there may be a malfunction on the wire harness side.

(c) Reconnect the 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



(a) Disconnect the R15 and R35 ECU connectors.

(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
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 kΩ 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 kΩ or higher → 2: Below 1 Ω
DBLS* (R35–17) – Body ground	R – Body ground	Rear left 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 R15 and R35 ECU connectors.

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

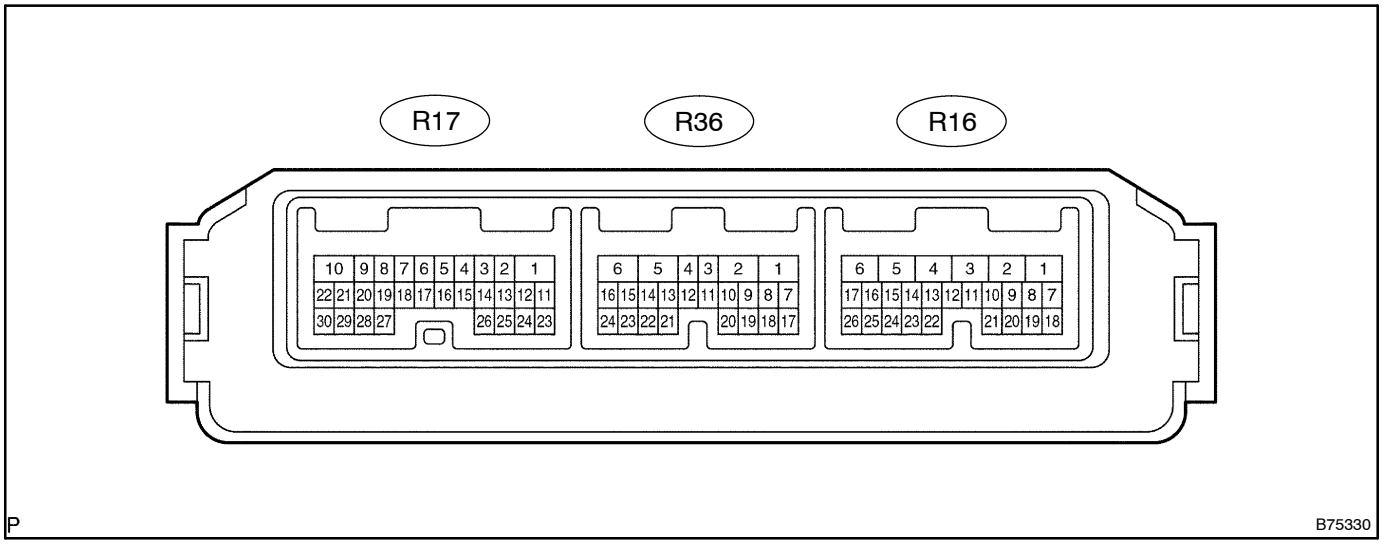
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
A+ (R36–2) – Body ground	BR – Body ground	Door lock motor LOCK drive output (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 output (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 output (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



(a) Disconnect the R16 and R36 ECU connectors.

(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
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 kΩ 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 kΩ 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 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 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.