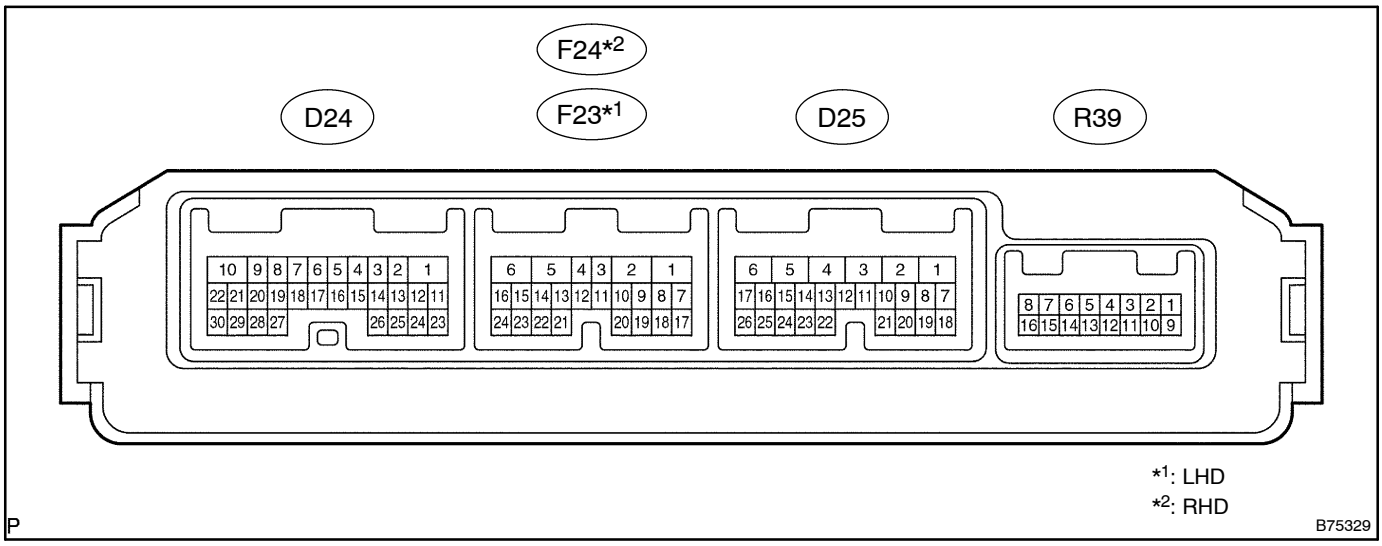
05I16–01

TERMINALS OF ECU

1. CHECK DRIVER DOOR ECU



(a) Disconnect the F23*1/F24*2 and D25 ECU connectors

(b) Measure the voltage and resistance of each terminal of the wire harness side connectors.

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	Battery (ECU power supply)	Constant	10 to 14 V
SIG (D25–5) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch 1: OFF → 2: ON	1: 0 V → 2: 10 to 14 V
BDR (D25–6) – Body ground	R – Body ground	Battery (ECU power supply)	Constant	10 to 14 V
A1+ (F23*1/F24*2–6) – A1– (F23–5)	L – W	Door closer power supply	Constant	10 to 14 V
HALF (F23*1/F24*2–24) – KEYE (F23–21)	W–G – W–B	Half latch switch	1: Driver door fully open → 2: Ajar	1: Below 1 Ω → 2: 10 kΩ or higher
FULL (F23*1/F24*2–15) – KEYE (F23–21)	W–R – W–B	Full latch switch	1: Driver door fully open → 2: Closed	1: Below 1 Ω → 2: 10 kΩ or higher

*1: LHD

*2: RHD

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

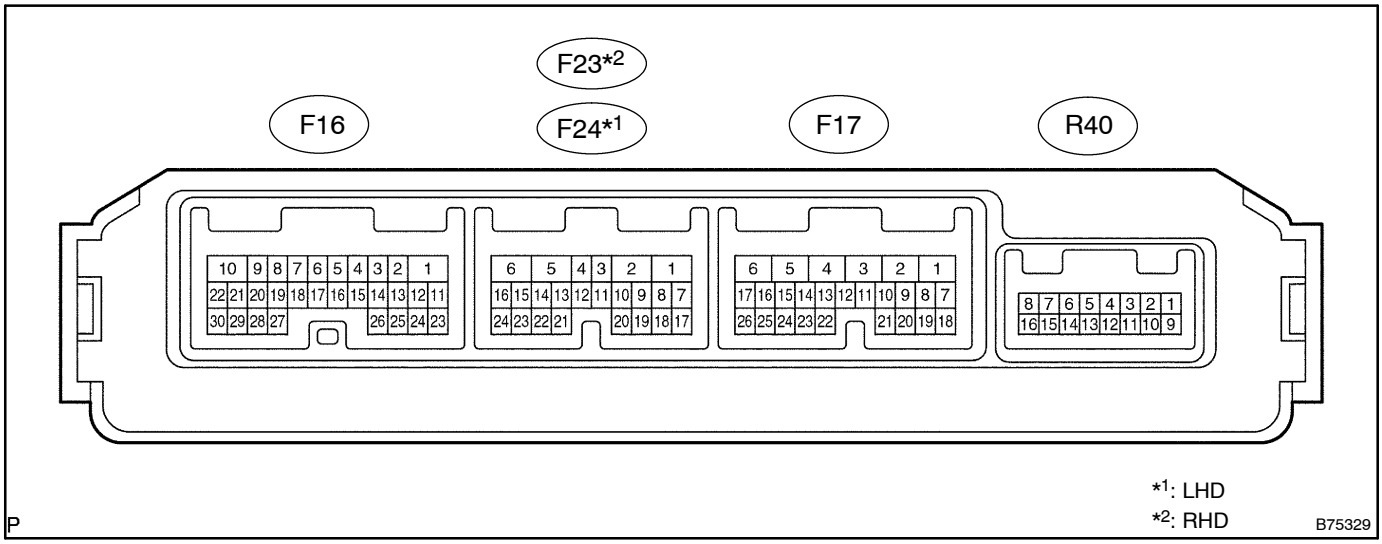
(c) Reconnect the F23*1/F24*2 and D25 ECU connectors.

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

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
A1+ (F23*1/F24*2–6) – GND (D25–1)	L – W–B	Door closer power supply	1: Driver door open → 2: Ajar → 3: Motor clockwise rotation → 4: Rotation complete	1: 0 V → 2: 0 V → 3: 10 to 14 V → 4: 0 V
A1– (F23*1/F24*2–5) – GND (D25–1)	W – W–B	Door closer power supply	1: Driver door closed → 2: Open (motor counterclockwise rotation) → 3: Operation complete	1: 0 V → 2: 10 to 14 V → 3: 0 V

If the result is not as specified, the driver door ECU may be a malfunction.

2. CHECK PASSENGER DOOR ECU



(a) Disconnect the F17 and F24*1/F23*2 ECU connectors.
(b) Measure the voltage and resistance of each terminal of the wire harness side connectors.

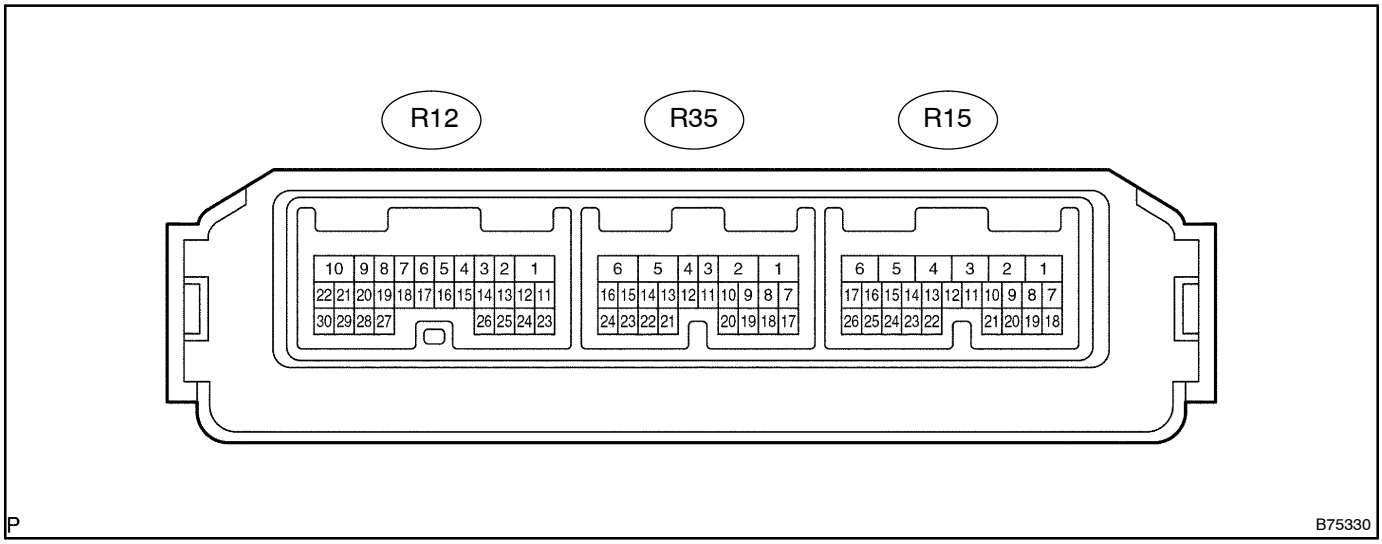
Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
GND (F17–1) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
CPUB (F17–4) – Body ground	V–Y – Body ground	Battery (ECU power supply)	Constant	10 to 14 V
SIG (F17–5) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch 1: OFF → 2: ON	1: 0 V → 2: 10 to 14 V
BDR (F17–6) – Body ground	R – Body ground	Battery (ECU power supply)	Constant	10 to 14 V
A1+ (F24*1/F23*2–6) – A1– (F24–5)	L – W	Door closer power supply	Constant	10 to 14 V
HALF (F24*1/F23*2–24) – KEYE (F24–21)	W–G – W–B	Half latch switch	1: Passenger door fully open → 2: Ajar	1: Below 1 Ω → 2: 10 kΩ or higher
FULL (F24*1/F23*2–15) – KEYE (F24–21)	W–R – W–B	Full latch switch	1: Passenger door fully open → 2: Closed	1: Below 1 Ω → 2: 10 kΩ or higher

If the result is not as specified, there may be a malfunction on the wire harness side.
(c) Reconnect the F17 and F24*1/F23*2 ECU connectors.
(d) Measure the voltage of each terminal of the connector.

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
A1+ (F24*1/F23*2–6) – GND (F17–1)	L – W–B	Door closer power supply	1: Passenger door open → 2: Ajar → 3: Motor clockwise rotation → 4: Rotation complete	1: 0 V → 2: 0 V → 3: 10 to 14 V → 4: 0 V
A1– (F24*1/F23*2–5) – GND (F17–1)	W – W–B	Door closer power supply	1: Passenger door closed → 2: Open (motor counterclockwise rotation) → 3: Operation complete	1: 0 V → 2: 10 to 14 V → 3: 0 V

If the result is not as specified, the passenger door ECU may be a malfunction.

3. CHECK REAR DOOR ECU LH



(a) Disconnect the R15 and R35 ECU connectors.
(b) Measure the voltage and resistance of each of the wire harness side connectors.

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	Battery (ECU power supply)	Constant	10 to 14 V
SIG (R15–26) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch 1: OFF → 2: ON	1: 0 V → 2: 10 to 14 V
BDR (R15–2) – Body ground	R – Body ground	Battery (ECU power supply)	Constant	10 to 14 V
A1+ (R35–6) – A1– (R36–5)	L – W	Door closer power supply	Constant	10 to 14 V
HALF (R35–24) – DLE1 (R36–21)	W–G – W–B	Half latch switch	1: Passenger door fully open → 2: Ajar	1: Below 1 Ω → 2: 10 kΩ or higher
FULL (R35–15) – DLE1 (R36–21)	W–R – W–B	Full latch switch	1: Passenger door fully open → 2: Closed	1: Below 1 Ω → 2: 10 kΩ or higher

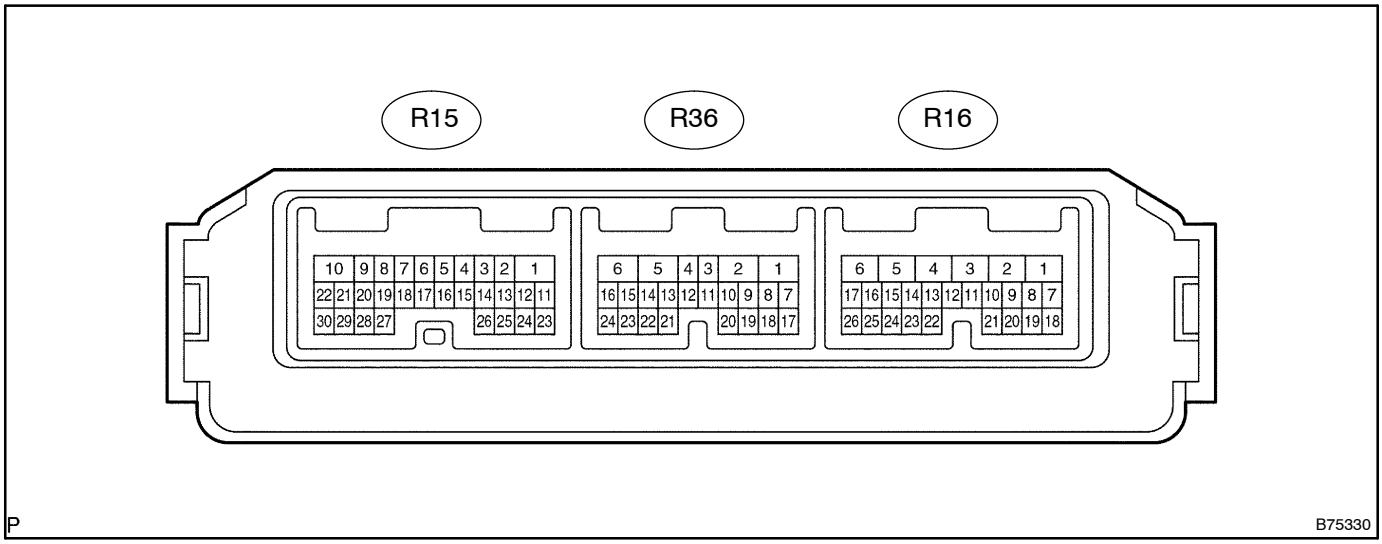
If the result is not as specified, there may be a malfunction on the wire harness side.

(c) Reconnect the R15 and R35 ECU connectors.
(d) Measure the voltage of each terminal of the connector.

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
A1+ (R35–6) – GND (R15–6)	L – W–B	Door closer power supply	1: Rear LH door open → 2: Ajar → 3: Motor clockwise rotation → 4: Rotation complete	1: 0 V → 2: 0 V → 3: 10 to 14 V → 4: 0 V
A1– (R35–5) – GND (R15–6)	W – W–B	Door closer power supply	1: Rear LH door closed → 2: Open (motor counterclock-wise rotation) → 3: Operation complete	1: 0 V → 2: 10 to 14 V → 3: 0 V

If the result is not as specified, the rear door ECU LH may be a malfunction.

4. CHECK REAR DOOR ECU RH



(a) Disconnect the R16 and R36 ECU connectors.

(b) Measure the voltage and resistance of each of the wire harness side connectors.

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	Battery (ECU power supply)	Constant	10 to 14 V
SIG (R16–26) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch 1: OFF → 2: ON	1: 0 V → 2: 10 to 14 V
BDR (R16–2) – Body ground	R – Body ground	Battery (ECU power supply)	Constant	10 to 14 V
A1+ (R36–6) – A1– (R37–5)	L – W	Door closer power supply	Constant	10 to 14 V
HALF (R36–24) – DLE1 (R37–21)	W–G – W–B	Half latch switch	1: Passenger door fully open → 2: Ajar	1: Below 1 Ω → 2: 10 kΩ or higher
FULL (R36–15) – DLE1 (R37–21)	W–R – W–B	Full latch switch	1: Passenger door fully open → 2: Closed	1: Below 1 Ω → 2: 10 kΩ or higher

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 connector.

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
A1+ (R36–6) – GND (R16–6)	L – W–B	Door closer power supply	1: Rear RH door open → 2: Ajar → 3: Motor clockwise rotation → 4: Rotation complete	1: 0 V → 2: 0 V → 3: 10 to 14 V → 4: 0 V
A1– (R36–5) – GND (R16–6)	W – W–B	Door closer power supply	1: Rear RH door closed → 2: Open (motor counterclock-wise rotation) → 3: Operation complete	1: 0 V → 2: 10 to 14 V → 3: 0 V

If the result is not as specified, the rear door ECU RH may be a malfunction.