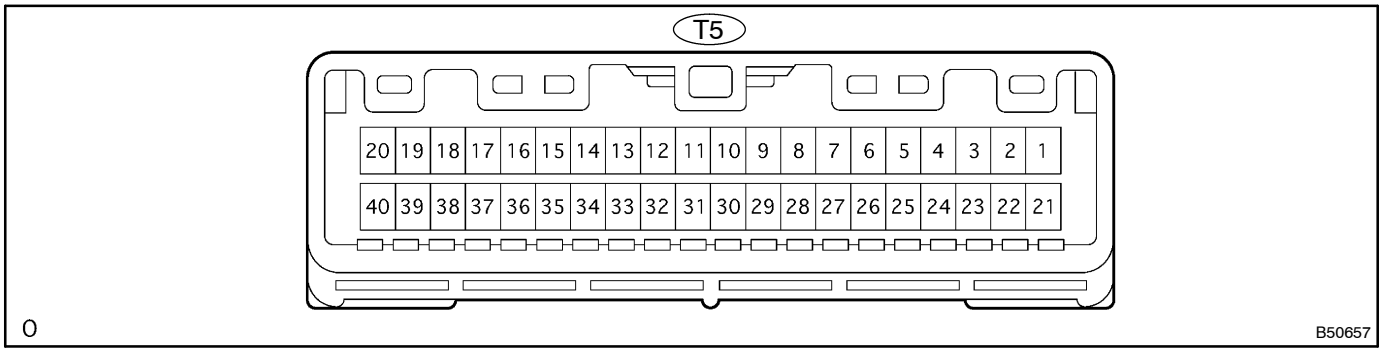
05HU5–01

TERMINALS OF ECU

1. CHECK THEFT WARNING ECU ASSY



(a) Disconnect the the T5 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
IG (T5–24) – GND (T5–20)	R–L – W–B	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
ACC (T5–31) – GND (T5–20)	GR – W–B	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
+B1 (T5–1) – GND (T5–20)	V–Y – W–B	+B power supply	Constant	10 to 14 V
+B2 (T5–21) – GND (T5–20)	G–W – W–B	+B power supply	Constant	10 to 14 V
GND (T5–20) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
BZR3 (T5–11) – BZRG (T5–23)	O – GR–R	Volume adjust of wireless door lock buzzer and ON/OFF	Wireless buzzer volume and ON/OFF switch OFF → ON	10 kΩ or higher → 10 kΩ το below 1 Ω

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

(c) Reconnect the T5 ECU connector.

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

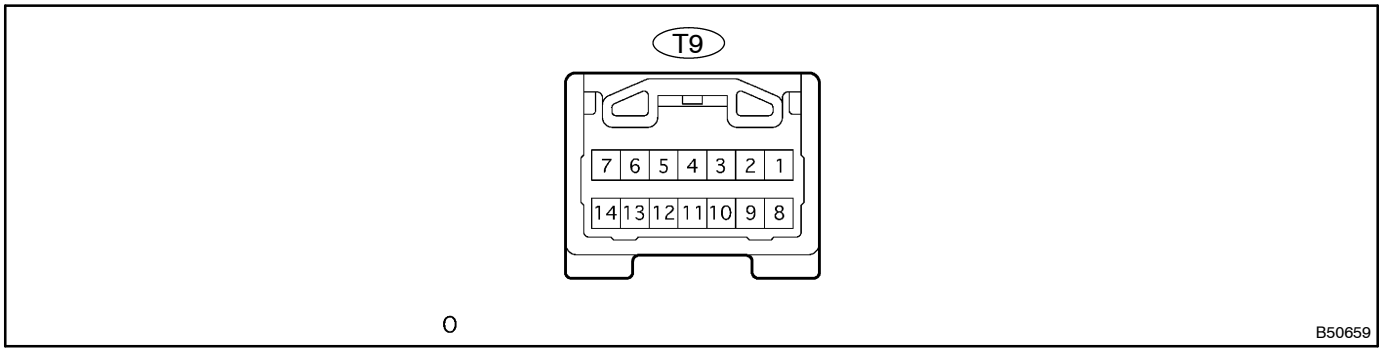
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
RSS1 (T5–30) – Body ground	Y – Body ground	Door control receiver output signal	No key in ignition key cylinder, all doors closed and transmitter switch ON → OFF	Below 1 V → Approx. 6 to 7 V → Below 1 V
RDA (T5–15) – Body ground	Y*1 – Body ground BR–R*2 – Body ground	Door control receiver input signal	No key in ignition key cylinder, all doors closed and transmitter switch ON → OFF	Below 1 V → Approx. 6 to 7 V → Below 1 V
RCO (T5–4) – Body ground	B–Y*1 – Body ground BR–W*2 – Body ground	Power source	No key in ignition key cylinder, all doors closed and transmitter switch ON → OFF	0 V → 4.6 to 5.4 V
BZR (T5–4) – BZR (T5–5)	V–G – W–L	Wireless door lock buzzer	Wireless buzzer OFF → ON	0 V → Pulse generation

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

*1: LHD *2: RHD

2. CHECK TRANSPONDER KEY ECU

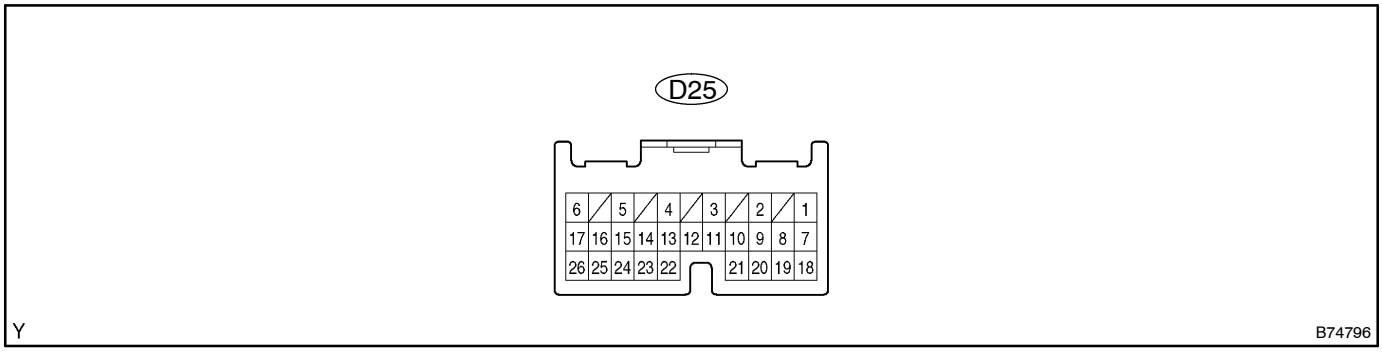


(a) Disconnect the the T9 ECU connector.
(b) Measure the voltage and resistance between each terminal of the wire harness side connector and body ground.
Standard:

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

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

3. CHECK DRIVER DOOR ECU

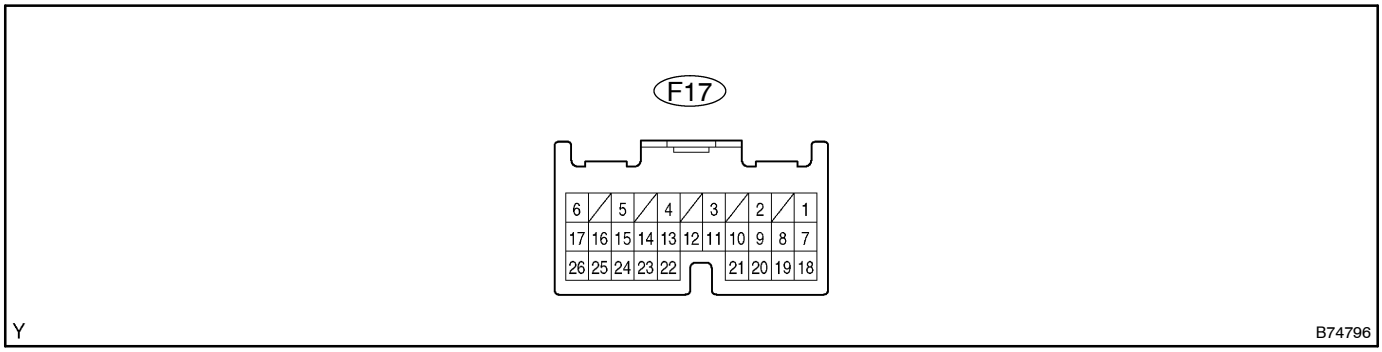


(a) Disconnect the D25 ECU connector.
(b) Measure the voltage and resistance between each terminal of the wire harness side connector and body ground.
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (D25–4) – GND (D25–1)	V–Y – W–B	Battery	Constant	10 to 14 V
SIG (D25–5) – GND (D25–1)	R–L – W–B	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (D25–6) – GND (D25–1)	R – W–B	Door battery	Constant	10 to 14 V
CTY (D25–23) – GND (D25–1)	P–G – W–B	Driver side door courtesy switch	Driver side door closed → Open	10 kΩ or higher → Below 1 Ω
GND (D25–1) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

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

4. CHECK FRONT PASSENGER DOOR ECU

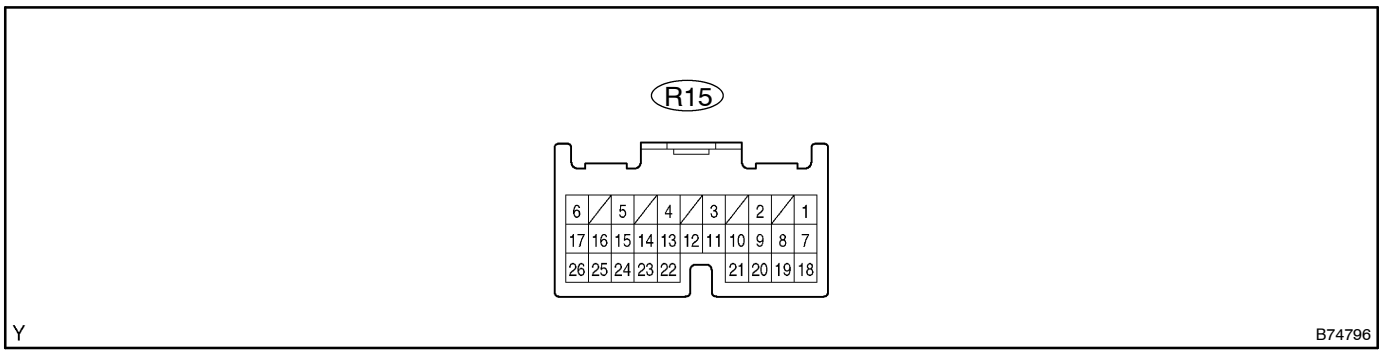


(a) Disconnect the F17 ECU connector.
(b) Measure the voltage and resistance between each terminal of the wire harness side connector and body ground.
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (F17–4) – GND (F17–1)	V–Y – W–B	Battery	Constant	10 to 14 V
SIG (F17–5) – GND (F17–1)	R–L – W–B	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (F17–6) – GND (F17–1)	R – W–B	Door battery	Constant	10 to 14 V
CTY (F17–23) – GND (F17–1)	P–G – W–B	Passenger side door courtesy switch	Passenger side door closed → Open	10 kΩ or higher → Below 1 Ω
GND (F17–1) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

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

5. CHECK REAR DOOR LH ECU

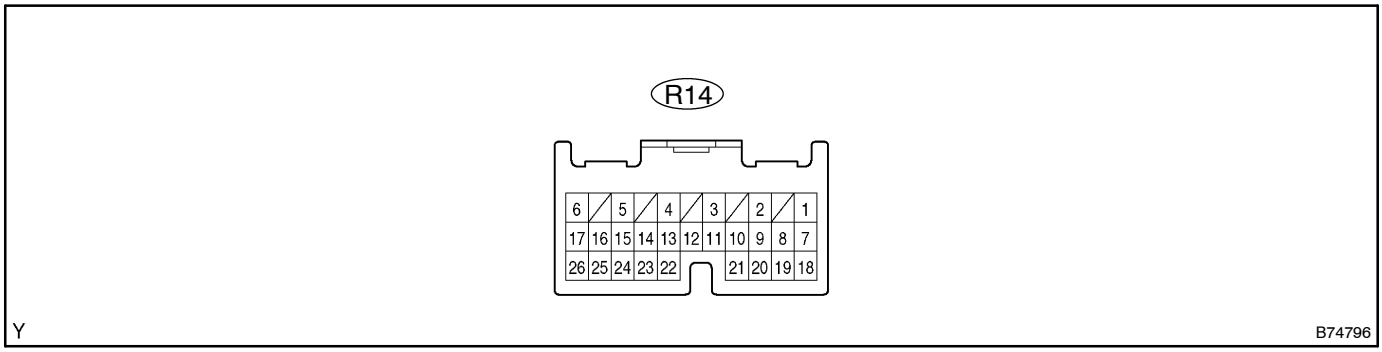


(a) Disconnect the R15 ECU connector.
(b) Measure the voltage and resistance between each terminal of the wire harness side connector and body ground.
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (R15–1) – GND (R15–6)	V–Y – W–B	Battery	Constant	10 to 14 V
SIG (R15–26) – GND (R15–6)	R–L – W–B	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (R15–2) – GND (R15–6)	R–B – W–B	Door battery	Constant	10 to 14 V
CTY (R15–7) – GND (R15–6)	L – W–B	Rear door LH courtesy switch	Rear door LH closed → Open	10 kΩ or higher → Below 1 Ω
GND (R15–6) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

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

6. CHECK REAR DOOR RH ECU



(a) Disconnect the R14 ECU connector.

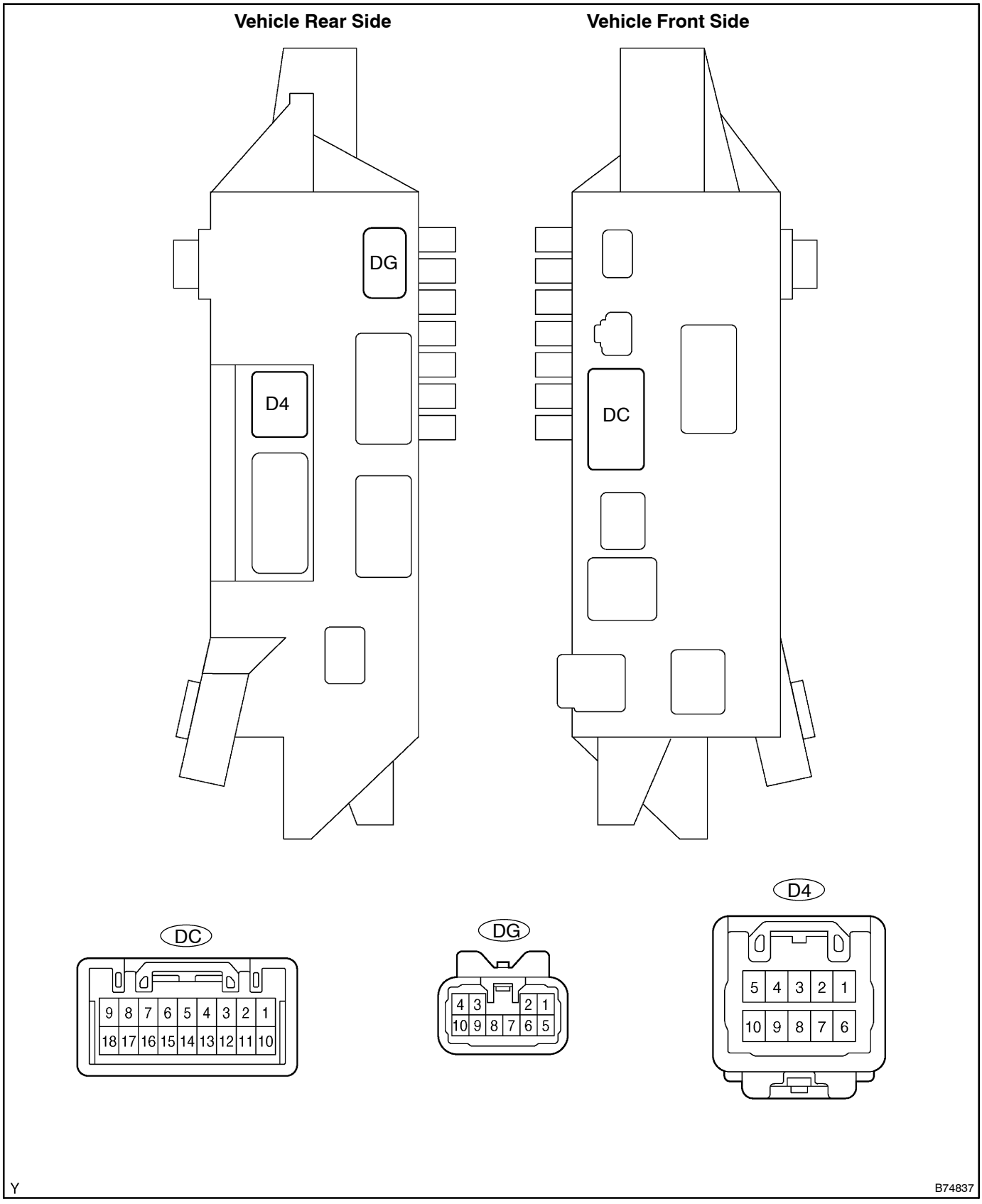
(b) Measure the voltage and resistance between each terminal of the wire harness side connector and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (R14–1) – GND (R14–6)	V–Y – W–B	Battery	Constant	10 to 14 V
SIG (R14–26) – GND (R14–6)	R–L – W–B	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (R14–2) – GND (R14–6)	R–B – W–B	Door battery	Constant	10 to 14 V
CTY (R14–7) – GND (R14–6)	L – W–B	Rear door RH courtesy switch	Rear door RH closed → Open	10 kΩ or higher → Below 1 Ω
GND (R14–6) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

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

7. CHECK DRIVER SIDE J/B (DRIVER SIDE J/B ECU)



(a) Disconnect the D4 ECU connector.
(b) Disconnect the DC and DG J/B connectors.
(c) 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
IG*1 (DC–8) – Body ground	R–W – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
IG*2 (DC–2) – Body ground	R–W – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
ACC*1 (DG–7) – Body ground	W–G – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
ACC*2 (DG–8) – Body ground	W–G – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
HAZ*1 (DG–3) – Body ground	W – Body ground	Hazard lamp power supply	Constant	10 to 14 V
HAZ*2 (DG–2) – Body ground	W – Body ground	Hazard lamp power supply	Constant	10 to 14 V
GND2*1 (D4–1) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
GND2*2 (D4–5) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

If the result is not as specified, the wire harness side may have a malfunction.
*1: LHD *2: RHD

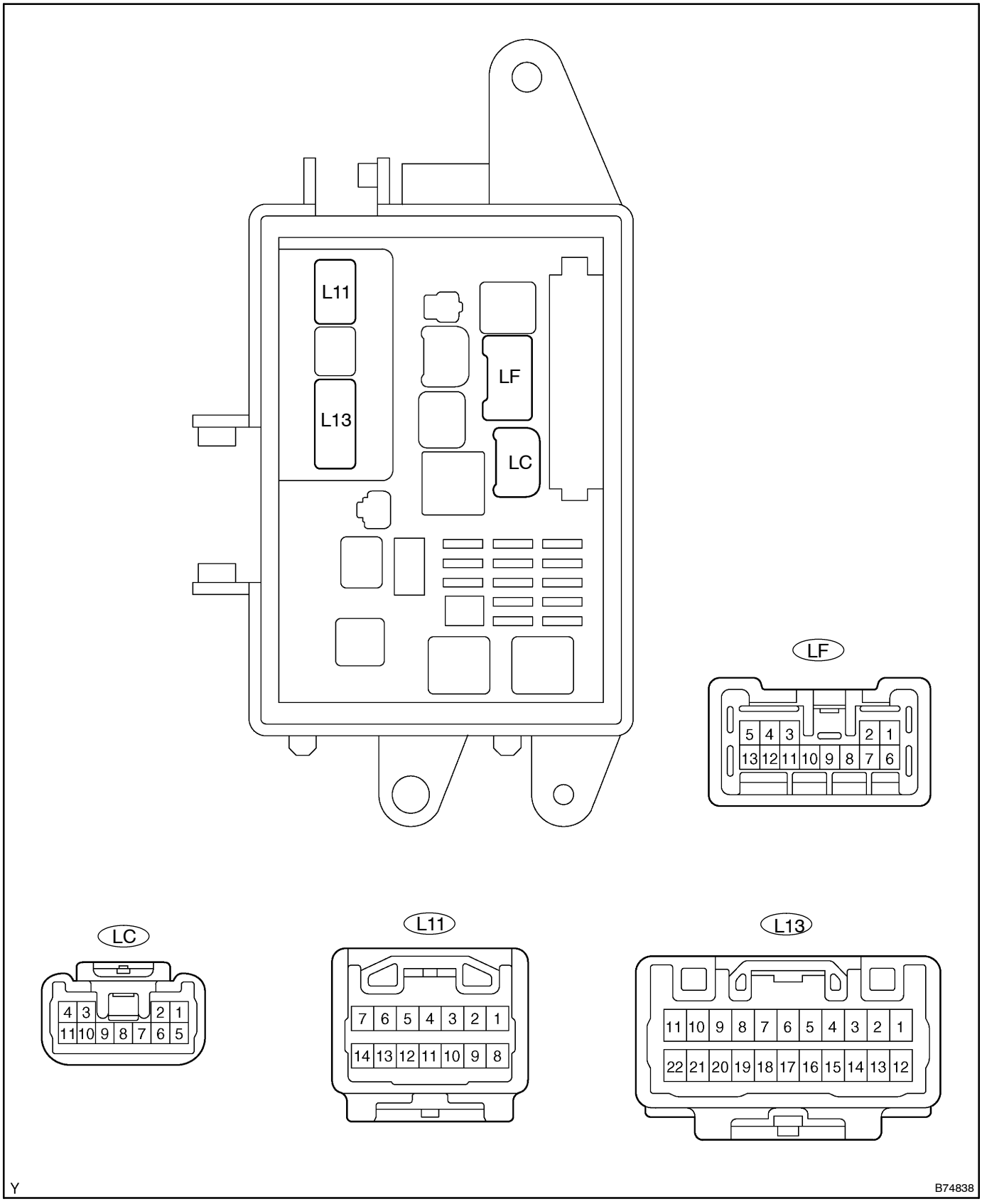
(d) Reconnect the D4 ECU connector.
(e) Reconnect the DC, DD and DG J/B connectors.
(f) Measure the voltage of each terminal of the connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
HAZ*1 (D4–2) – Body ground	O – Body ground	Hazard lamp drive	Answer–back OFF → ON	10 to 14 V → Pulse generation
HAZ*2 (D4–4) – Body ground	O – Body ground	Hazard lamp drive	Answer–back OFF → ON	10 to 14 V → Pulse generation

If the result is not as specified, the driver side J/B may have a malfunction.
*1: LHD *2: RHD

8. CHECK LUGGAGE ROOM J/B ASSY (LUGGAGE ROOM J/B ECU)



(a) Disconnect the L11 and L13 ECU connectors.
(b) Disconnect the LC and LF J/B connectors.
(c) Measure the voltage and resistance between wire harness side connectors and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
IG (O) (LC–11) – Body ground	P – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
ACC (O) (LF–5) – Body ground	GR – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
LCTY (L11–4) – Body ground	G – Body ground	Luggage compartment door courtesy switch	Luggage compartment door closed → Open	10 kΩ or higher → Below 1 Ω
BDCY (L13–8) – Body ground	L*1 – Body ground GR*2 – Body ground	Luggage compartment door lock switch	Luggage compartment door closed → Open	10 kΩ or higher → Below 1 Ω
SG (L13–5) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

If the result is not as specified, the wire harness side may have a malfunction.
*1: LHD *2: RHD