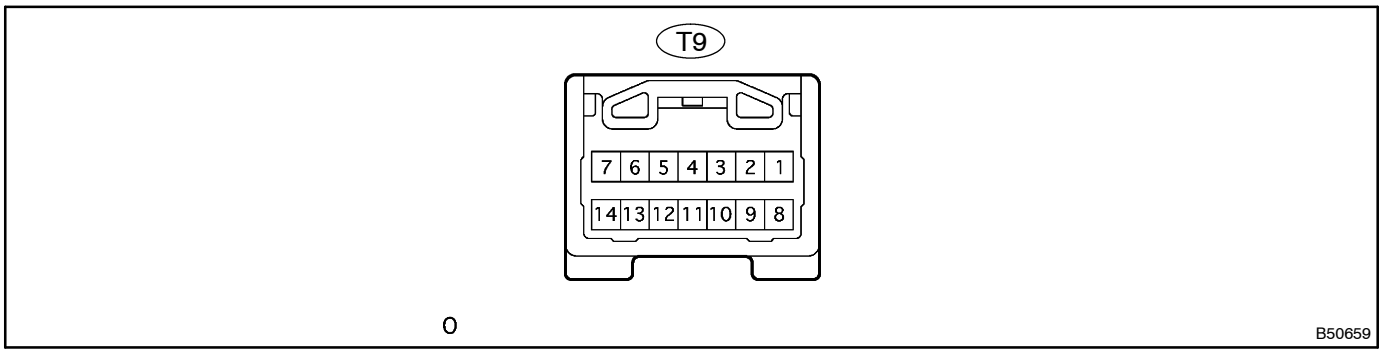
05I31–01

TERMINALS OF ECU

1. CHECK TRANSPONDER KEY ECU ASSY



(a) Disconnect the T9 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
CPUB (T9–1) – GND (T9–14)	V–Y – W–B	Battery	Constant	10 to 14 V
GND (T9–14) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
KSW (T9–3) – GND (T9–14)	LG–B – W–B	Unlock warning switch	1: No key in ignition key cylinder → 2: Key inserted	1: 10 kΩ or higher → 2: Below 1 Ω

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

(c) Reconnect the T9 ECU connector.

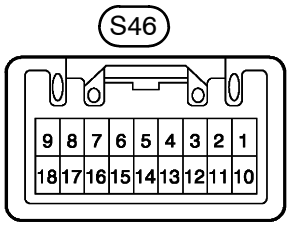
(d) Measure the voltage between each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
KSW (T9–3) – GND (T9–14)	LG–B – W–B	Unlock warning switch	1: No key in ignition key cylinder → 2: Key inserted	1: 10 to 14 V → 2: 0 V

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

2. CHECK STEERING LOCK ECU



F46206

(a) Disconnect the S46 ECU connector.
(b) Measure the voltage and resistance of each terminal of the wire harness side connector.
Standard:

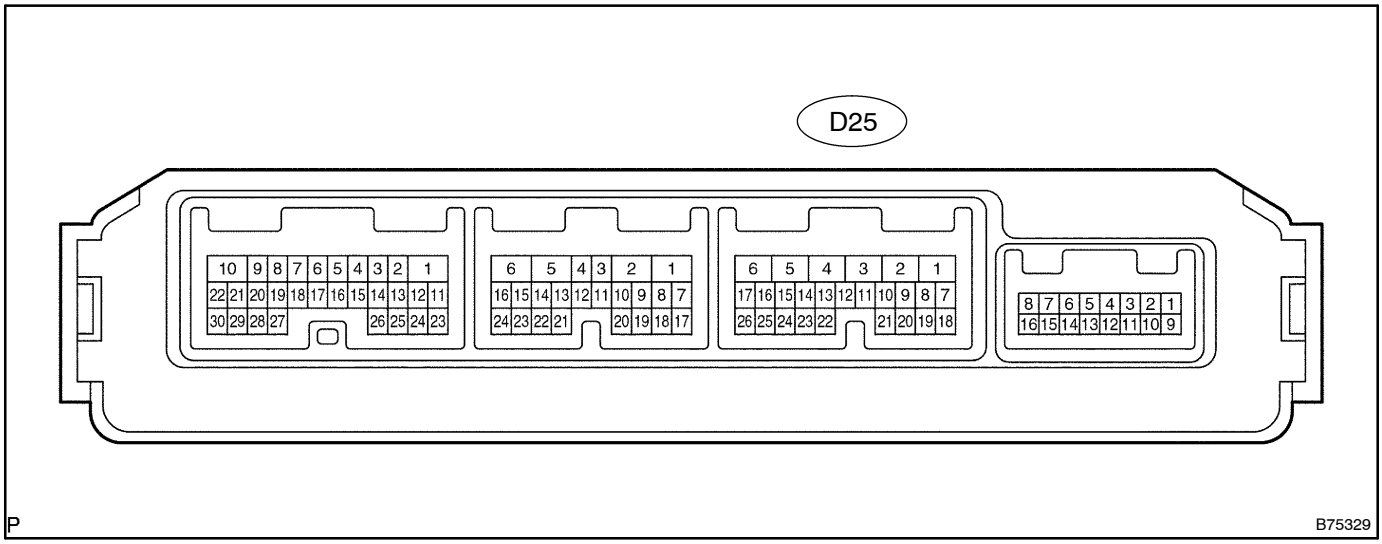
Terminal No. (Symbols)	Wiring color	Terminal description	Condition	Specified value
CPUB (S46–1) – Body ground	V–Y – Body ground	+B (CPUB) Power supply	Constant	10 to 14 V
+B (S46–10)– Body ground	R–L – Body ground	+B (+B) Power supply	Constant	10 to 14 V
KSW (S46–12) – Body ground	LG–B – Body ground	Unlock warning switch input	1: No key in starter switch → 2: Key inserted	1: 10 kΩ or higher → 2: Below 1 Ω
PUSH (S46–11) – Body ground	P–B – Body ground	Push switch input	1: No key in starter switch → 2: Key inserted	1: 10 kΩ or higher → 2: Below 1 Ω
GND (S46–9) – 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 S46 ECU connector.
(d) Measure the voltage between each terminal of the connector.
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
KSW (S46–12) – GND (S46–9)	LG–B – W–B	Unlock warning switch	1: No key in ignition cylinder → 2: Key inserted	1: 10 to 14 V → 2: 0 V
PUSH (S46–11) – GND (S46–9)	P–B – W–B	Push switch input	1: No key in ignition cylinder → 2: Key inserted	1: 10 to 14 V → 2: 0 V

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

3. CHECK DRIVER DOOR ECU



(a) Disconnect the D25 ECU connector.

(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
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
GND (D25–1) – Body ground	W–B – Body ground	Ground	Constant	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

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