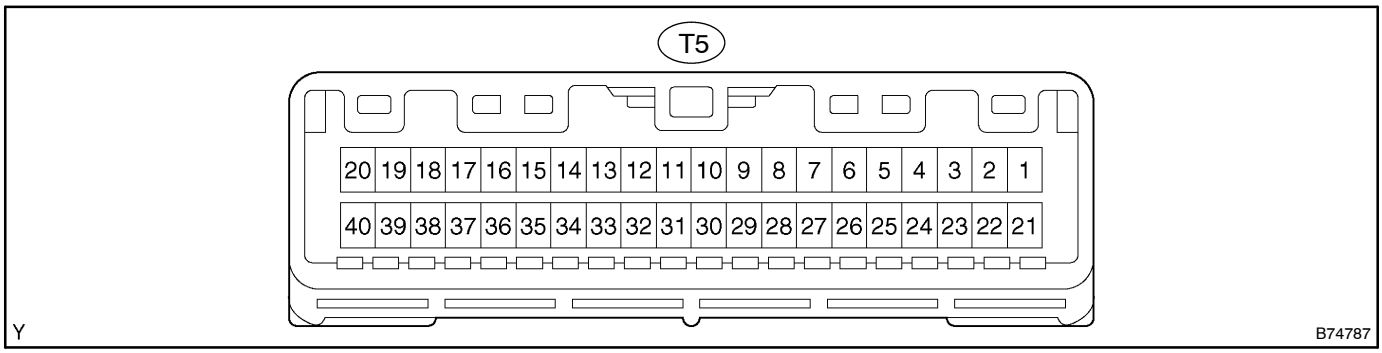
05HXK–01

TERMINALS OF ECU

1. CHECK THEFT DETERRENT ECU (LHD)



(a) Disconnect the T5 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
IG (T5–24) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch ON	10 to 14 V
+B1*1, +B*2 (T5–1) – Body ground	V–Y – Body ground	+B power supply	Constant	10 to 14 V
+B2 (T5–21) – Body ground	G–W – Body ground	+B power supply	Constant	10 to 14 V
GND (T5–20) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

HINT:

*1: w/ Smart key system

*2: w/o Smart key system

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

(c) Reconnect the T5 ECU connector.

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

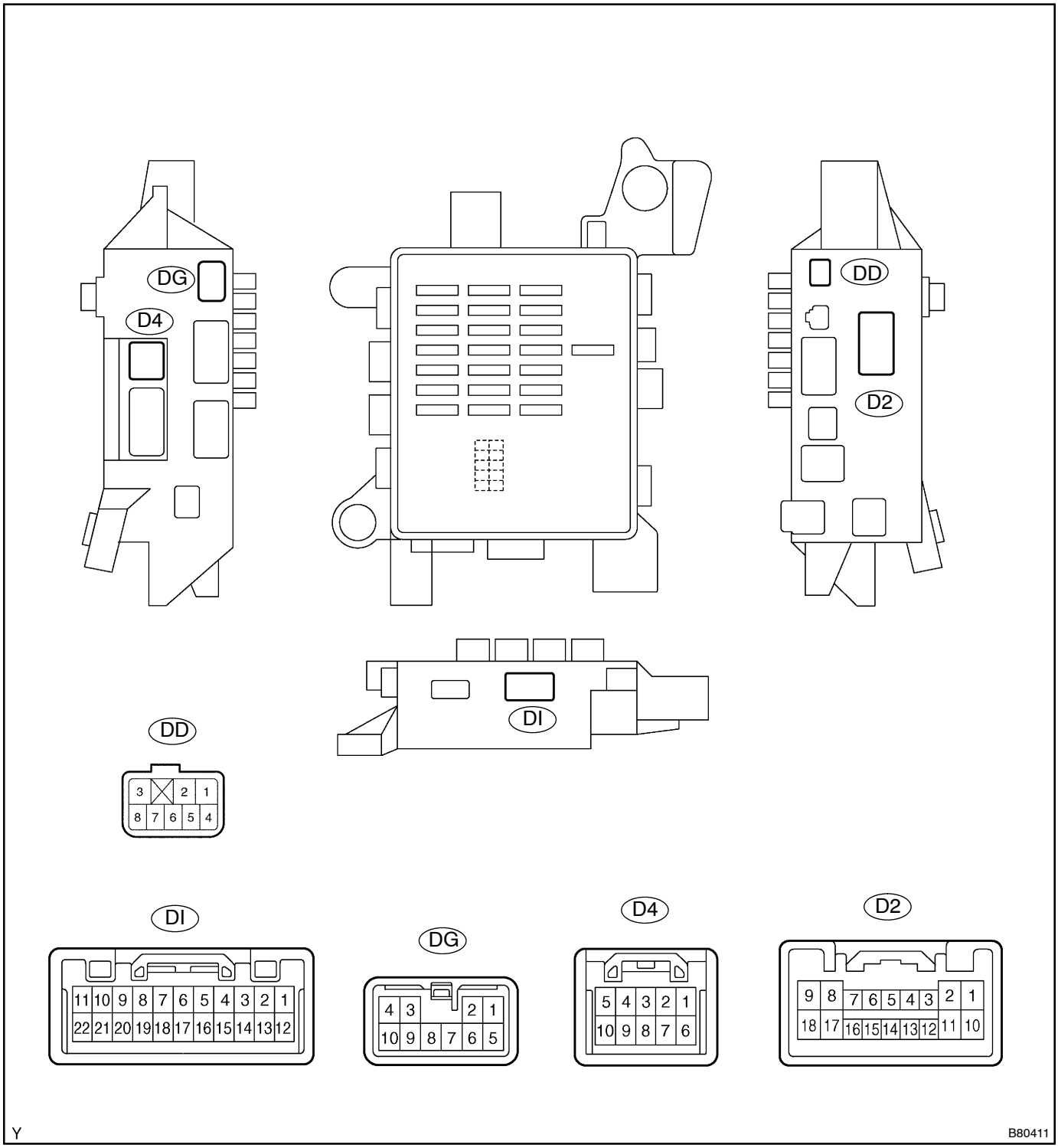
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
IND (T5–3) – Body ground	R – Body ground	Security indicator	Security indicator lights up (It illuminates only for 30 sec. in alarm sounding state It is flashing when immobilizer system is operating)	3 to 6 V
SH (T5–22)*1 – Body ground	W – Body ground	Security horn	Security horn is sounding (Theft deterrent system is in alarm sounding state)	Pulse generation
CTLS (T5–40)*2 – Body ground	L – Body ground	Theft deterrent siren	Theft deterrent siren is sounding (Theft deterrent system is in alarm sounding state)	Pulse generation
DIAG (T5–26)*2 – Body ground	GR–B – Body ground	Theft deterrent siren	Theft deterrent siren is sounding (Theft deterrent system is in alarm sounding state)	Pulse generation

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
S+B – Body ground	G–R – Body ground	Intrusion sensor	Arming preparation state or armed state → Disarmed state	10 to 14 V → Below 1 V
IOUT – Body ground	R–W – Body ground	Intrusion sensor	No moving object detected by sensor → Moving object detected by sensor during arming preparation state or armed state	10 to 14 V → Pulse generation

HINT:
*1: G. C. C.
*2: Europe
If the result is not as specified, the theft deterrent ECU may have a malfunction.

2. CHECK DRIVER SIDE J/B ECU (LHD)



(a) Disconnect the DG and DI J/B connectors.
(b) Disconnect the D2 and D4 ECU connectors.
(c) Measure the resistance and voltage between each terminal of the wire harness side connectors and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
MPX–IG (DI–2) – GND (DG–8)	L – W–B	IG (power supply)	Ignition Switch ON	10 to 14 V
MPX–B (D4–5) – GND (DG–8)	R–B – W–B	Battery (power supply)	Constant	10 to 14 V
GND (DG–8) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
GND2 (D4–1) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
HDCY (D2–16) – Body ground	G–W – Body ground	Engine hood courtesy switch	Engine hood CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

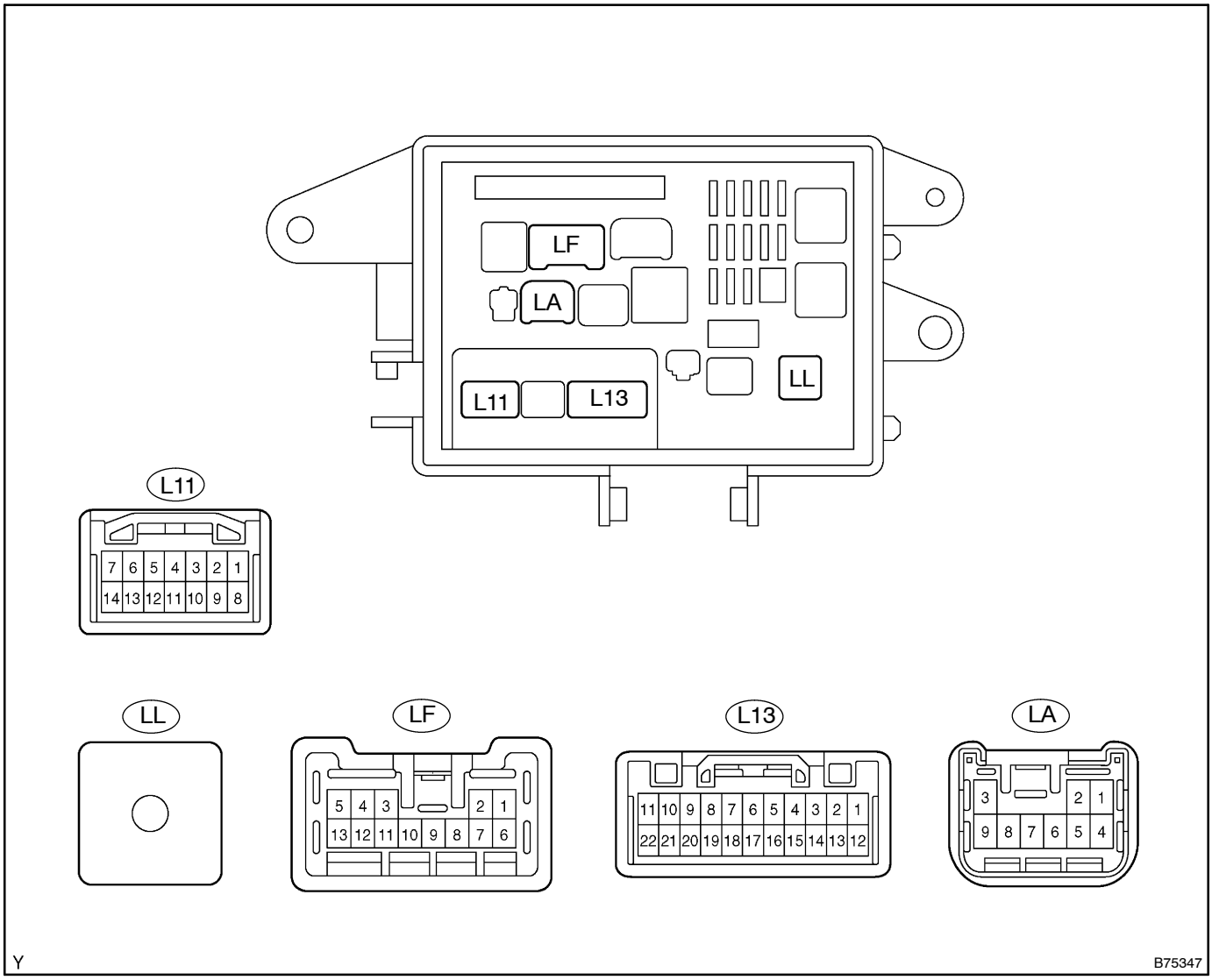
(d) Reconnect the DG and DI J/B connectors.
(e) Reconnect the D2 and D4 ECU connectors.
(f) Measure the voltage of each terminal of the connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
TURN LH (DD–1) – Body ground	G–B – Body ground	Front turn signal light LH	Front turn signal light LH is flashing (theft deterrent system is in alarm sounding state)	Pulse generation
TURN LH (DD–6) – Body ground	G–Y – Body ground	Front turn signal light RH	Front turn signal light RH is flashing (theft deterrent system is in alarm sounding state)	Pulse generation

If the result is not as specified, the driver side J/B ECU may have a malfunction.

3. CHECK LUGGAGE ROOM J/B ECU (LHD)



(a) Disconnect the LA, LL and LF J/B connectors.
(b) Disconnect the L11 and L13 ECU connectors.
(c) Measure the resistance and voltage between each terminal of the wire harness side connectors and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
MPX–IG (LF–13) – Body ground	L – Body ground	Battery (power supply)	Ignition switch ON	10 to 14 V
MPX–B (LF–12) – Body ground	SB – Body ground	Battery (power supply)	Constant	10 to 14 V
P–GND (LA–5) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
SG (L13–5) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
HIC (LL–1) – Body ground	B–W – Body ground	+B power supply	Constant	10 to 14 V

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
BDCY (L13–8) – Body ground	L – Body ground	Door lock switch (luggage) input	Door lock switch (luggage) OFF → ON	10 kΩ or higher → Below 1 Ω
LPSW* (L11–2) – Body ground	BR – Body ground	Luggage compartment door push switch input	Luggage compartment door push switch OFF → ON	10 kΩ or higher → Below 1 Ω

HINT:

*: w/ Smart key system

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

(d) Reconnect the LA, LL and LF J/B connectors.

(e) Reconnect the L11 and L13 connectors.

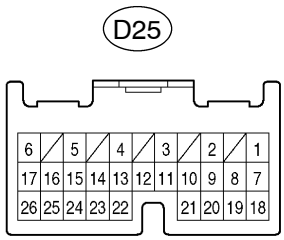
(f) Measure the voltage between each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
LCM+ (L11–8) – LCM– (L11–1)	V – L	Luggage door closer motor output	Luggage door OPEN → Motor in closed operation → Operation completed (luggage door CLOSED)	Below 1 V → 10 to 14 V → Below 1 V
LCTY (L11–4) – Body ground	G – Body ground	Luggage door courtesy switch input	Luggage door CLOSED → OPEN	Below 1 V→ 10 to 14 V
TILI C6P (L13–1) – Body ground	BR – Body ground	Taillamp LH	Taillamp LH is flashing (theft deterrent system is in alarm sounding state)	Pulse generation
TILI C4V (L13–12) – Body ground	BR – Body ground	Taillamp RH	Taillamp RH is flashing (theft deterrent system is in alarm sounding state)	Pulse generation
TIL3 (L11–11) – Body ground	GR – Body ground	Taillamps	Taillamps are flashing (theft deterrent system is in alarm sounding state)	Pulse generation

If the result is not as specified, the luggage room J/B ECU may have a malfunction.

4. CHECK DRIVER DOOR ECU (LHD)



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(a) Disconnect the D25 ECU connector.

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

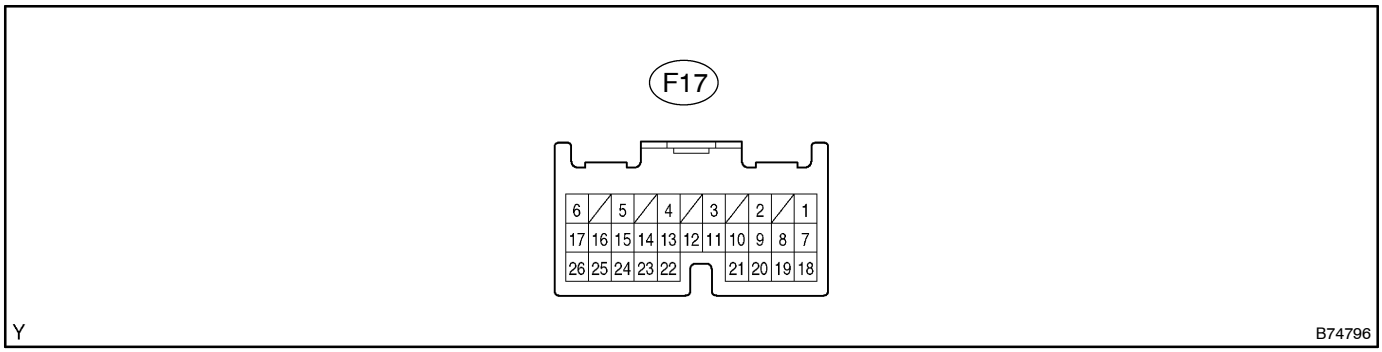
Standard:

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 power supply	Constant	10 to 14 V
SIG (D25–5) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
BDR (D25–6) – Body ground	R – Body ground	+B power supply	Constant	10 to 14 V
CTY (D25–23) – Body ground	P–G – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

5. CHECK PASSENGER DOOR ECU (LHD)



(a) Disconnect the F17 ECU connector.

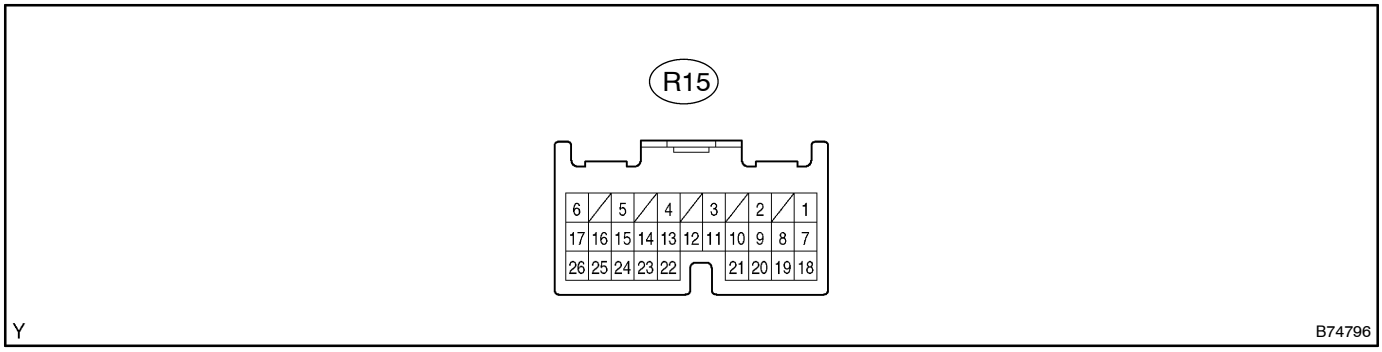
(b) Measure the resistance and voltage of each terminal of the wire harness side connector.

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 power supply	Constant	10 to 14 V
SIG (F17–5) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (F17–6) – Body ground	R – Body ground	+B power supply	Constant	10 to 14 V
CTY (F17–23) – Body ground	P–G – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

6. CHECK REAR DOOR LH ECU (LHD)



(a) Disconnect the R15 ECU connector.

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

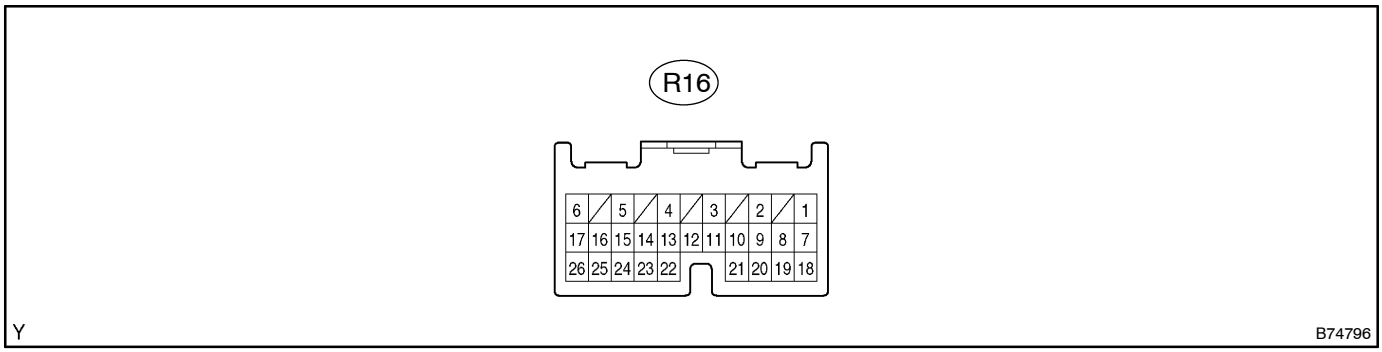
Standard:

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 power supply	Constant	10 to 14 V
SIG (R15–26) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
BDR (R15–2) – Body ground	R–B – Body ground	+B power supply	Constant	10 to 14 V
CTY (R15–7) – Body ground	L – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

7. CHECK REAR DOOR RH ECU (LHD)



(a) Disconnect the R16 ECU connector.

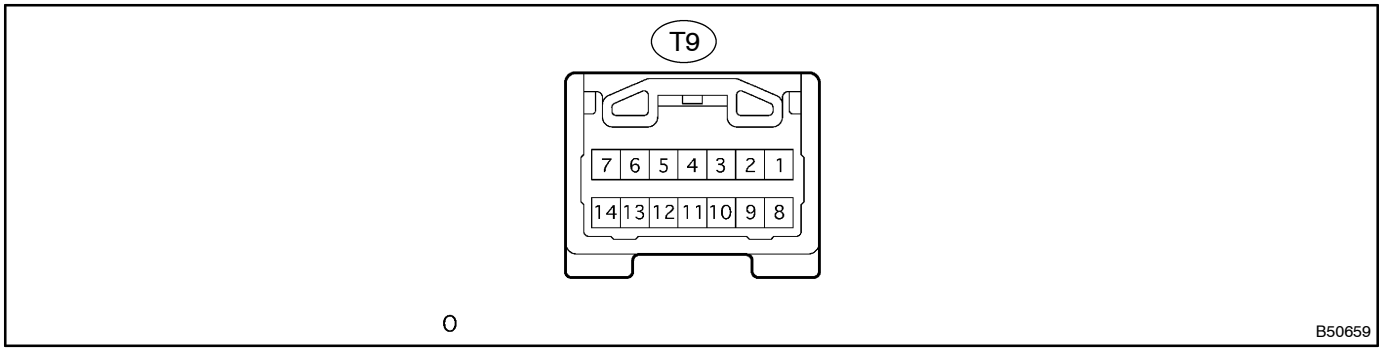
(b) Measure the resistance and voltage of each terminal of the wire harness side connector.

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 power supply	Constant	10 to 14 V
SIG (R16–26) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (R16–2) – Body ground	R–W – Body ground	+B power supply	Constant	10 to 14 V
CTY (R16–7) – Body ground	L – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

8. CHECK TRANSPONDER KEY ECU (w/o SMART KEY SYSTEM) (LHD)



(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
GND (T9–14) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
AGND (T9–13) – Body ground	V – Body ground	Ground	Constant	Below 1 Ω
CPUB (T9–1) – GND (T9–14)	V–Y – W–B	Battery	Constant	10 to 14 V

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
IG2 (T9–2) – AGND (T9–13)	B – V	Ignition switch	Ignition switch OFF → ON	0 V → 10 to 14 V
KSW (T9–3) – AGND (T9–13)	LG–B – V	Unlock warning switch	No key in ignition key cylinder → Key inserted	10 kΩ or higher → 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.

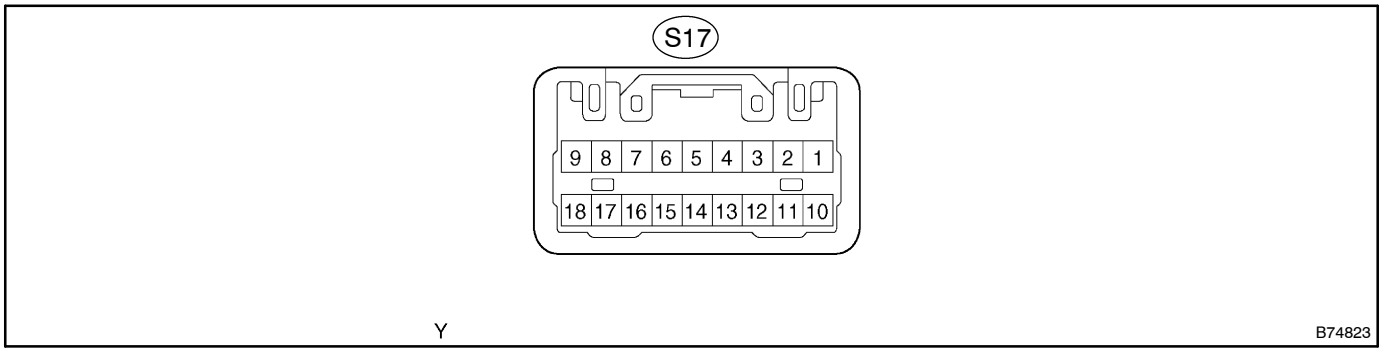
(d) Measure the voltage between each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
KSW (T9–3) – AGND (T9–13)	LG–B – V	Unlock warning switch	No key in ignition key cylinder → Key inserted	10 to 14 V → 0 V
VC5 (T9–9) – AGND (T9–13)	O – V	Power source	Ignition switch OFF → ON	0 V → 4.6 to 5.4 V

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

9. CHECK STEERING LOCK ECU (w/ SMART KEY SYSTEM) (LHD)



(a) Disconnect the S17 ECU connector.

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

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
GND (S17–9) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
CPUB (S17–1) – Body ground	V–Y – Body ground	+B power supply	Constant	10 to 14 V
+B (S17–10) – Body ground	R–L – Body ground	+B power supply	Constant	10 to 14 V
IG2 (S17–2) – Body ground	B – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
KSW (S17–12) – Body ground	LG–B – Body ground	Key unlock warning switch input	No key in ignition key cylinder → Key inserted	10 kΩ or higher → Below 1 Ω
PUSH (S17–11) – Body ground	P–B – Body ground	Push switch input signal	Ignition switch OFF → ON	10 kΩ or higher → Below 1 Ω

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

(c) Reconnect the S17 ECU connector.

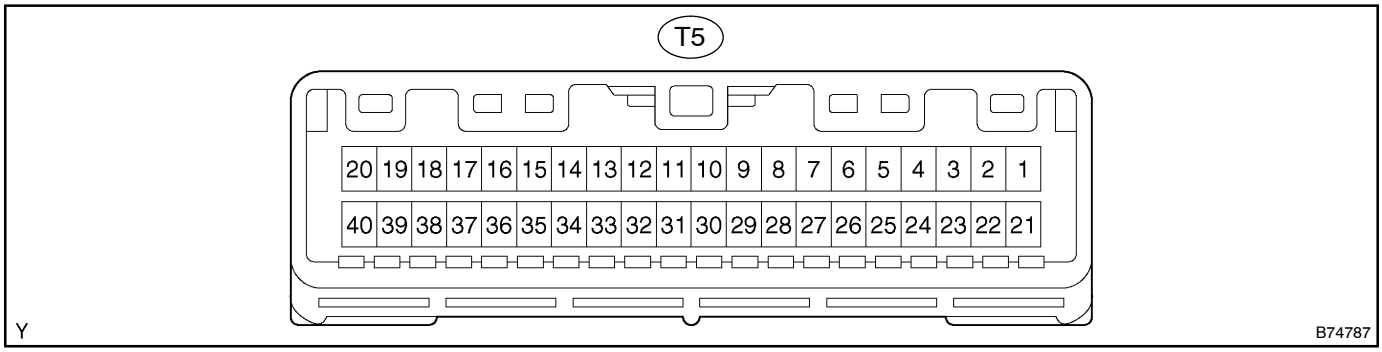
(d) Measure the resistance of each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
PUSH (S17–11) – GND (S17–9)	P–B – W–B	Push switch input signal	Ignition switch OFF → ON	10 to 14 V → 0 V
KSW (S17–12) – GND (S17–9)	LG–B – W–B	Key unlock warning switch input	No key in ignition key cylinder → Key inserted	10 to 14 V → 0 V

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

10. CHECK CHECK THEFT DETERRENT ECU (RHD)



(a) Disconnect the T5 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
IG (T5–24) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch ON	10 to 14 V
+B1*1, +B*2 (T5–1) – Body ground	V–Y – Body ground	+B power supply	Constant	10 to 14 V
+B2 (T5–21) – Body ground	G–W – Body ground	+B power supply	Constant	10 to 14 V
GND (T5–20) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

HINT:

*1: w/ Smart key system

*2: w/o Smart key system

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

(c) Reconnect the T5 ECU connector.

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

Standard:

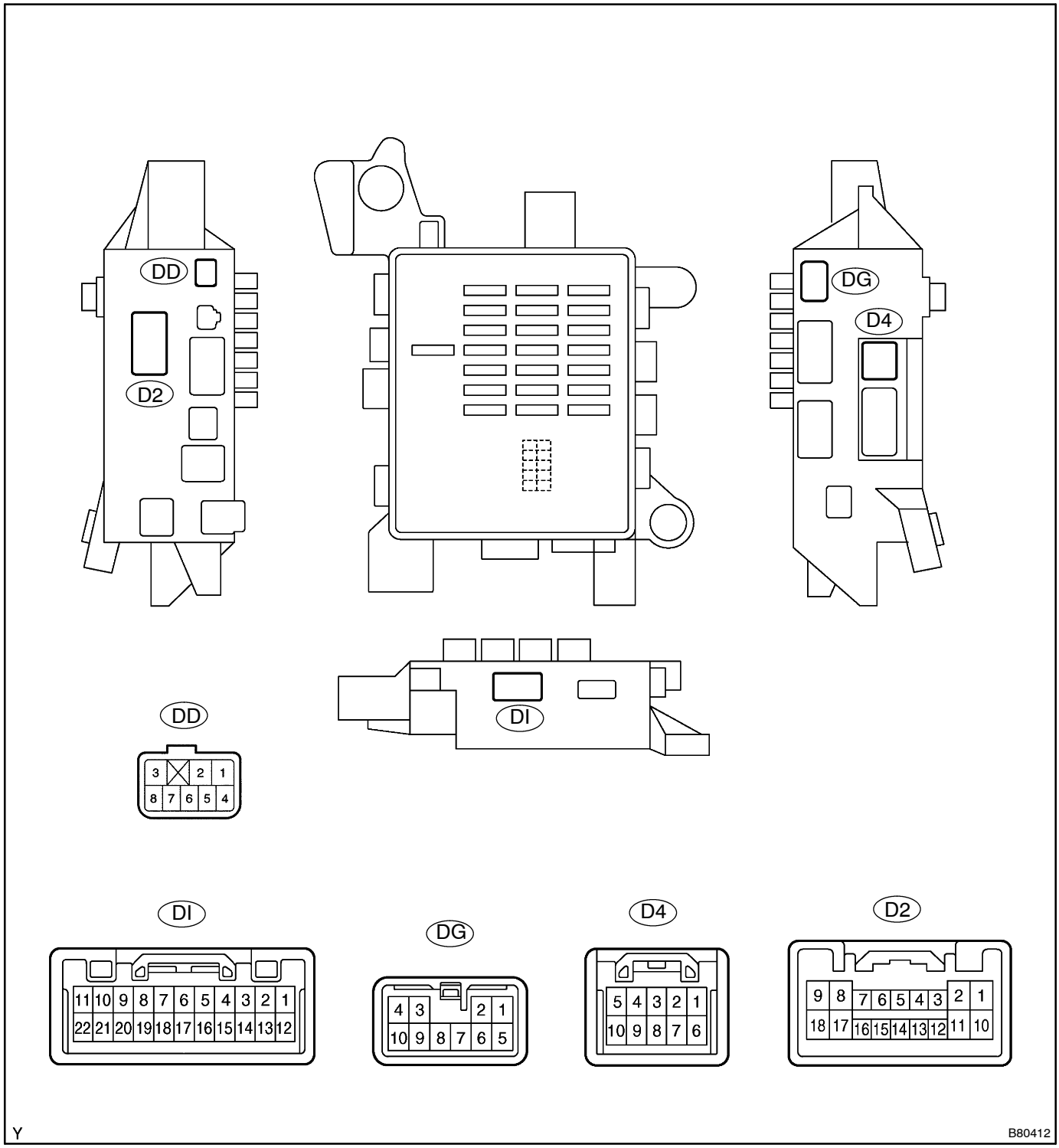
Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
IND (T5–3) – Body ground	V–R – Body ground	Security indicator	Security indicator lights up (it illuminates up only for 30 sec. in alarm sounding state It flashes when immobilizer system is operating)	3 to 6 V
SH (T5–22)* – Body ground	W – Body ground	Security horn	Security horn is sounding (theft deterrent system is in alarm sounding state)	Pulse generation
DIAG (T5–26) – Body ground	GR–B – Body ground	Theft deterrent siren	Self–power siren is sounding (theft deterrent system is in alarm sounding state)	Pulse generation
CTLS (T5–40) – Body ground	L – Body ground	Theft deterrent siren	Self–power siren is sounding (theft deterrent system is in alarm sounding state)	Pulse generation
S+B – Body ground	P – Body ground	Intrusion sensor	Arming preparation state or armed state → Disarmed state	10 to 14 V → Below 1 V
IOUT – Body ground	R–W – Body ground	Intrusion sensor	No moving object detected by sensor → Moving object detected by sensor during arming preparation state or armed state	10 to 14 V → Pulse generation

HINT:

*: Only for Australia model

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

11. CHECK DRIVER SIDE J/B ECU (RHD)



(a) Disconnect the DI and DG J/B connectors.
(b) Disconnect the D2 and D4 ECU connectors.
(c) Measure the resistance and voltage between each terminal of the wire harness side connectors and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
MPX–IG (DI–10) – GND (DG–7)	L – W–B	Battery (power supply)	Ignition switch OFF → ON	0V → 10 to 14 V
MPX–B (D4–1) – GND (DG–7)	R–B – W–B	Battery (power supply)	Constant	10 to 14 V
GND (DG–7) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
GND2 (D4–5) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
HDCY (D2–12) – Body ground	G–W – Body ground	Engine hood courtesy switch	Engine hood CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

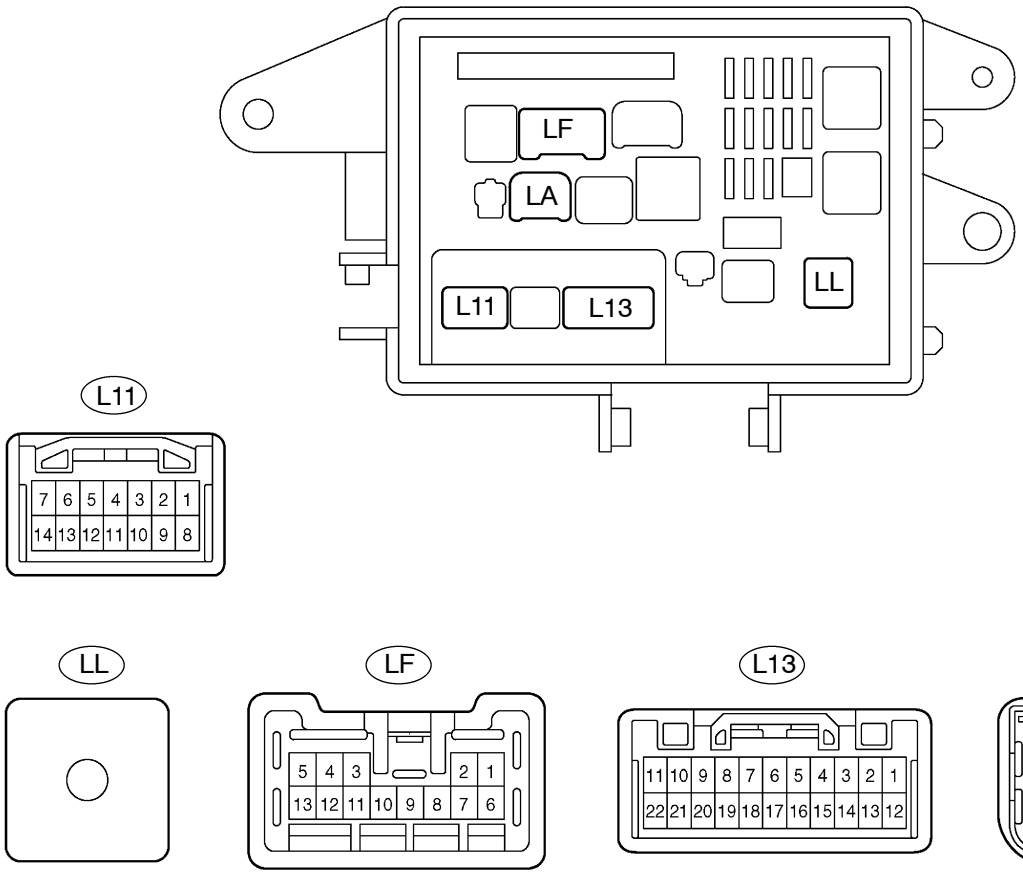
(d) Reconnect the DI and DG J/B connectors.
(e) Reconnect the D2 and D4 ECU connectors.
(f) Measure the voltage of each terminal of the connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
TURN LH (DD–1) – Body ground	G–B – Body ground	Front turn signal light LH	Front turn signal light LH is flashing (theft deterrent system is in alarm sounding state)	Pulse generation
TURN RH (DD–6) – Body ground	G–Y – Body ground	Front turn signal light RH	Front turn signal light RH is flashing (theft deterrent system is in alarm sounding state)	Pulse generation

If the result is not as specified, the driver side J/B ECU may have a malfunction.

12. CHECK LUGGAGE ROOM J/B ECU (RHD)



(a) Disconnect the LA, LL and LF J/B connectors.
(b) Disconnect the L11 and L13 ECU connectors.
(c) Measure the resistance and voltage between each terminal of the wire harness side connectors.
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
MPX–IG (LF–13) – Body ground	L – Body ground	Battery (power supply)	Ignition switch ON	10 to 14 V
MPX–B (LF–12) – Body ground	R – Body ground	Battery (power supply)	Constant	10 to 14 V
P–GND (LA–5) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
SG (L13–5) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
HIC (LL–1) – Body ground	B–W – Body ground	+B power supply	Constant	10 to 14 V
BDCY (L13–8) – Body ground	GR – Body ground	Door lock switch (luggage) input	Door lock switch (luggage) OFF → ON	10 kΩ or higher → Below 1 Ω
LPSW* (L11–2) – Body ground	R – Body ground	Luggage compartment door push switch input	Luggage compartment door push switch OFF → ON	10 kΩ or higher → Below 1 Ω

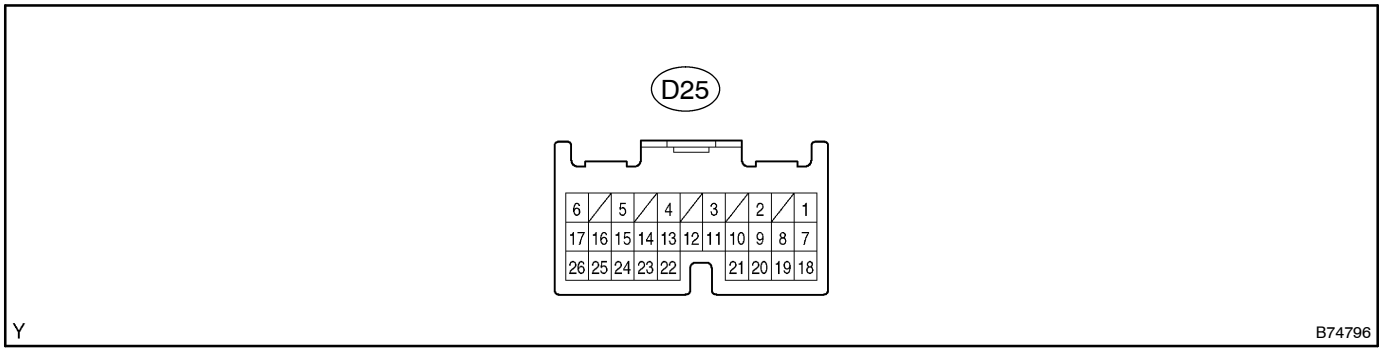
HINT:
*: w/ Smart key system
If the result is not as specified, there may be a malfunction on wire harness side may have a malfunction.

(d) Reconnect the LA, LL and LF J/B connectors.
(e) Reconnect the L11 and L13 ECU connectors.
(f) Measure the resistance and voltage between each terminal of the connector and body ground.
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
LCM+ (L11–8) – LCM– (L11–1)	V – L	Luggage door closer motor output	Luggage door OPEN → Motor in closed operation → Operation completed (Luggage door CLOSED)	Below 1 V → 10 to 14 V → Below 1 V
LCTY (L11–4) – Body ground	G – Body ground	Luggage door courtesy switch input	Luggage door CLOSED → OPEN	Below 1 V→ 10 to 14 V
TILI C6P (L13–1) – Body ground	BR – Body ground	Taillamp LH	Taillamp LH is flashing (theft deterrent system is in alarm sounding state)	Pulse generation
TILI C4V (L13–12) – Body ground	BR – Body ground	Taillamp RH	Taillamp RH is flashing (theft deterrent system is in alarm sounding state)	Pulse generation
TIL3 (L11–11) – Body ground	GR – Body ground	Taillamps	Taillamps are flashing (theft deterrent system is in alarm sounding state)	Pulse generation

If the result is not as specified, the luggage room J/B ECU may have a malfunction.

13. CHECK DRIVER DOOR ECU (RHD)

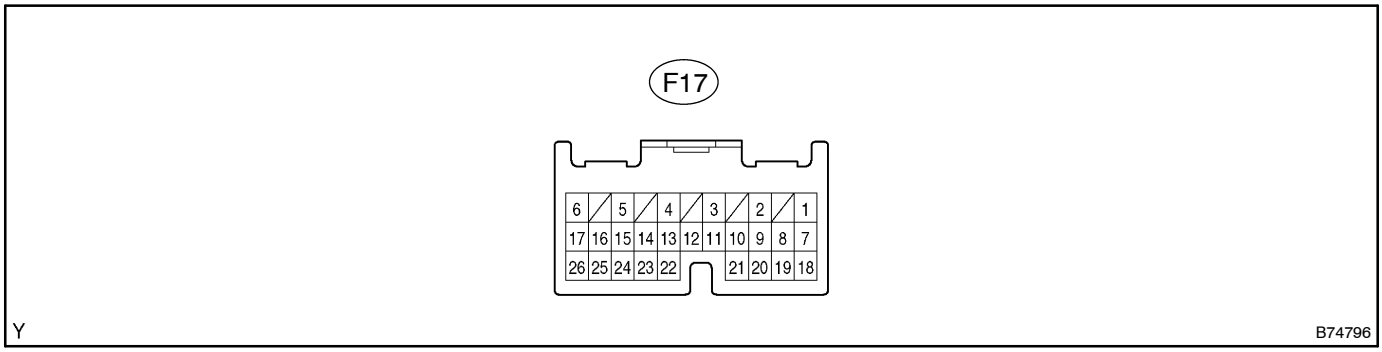


(a) Disconnect the D25 ECU connector.
(b) Measure the resistance and voltage of each terminal of the wire harness side connector.
Standard:

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 power supply	Constant	10 to 14 V
SIG (D25–5) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (D25–6) – Body ground	R – Body ground	+B power supply	Constant	10 to 14 V
CTY (D25–23) – Body ground	P–G – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

14. CHECK PASSENGER DOOR ECU (RHD)



(a) Disconnect the F17 ECU connector.

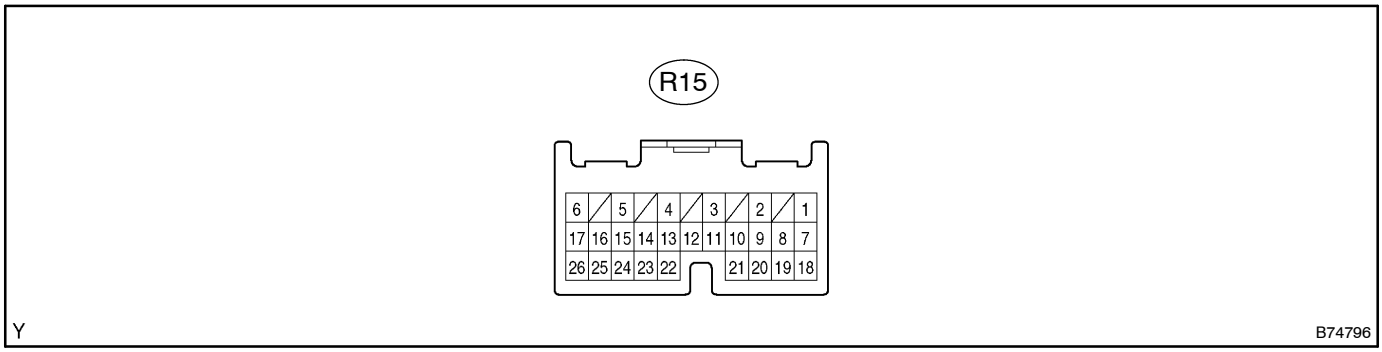
(b) Measure the resistance and voltage of each terminal of the wire harness side connector.

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 power supply	Constant	10 to 14 V
SIG (F17–5) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (F17–6) – Body ground	R – Body ground	+B power supply	Constant	10 to 14 V
CTY (F17–23) – Body ground	P–G – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

15. CHECK REAR DOOR LH ECU (RHD)



(a) Disconnect the R15 ECU connector.

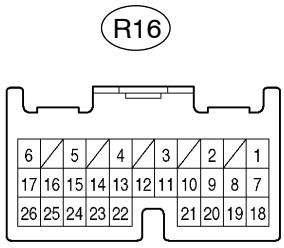
(b) Measure the resistance and voltage of each terminal of the wire harness side connector.

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 power supply	Constant	10 to 14 V
SIG (R15–26) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (R15–2) – Body ground	R–B – Body ground	+B power supply	Constant	10 to 14 V
CTY (R15–7) – Body ground	L – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

16. CHECK REAR DOOR RH ECU (RHD)



Y B74796

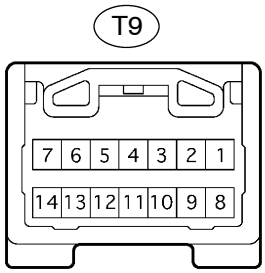
(a) Disconnect the R16 ECU connector.
(b) Measure the resistance and voltage of each terminal of the wire harness side connector.

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 power supply	Constant	10 to 14 V
SIG (R16–26) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
BDR (R16–2) – Body ground	R–W – Body ground	+B power supply	Constant	10 to 14 V
CTY (R16–7) – Body ground	L – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

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

17. CHECK TRANSPONDER KEY ECU (w/o SMART KEY SYSTEM) (RHD)



O B50659

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

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
GND (T9–14) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
AGND (T9–13) – Body ground	V – Body ground	Ground	Constant	Below 1 Ω
CPUB (T9–1) – GND (T9–14)	V–Y – W–B	Battery	Constant	10 to 14 V
IG2 (T9–2) – AGND (T9–13)	B–V	Ignition switch	Ignition switch OFF → ON	0 V → 10 to 14 V
KSW (T9–3) – AGND (T9–13)	LG–B – V	Unlock warning switch	No key in ignition key cylinder → Key inserted	10 kΩ or higher → Below 1 Ω

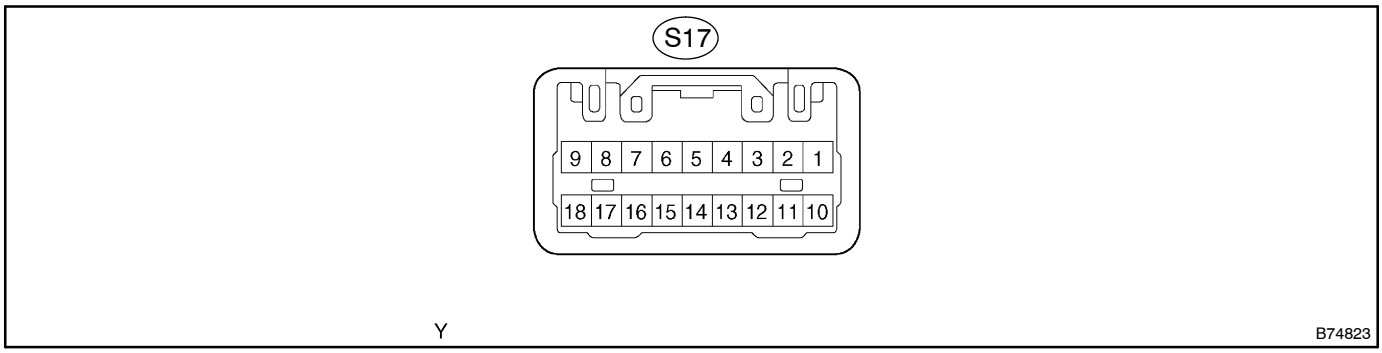
If the result is not as specified, there may be a malfunction on the wire harness side.

(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) – AGND (T9–13)	LG–B – V	Unlock warning switch	No key in ignition key cylinder → Key inserted	10 to 14 V → 0 V
VC5 (T9–9) – AGND (T9–13)	O – V	Power source	Ignition switch OFF → ON	0 V → 4.6 to 5.4 V

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

18. CHECK STEERING LOCK ECU (w/ SMART KEY SYSTEM) (RHD)



(a) Disconnect the S17 ECU connector.
(b) Measure the resistance and voltage of each terminal of the wire harness side connector.
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
GND (S17–9) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
CPUB (S17–1) – Body ground	V–Y – Body ground	+B power supply	Constant	10 to 14 V
+B (S17–10) – Body ground	B–L – Body ground	+B power supply	Constant	10 to 14 V
IG2 (S17–2) – Body ground	B – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 10 to 14 V
KSW (S17–12) – Body ground	LG–B – Body ground	Key unlock warning switch input	No key in ignition key cylinder → Key inserted	10 kΩ or higher → Below 1 Ω
PUSH (S17–11) – Body ground	P–B – Body ground	Push switch input signal	Ignition switch OFF → ON	10 kΩ or higher → Below 1 Ω

If the result is not as specified, there may be a malfunction on the wire harness side.
(c) Reconnect the S17 ECU connector.
(d) Measure the voltage of each terminal of the connector.
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
PUSH (S17–11) – GND (S17–9)	P–B – W–B	Push switch input signal	Ignition switch OFF → ON	10 to 14 V → 0 V
KSW (S17–12) – GND (S17–9)	LG–B – W–B	Key unlock warning switch input	No key in ignition key cylinder → Key inserted	10 to 14 V → 0 V

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