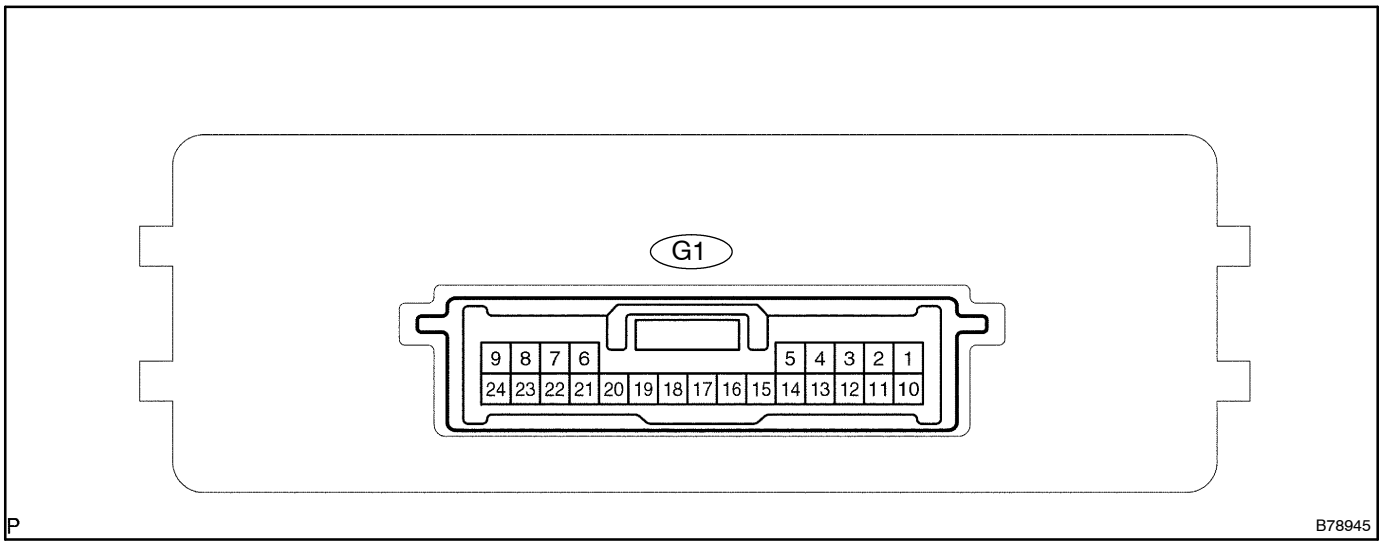
05I89–01

TERMINALS OF ECU

1. CHECK GATEWAY ECU



(a) Disconnect the G1 ECU connector.

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

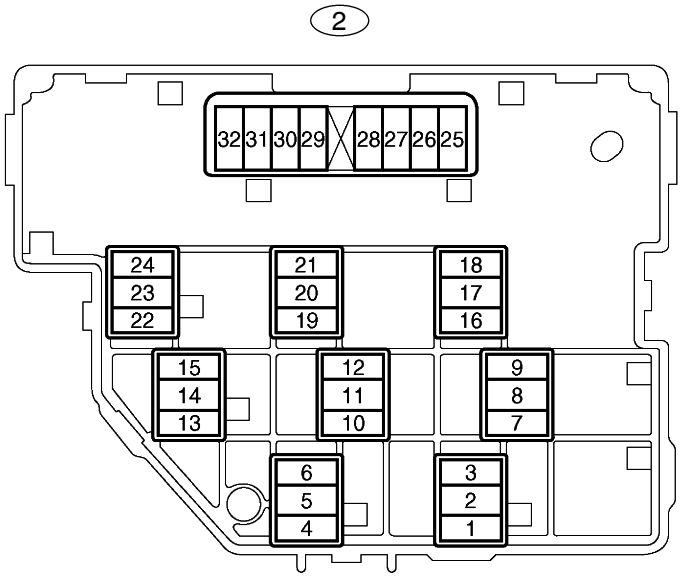
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
BATT (G1–10) – GND (G1–24)	L–Y – W–B	+B (BATT) Power supply	Constant	10 to 14 V
IG (G1–1) – Body ground	R–L – Body ground	Ignition power supply	Ignition switch ON	10 to 14 V
ACC (G1–2) – Body ground	GR – Body ground	ACC power supply	Ignition switch ACC	10 to 14 V
SIL (G1–7) – Body ground	W–G – Body ground	Bus "+" line	During transmission	Pulse generation
MPI1 (G1–4) – Body ground	GR–B – Body ground	MPX line	Constant	10 kΩ or higher
MPI2 (G1–13) – Body ground	GR–B – Body ground	MPX line	Constant	10 kΩ or higher
MPL1 (G1–5) – Body ground	V–G – Body ground	MPX line	Constant	10 kΩ or higher
MPL2 (G1–14) – Body ground	V–G – Body ground	MPX line	Constant	10 kΩ or higher
MPD1 (G1–3) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
MPD2 (G1–12) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
GTX+ (G1–3) – Body ground	B – Body ground	AVC–LAN line	Constant	10 kΩ or higher
GTX– (G1–21) – Body ground	W – Body ground	AVC–LAN line	Constant	10 kΩ or higher
GND (G1–24) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
CG (G1–9) – 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.

2. CHECK ENGINE ROOM NO. 2 RELAY BLOCK

Connector Front View:



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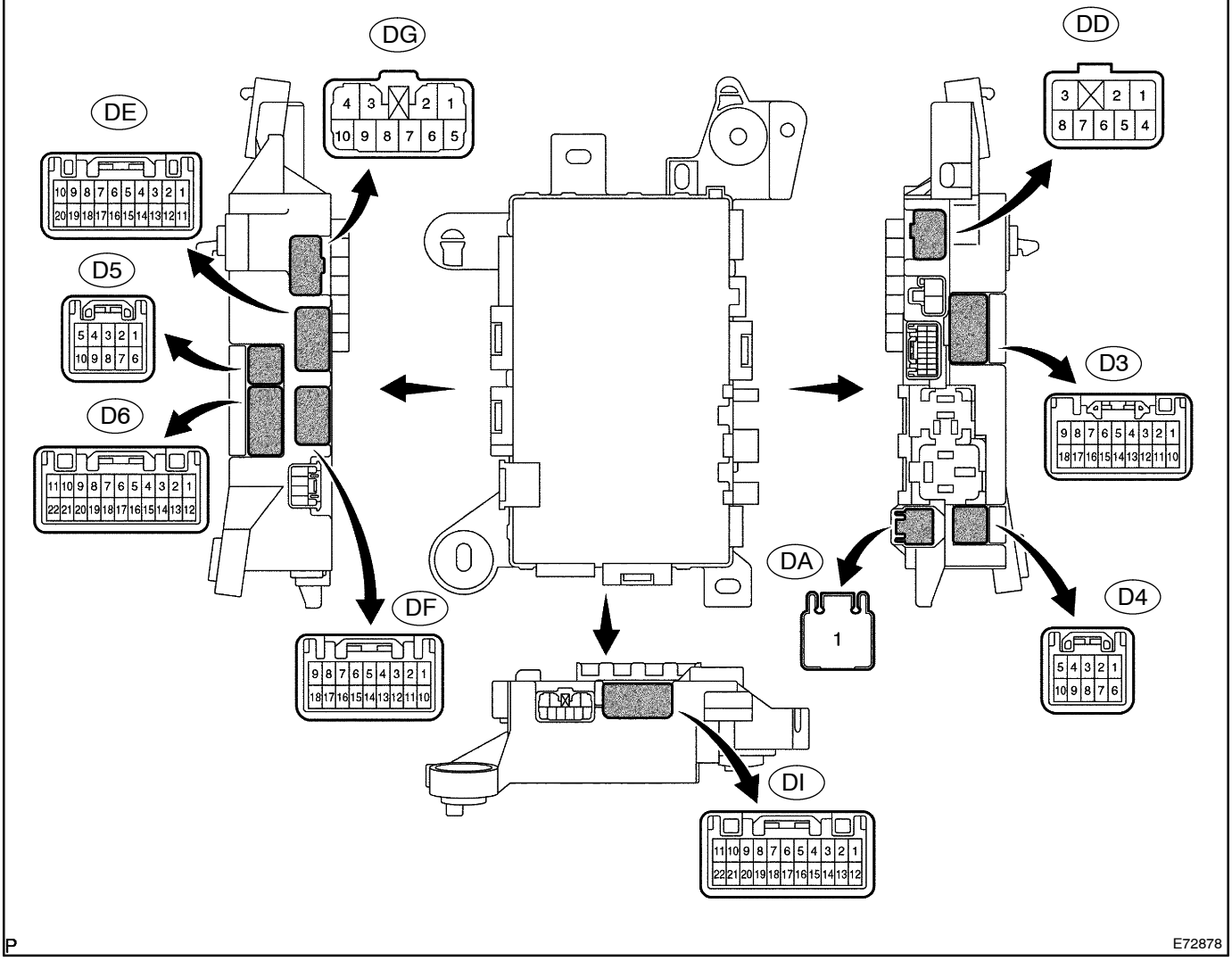
Standard:

Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
FMB3 (2–29) – E (2–25)	R–B – W–B	+B (FMB3) Power supply	Constant	10 to 14 V
MPX1 (2–32) – E (2–25)	V–G – W–B	MPX line	Constant	10 kΩ or higher
MPX2 (2–31) – E (2–25)	V–G – W–B	MPX line	Constant	10 kΩ or higher
E (2–25) – 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.

3. CHECK DRIVER SIDE J/B ECU

Connector Front View:



(a) Disconnect the DA and DG J/B connectors.
(b) Disconnect the D3 and D5 ECU connectors.
(c) Measure the resistance and voltage of each terminal of the wire harness side connectors.
Standard:

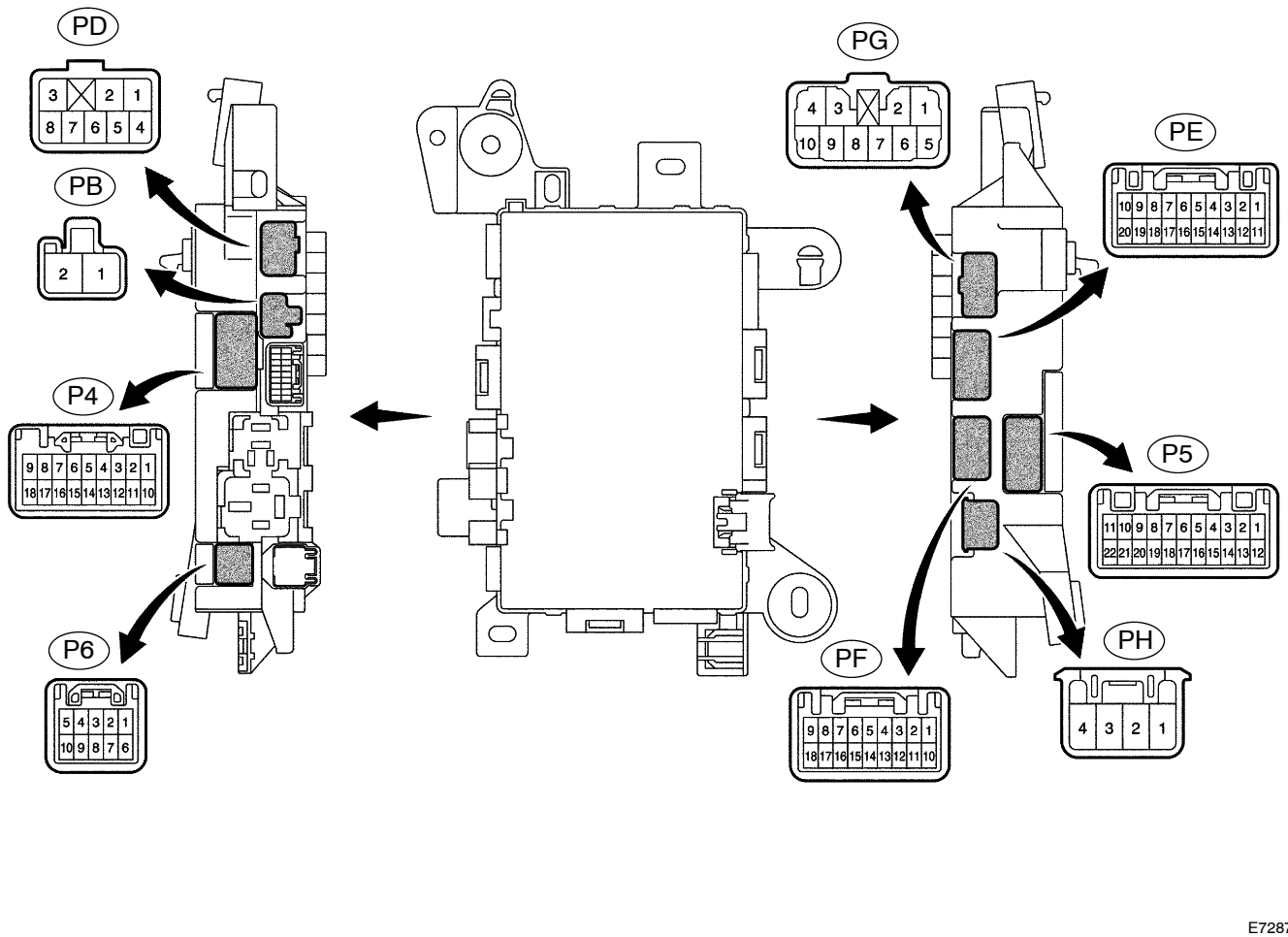
Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
MPX–IG (DI–2)*1 – GND (DG–8)*1 MPX–IG (DI–10)*2 – GND (DG–7)*2	L – W–B	IG (MPX–IG) Power supply	IG ON	10 to 14 V
MPX–B (D5–5)*1 – GND (DG–8)*1 MPX–B (D5–1)*2 – GND (DG–7)*2	R–B – W–B	+B (MPX–B) Power supply	Constant	10 to 14 V
MPX1 (D2–15)*1 – GND (DG–8)*1 MPX1 (D2–13)*2 – GND (DG–7)*2	V–G – W–B	MPX line	Constant	10 kΩ or higher
MPX2 (D4–7) – GND (DG–8)*1 MPX2 (D4–7) – GND (DG–7)*2	V–G – W–B	MPX line	Constant	10 kΩ or higher

MPX3 (D4–6) – GND (DG–8)*1 MPX3 (D4–6) – GND (DG–7)*2	R–L*1 – W–B V–G*2 – W–B	MPX line	Constant	10 kΩ or higher
GND (DG–8)*1 – Body ground GND (DG–7)*2 – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
GND2 (D4–1)*1 – GND (DG–8)*1 GND2 (D4–5)*2 – GND (DG–7)*2	W–B – W–B	Ground	Constant	Below 1 Ω

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

4. CHECK PASSENGER SIDE J/B ECU

Connector Front View:



(a) Disconnect the PE, PG and PH connectors.
(b) Disconnect the P3 and P4 ECU connectors.
(c) Measure the resistance and voltage of each terminal of the wire harness side connectors.

Standard:

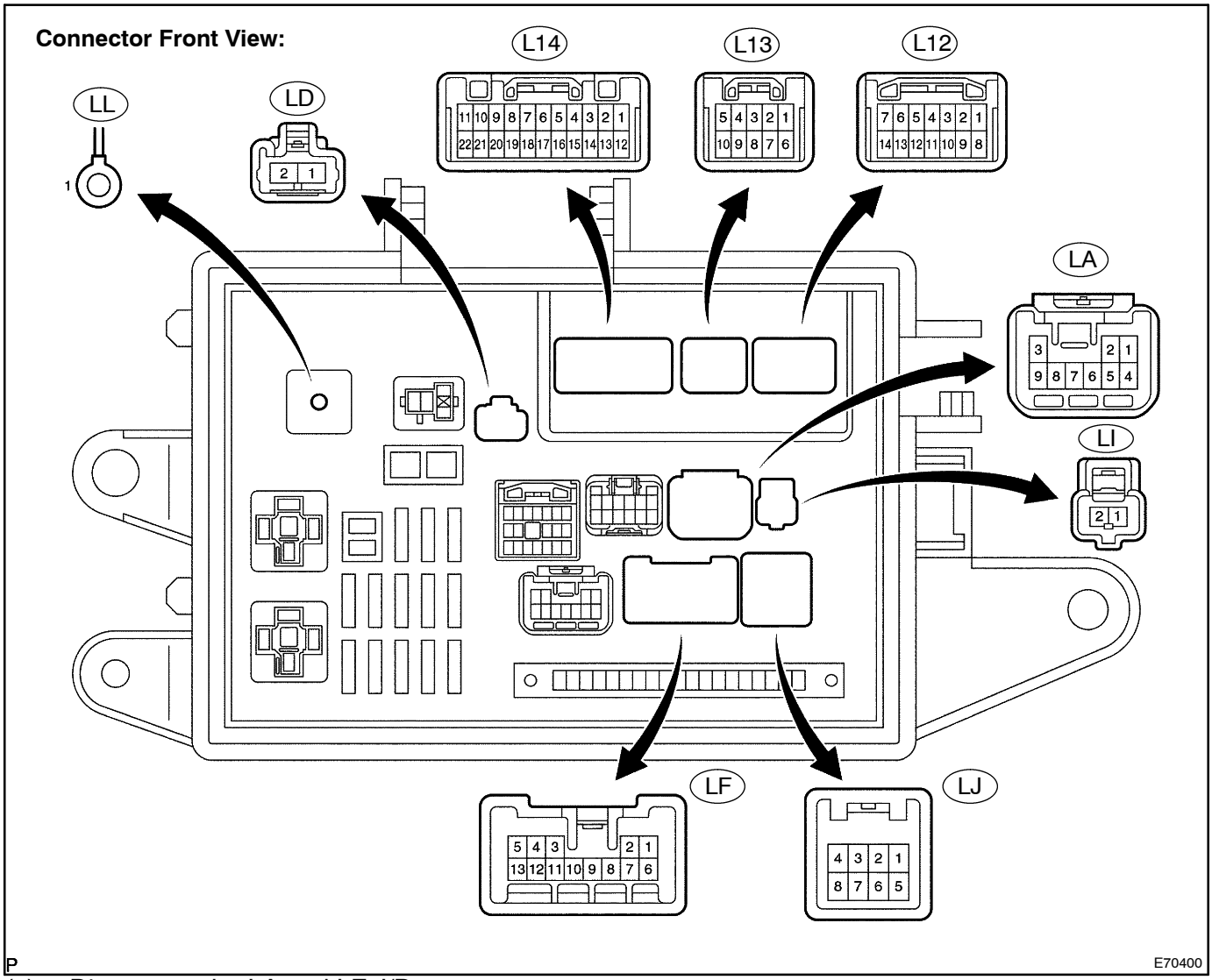
Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
MPX–B (PE–16) – GND (PG–8)*1 MPX–B (PE–16) – GND (PG–7)*2	L–Y – W–B	+B (MPX–B) Power supply	Constant	10 to 14 V
MPX–IG (PE–3)*1 – GND (PG–8)*1 MPX–IG (PE–7)*2 – GND (PG–7)*2	R–L – W–B	IG (MPX–IG) Power supply	IG ON	10 to 14 V
MPX– (P3–4)*1 – Body ground MPX– (P3–6)*2 – Body ground	GR–B – Body ground	MPX line	Constant	10 kΩ or higher
AIRBAG (PH–2)*1 – Body ground AIRBAG (PH–3)*2 – Body ground	R–L – Body ground	MPX line	Constant	10 kΩ or higher
GND (PG–8)*1 – Body ground GND (PG–7)*2 – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
GND1 (P4–11)*1 – Body ground GND1 (P4–1)*2 – 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.

*1: LHD

*2: RHD

5. CHECK LUGGAGE ROOM J/B ECU



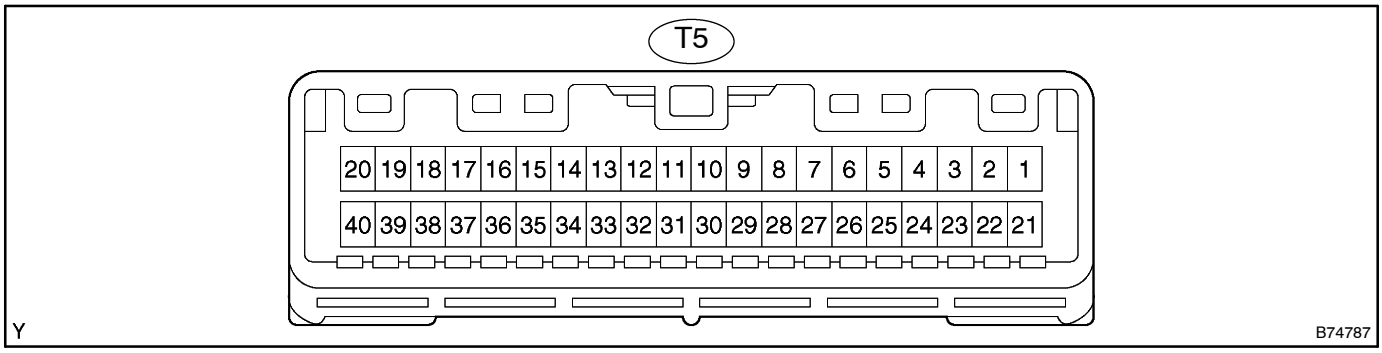
(a) Disconnect the LA and LF J/B connectors.
(b) Disconnect the L13 ECU connector.
(c) Measure the resistance and voltage of each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
MPX–IG (LF–13) – Body ground	L – Body ground	IG (MPX–IG) Power supply	IG ON	10 to 14 V
MPX–B (LF–12) – Body ground	SB*1, *3 – Body ground R*2, *3 – Body ground	+B (MPX–B) power supply	Constant	10 to 14 V
MPX (L13–3) – Body ground	P*1 – Body ground R*2 – Body ground	MPX line	Constant	10 kΩ or higher
MPX+ (L13–2) – Body ground	V – Body ground	MPX line	Constant	10 kΩ or higher
MPX– (L13–13) – Body ground	V – Body ground	MPX line	Constant	10 kΩ or higher
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

If the result is not as specified, there may be a malfunction on the wire harness side.
*1: LHD
*2: RHD
*3: w/ LEXUS parking assist (clearance sonar)

6. CHECK THEFT DETERRENT ECU



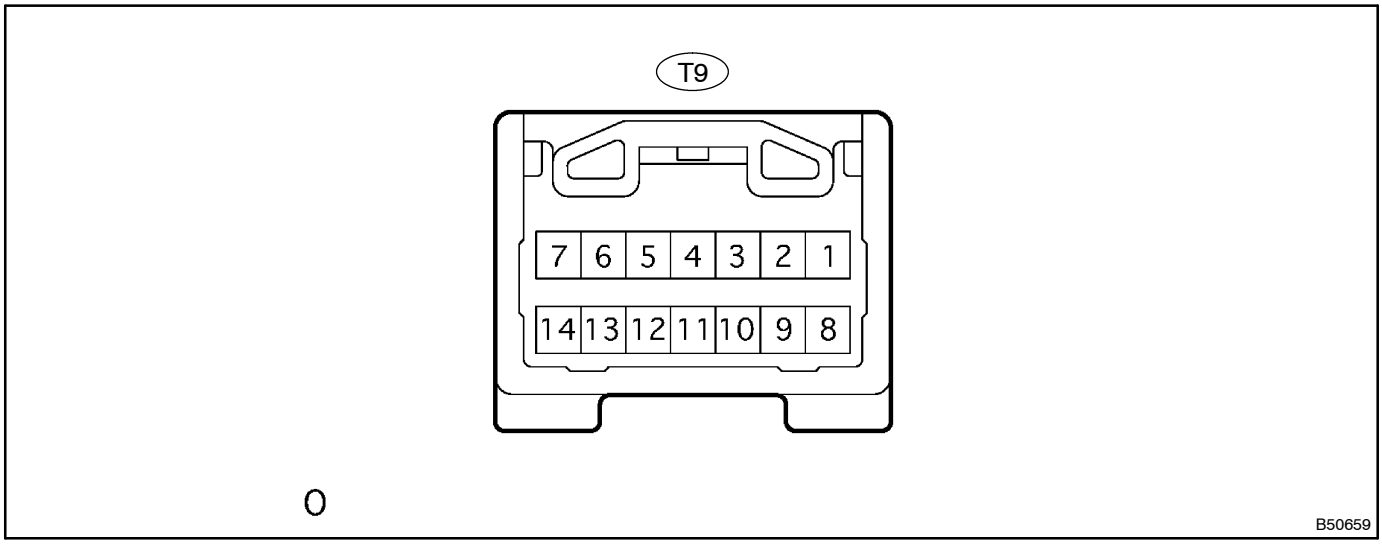
(a) Disconnect the T5 ECU connector.
(b) Measure the voltage and resistance of each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
+B1 (T5–1)*1 – Body ground +B1 (T5–1)*2 – Body ground	V–Y – Body ground	+B (+B1) power supply	Constant	10 to 14 V
+B2 (T5–21) – Body ground	G–W – Body ground	+B (+B2) power supply	Constant	10 to 14 V
MPX (T5–13)*2 – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
MPX2 (T5–33) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
GND (T5–20) – 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.
*1: w/ Smart key system
*2: w/o Smart key system

7. CHECK TRANSPONDER KEY ECU (WITHOUT SMART KEY SYSTEM)



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

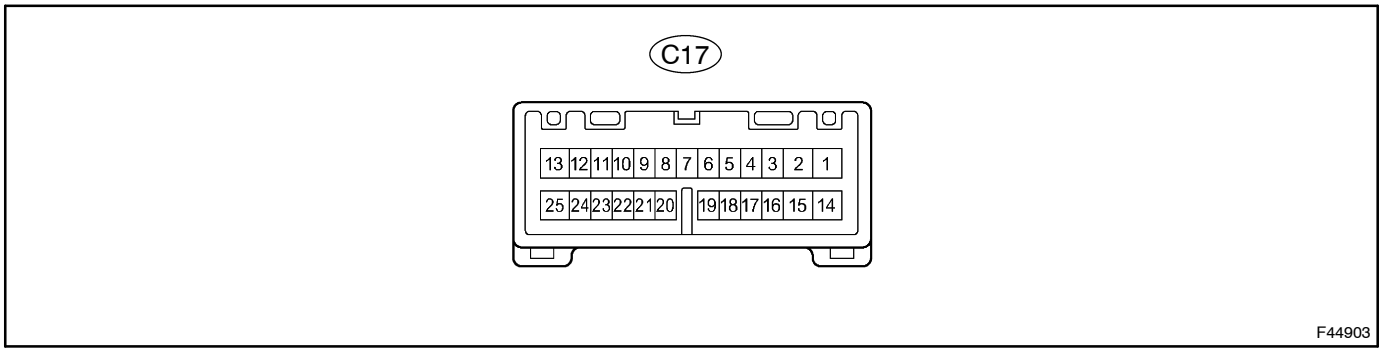
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (T9–1) – GND (T9–14)	V–Y* – W–B	+B (CPUB) power supply	Constant	10 to 14 V
MPX (T9–4) – Body ground	P–L* – Body ground	MPX line	Constant	10 kΩ or higher
MPX2 (T9–5) – Body ground	P–L* – Body ground	MPX line	Constant	10 kΩ or higher
GND (T9–14) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

*: w/o Smart key system

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

8. CHECK CLEARANCE WARNING ECU ASSY (CLEARANCE SONAR ECU)



(a) Disconnect the C17 ECU connector.
(b) Measure the voltage and resistance between each terminal of the wire harness side connector and body ground.

Standard:

Terminal No. (Symbols)	Wiring Color	Terminal Description	Condition	Specified value
IG (C17–5) – MGND (C17–7)	BR – W–B	Ignition switch	Ignition switch ON	10 to 14 V
CLSW (C17–3) – MGND (C17–7)	LG – W–B	Clearance sonar main switch	• Ignition switch ON • Clearance sonar main switch ON	10 to 14 V
M+ (C17–1) – Body ground	P*1 – Body ground R*2 – Body ground	MPX line	Constant	10 kΩ or higher
MGND (C17–7) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

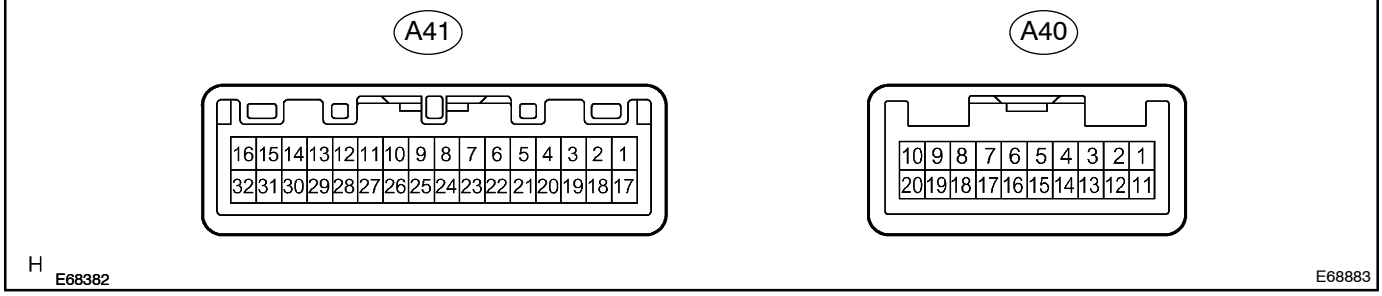
If the result is not as specified, there may be a malfunction on the wire harness side.

*1: LHD

*2: RHD

9. CHECK AFS ECU

Connector Front View:



(a) Disconnect the A40 ECU connector.

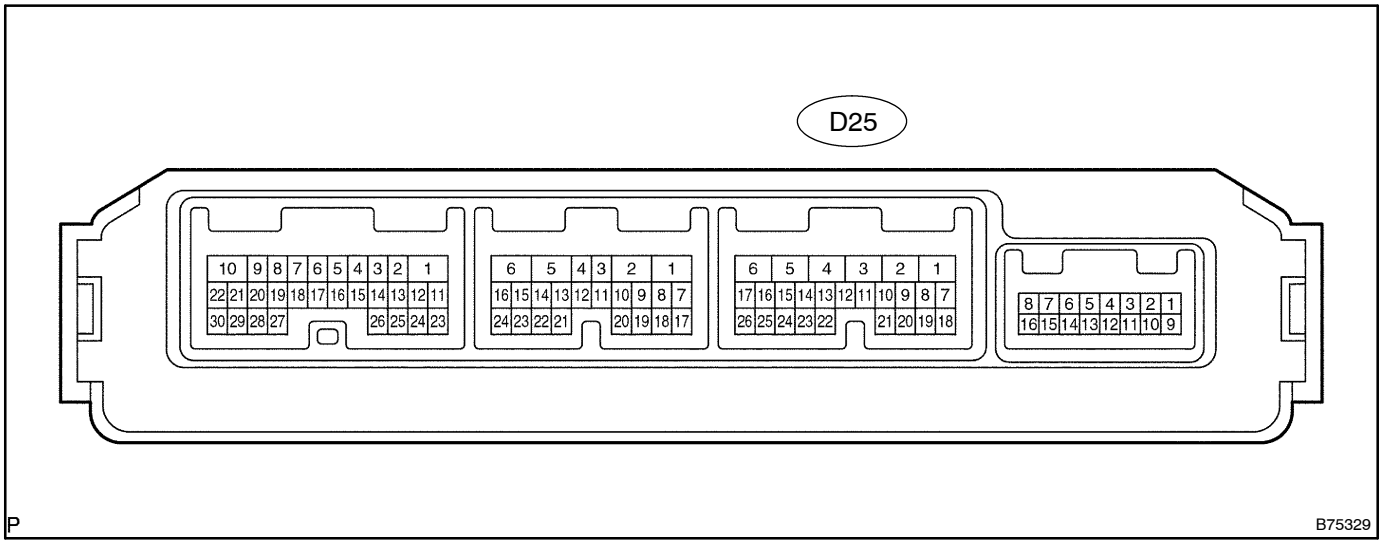
(b) Measure the voltage and resistance of each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wring Color	Terminal Description	Condition	Specified Condition
IG (A40–2) – E1 (A40–1)	R–L – W–B	Ignition switch	Ignition switch OFF → ON	0 V → 10 to 14 V
MPX1 (A40–5) – Body ground	V–G – Body ground	MPX line	Constant	10 kΩ or higher
MPX2 (A40–6) – Body ground	V–G – Body ground	MPX line	Constant	10 kΩ or higher
E1 (A40–1) – 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.

10. CHECK DRIVER DOOR ECU

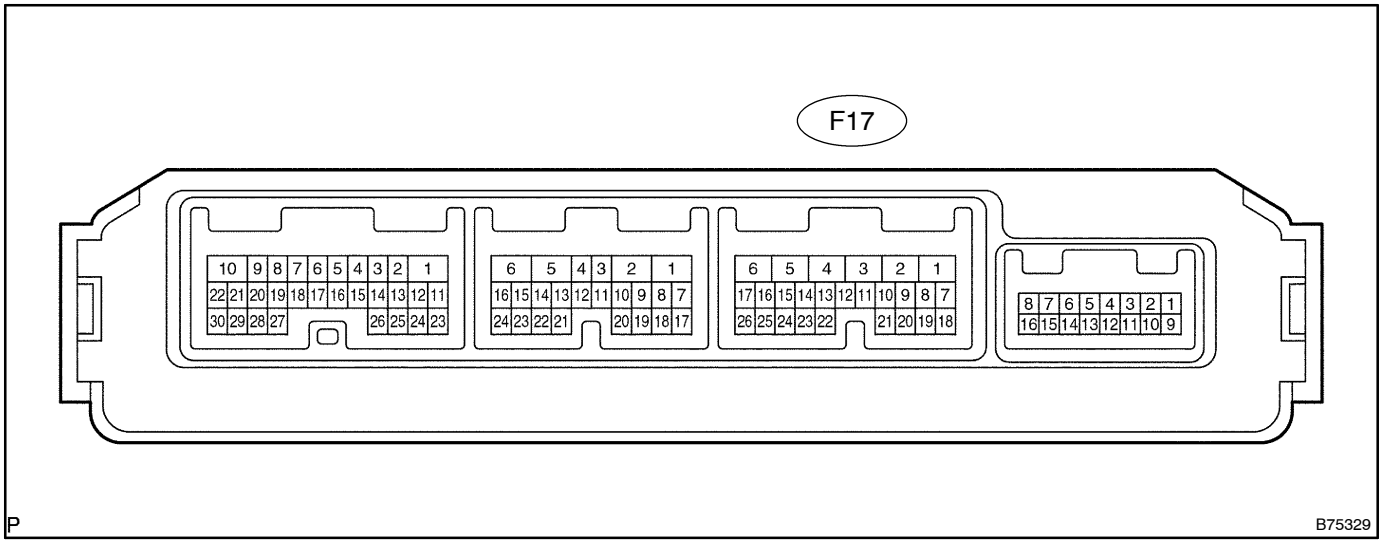


(a) Disconnect the D25 ECU connector.
(b) Measure the voltage and resistance of each terminal of the wire harness side connector.
Standard:

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
BDR (D25–6) – Body ground	R – Body ground	+B (BDR) power supply	Constant	10 to 14 V
MPX1 (D25–17) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
MPX2 (D25–26) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
GND (D25–1) – 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.

11. CHECK PASSENGER DOOR ECU



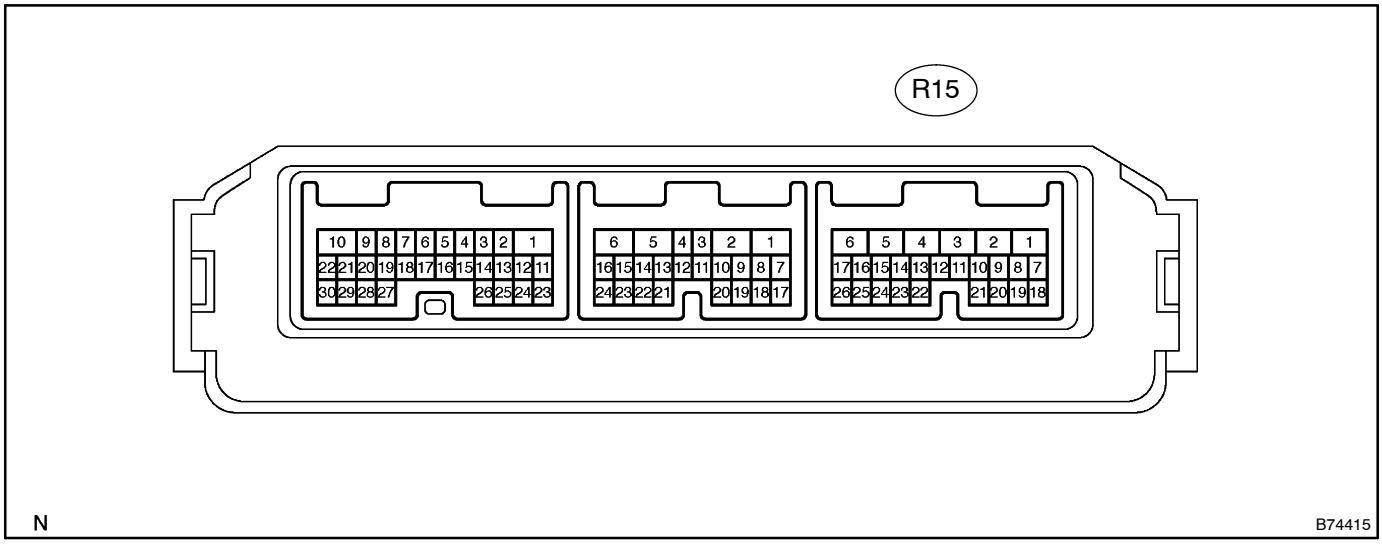
(a) Disconnect the F17 ECU connector.
(b) Measure the voltage and resistance of each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (F17–4) – Body ground	V–Y – Body ground	+B (CPUB) power supply	Constant	10 to 14 V
BDR (F17–6) – Body ground	R – Body ground	+B (BDR) power supply	Constant	10 to 14 V
MPX1 (F17–17) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
MPX2 (F17–26) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
GND (F17–1) – 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.

12. CHECK REAR DOOR LH ECU



(a) Disconnect the R15 ECU connector.

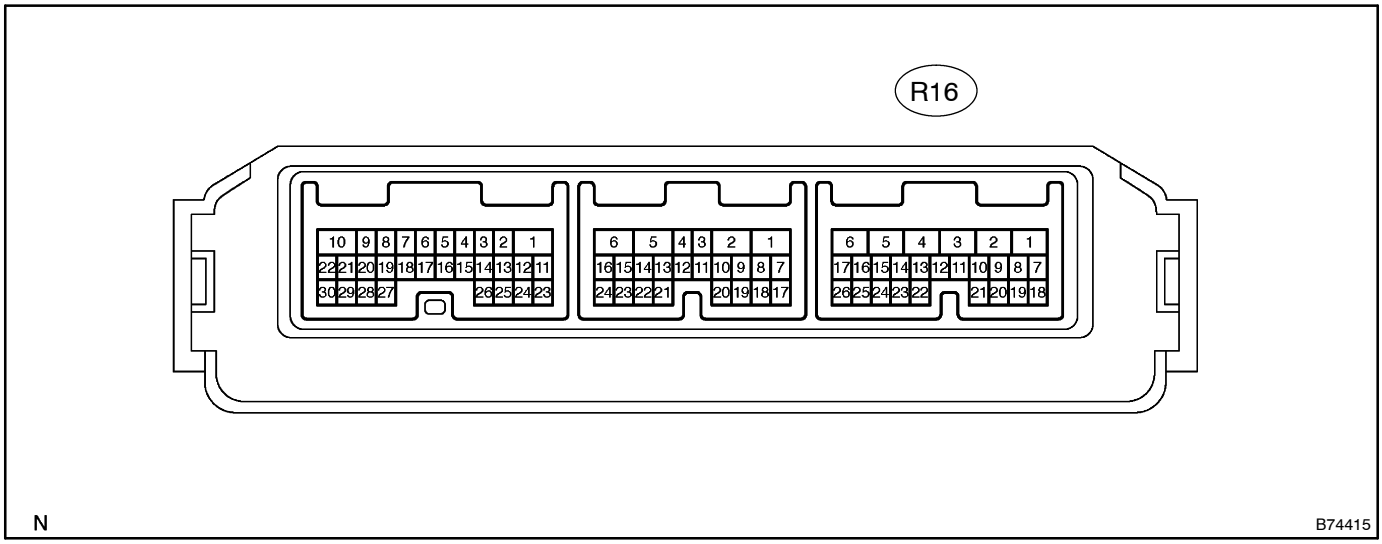
(b) Measure the voltage and resistance of each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (R15–1) – Body ground	V–Y – Body ground	+B (CPUB) power supply	Constant	10 to 14 V
BDR (R15–2) – Body ground	R–B – Body ground	+B (BDR) power supply	Constant	10 to 14 V
MPX1 (R15–18) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
MPX2 (R15–20) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
GND (R15–6) – 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.

13. CHECK REAR DOOR RH ECU

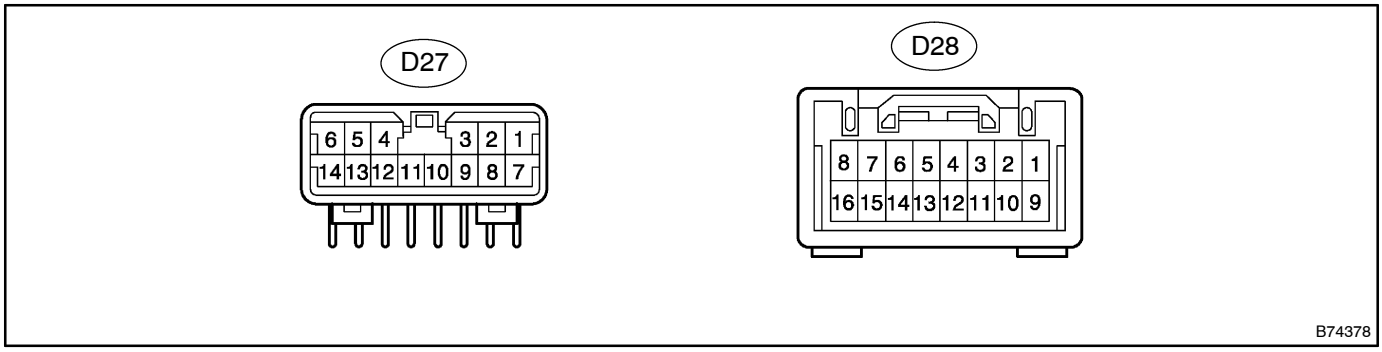


(a) Disconnect the R16 ECU connector.
(b) Measure the voltage and resistance of each terminal of the wire harness side connector.
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (R16–1) – Body ground	V–Y – Body ground	+B (CPUB) power supply	Constant	10 to 14 V
BDR (R16–2) – Body ground	R–W – Body ground	+B (BDR) power supply	Constant	10 to 14 V
MPX1 (R16–18) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
MPX2 (R16–20) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
GND (R16–6) – 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.

14. CHECK DRIVER SEAT ECU



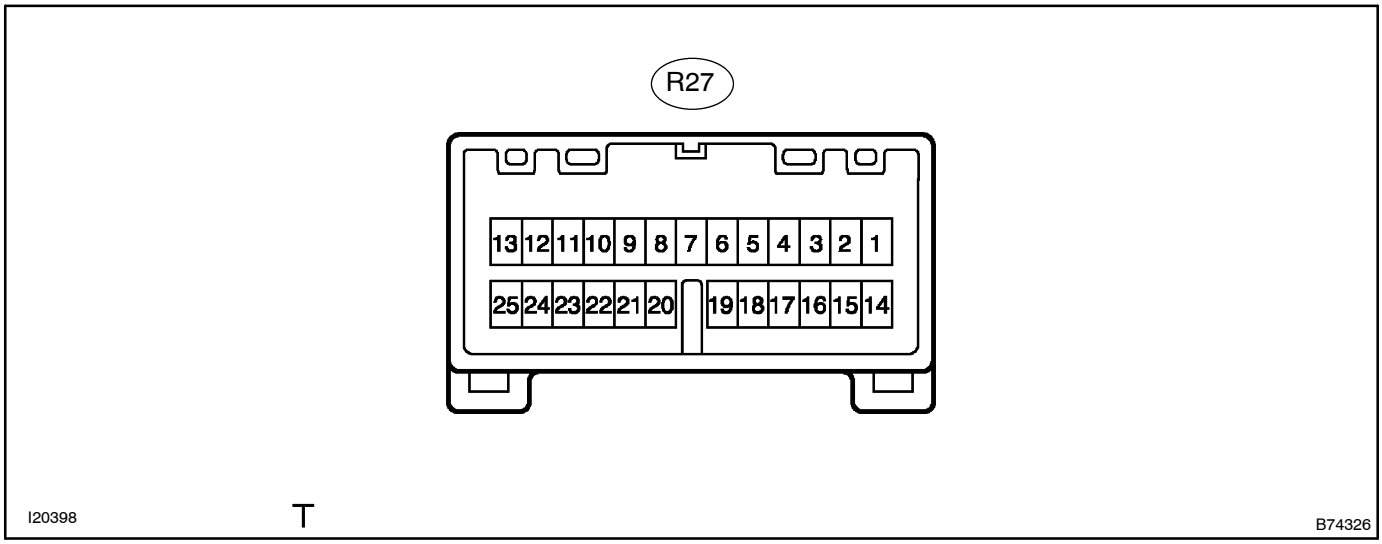
(a) Disconnect the D27 and D28 ECU connectors.
(b) Measure the voltage of each terminal of the wire harness side connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
D27–14 (+B)*1 – D27–6 (GND)*1 D27–7 (+B)*2 – D27–1 (GND)*2	B–R – W–B	+B (+B) power supply	Constant	10 to 14 V
D28–9 (SYSB)*1 – D28–1 (SGND)*1 D28–16 (SYSB)*2 – D28–8 (SGND)*2	V–Y – BR	+B (SYSB) power supply	Constant	10 to 14 V
D28–11 (MPX1)*1 – Body ground D28–14 (MPX1)*2 – Body ground	R–L – Body ground	MPX line	Constant	10 kΩ or higher
D28–1 (SGND)*1 – Body ground D28–8 (SGND)*2 – Body ground	BR – Body ground	Ground	Constant	Below 1 Ω
D27–6 (GND)*1 – Body ground D27–1 (GND)*2 – 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.

15. CHECK REAR LH SEAT ECU



(a) Disconnect the R27 ECU connector.

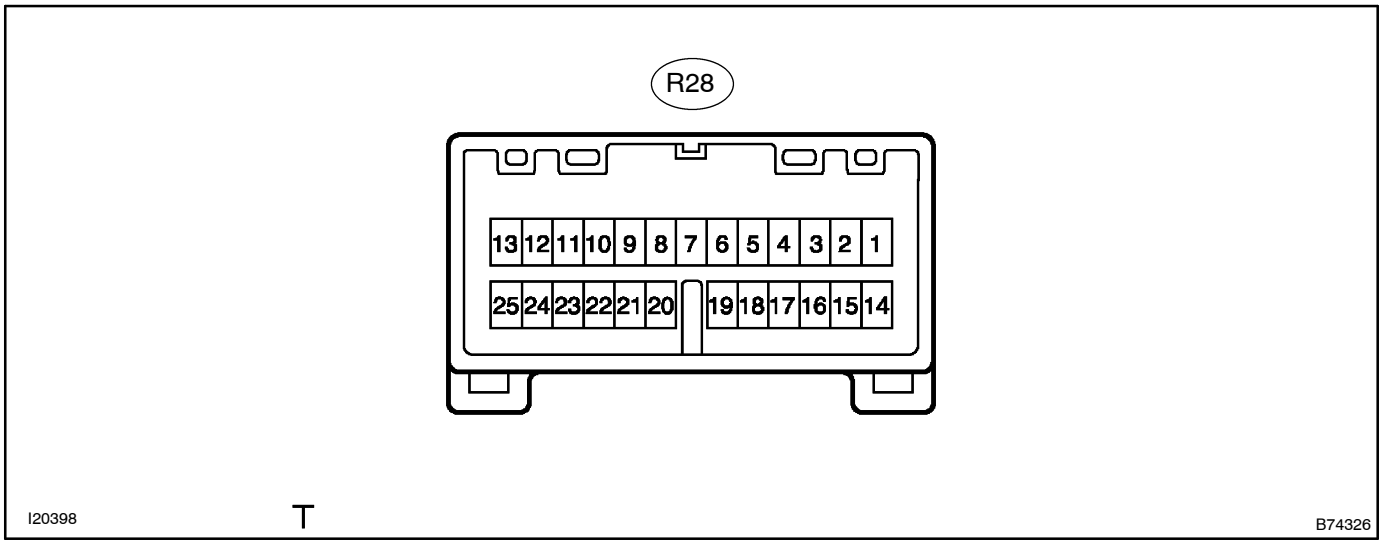
(b) Measure the voltage of each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
R27–1 (+B) – R27–14 (GND)	B – W–B	+B (+B) power supply	Constant	10 to 14 V
R27–18 (SYSB) – R27–23 (SGND)	V–Y – W–B	+B (SYSB) power supply	Constant	10 to 14 V
R27–7 (MPX) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
R27–23 (SGND) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
R27–14 (GND) – 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.

16. CHECK REAR RH SEAT ECU



(a) Disconnect the R28 ECU connector.

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

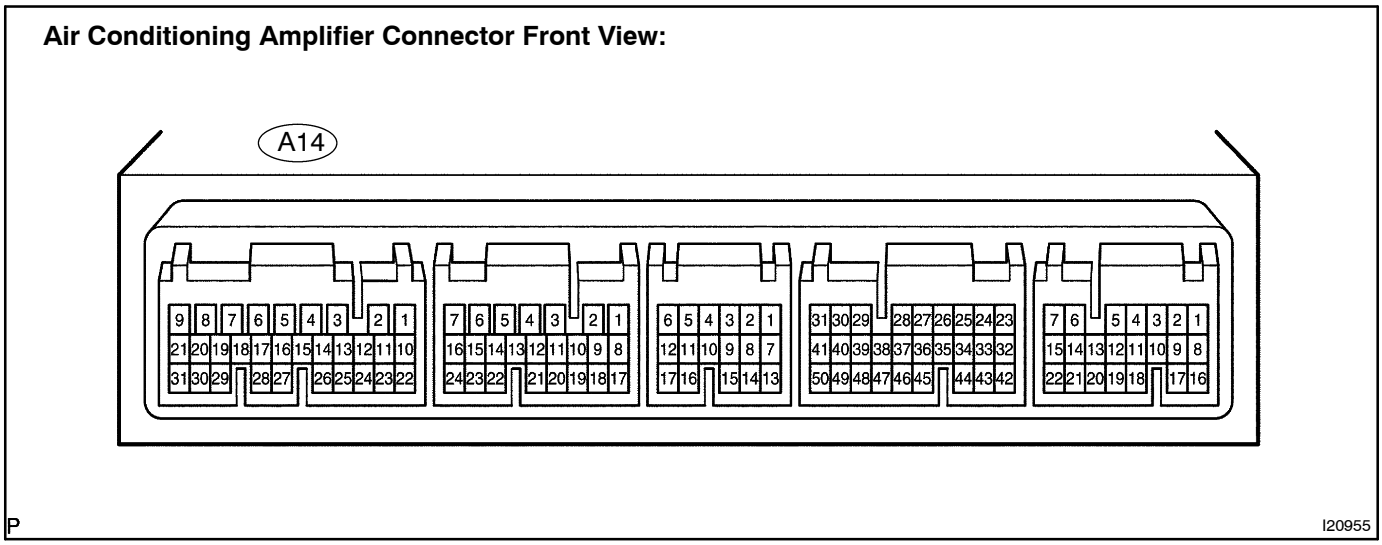
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
R28–1 (+B) – R28–14 (GND)	L – W–B	+B (+B) power supply	Constant	10 to 14 V
R28–18 (SYSB) – R28–23 (SGND)	V–Y – W–B	+B (SYSB) power supply	Constant	10 to 14 V
R28–7 (MPX) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
R28–23 (SGND) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
R28–14 (GND) – 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.

17. CHECK AIR CONDITIONER AMPLIFIER (A/C ECU)

Air Conditioning Amplifier Connector Front View:

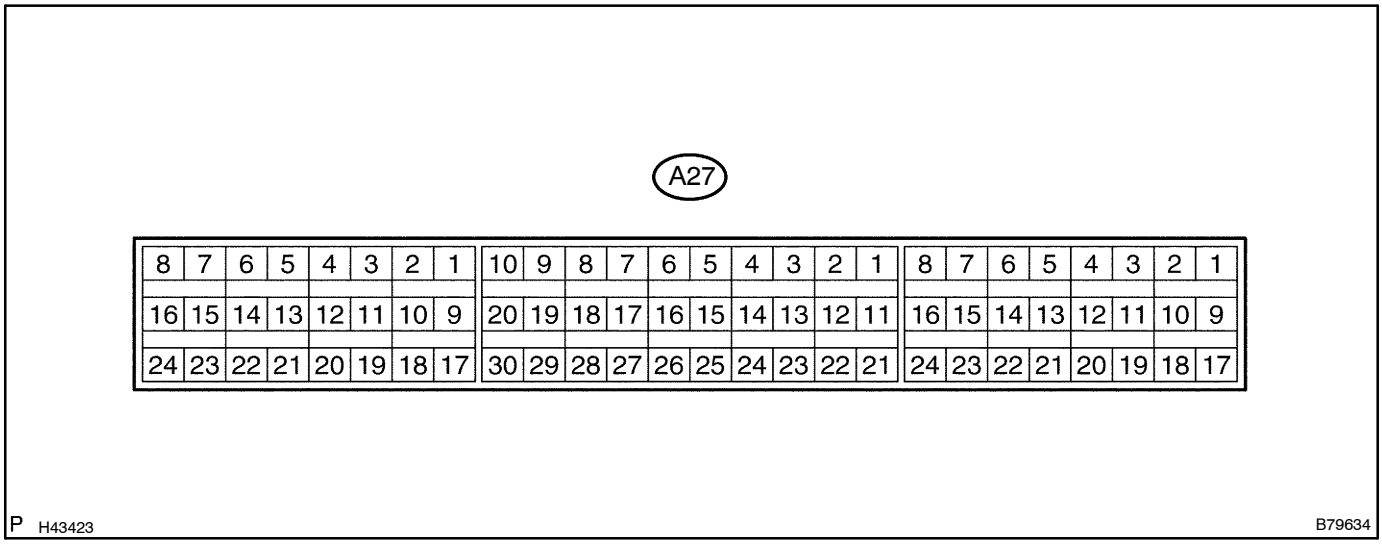


(a) Disconnect the A14 amplifier connector.
(b) Measure the voltage and resistance of each terminal of the wire harness side connector.
Standard:

Symbols (Terminal No.)	Wiring color	Terminal Description	Condition	Specification
+B (A11–21)– GND (A14–1)	B–Y*1 – W–B W–R*2 – W–B	+B Power supply	Constant	10 to 14 V
IG (A14–9) – GND (A14–1)	LG–R – W–B	Ignition switch	Ignition switch OFF → ON	0 V → 10 to 14 V
MPX+ (A14–2) – Body ground	GR–B – Body ground	MPX line	Constant	10 kΩ or higher
MPX– (A14–4) – Body ground	GR–B – Body ground	MPX line	Constant	10 kΩ or higher
GND (A14–1) – Body ground	W–B – Body ground	Ground	Constant	Below 1.0 Ω

If the result is not and specified, there may be a malfunction on the wire harness side.
*1: LHD
*2: RHD

18. CHECK AIRBAG SENSOR ASSY CENTER

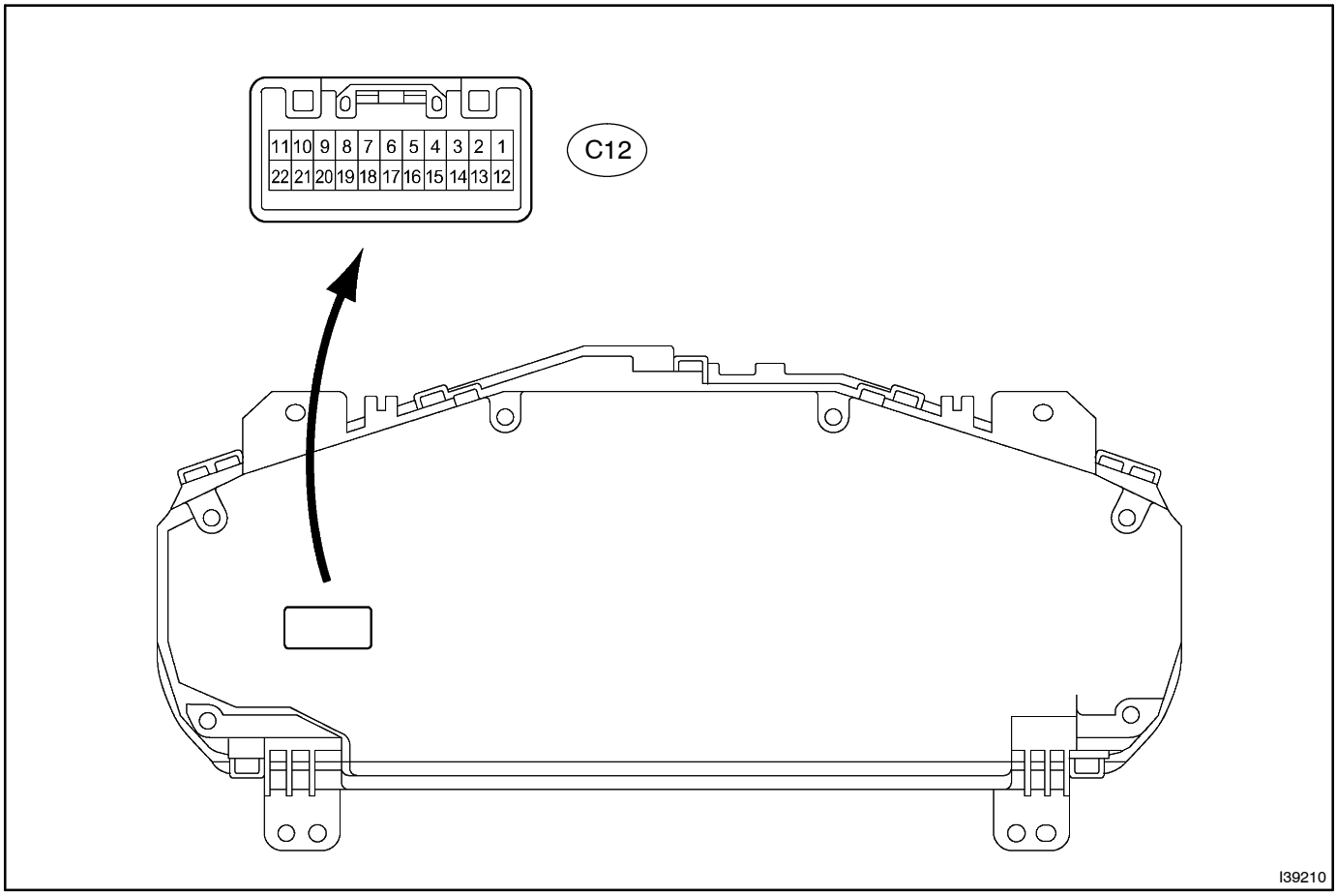


(a) Disconnect the A27 sensor connector.
(b) Measure the voltage and resistance of each terminal of the wire harness side connector.
Standard:

Terminal No. (Symbols)	Wiring Color	Terminal description	Condition	Specified value
IG2 (A27–21) – E1 (A27–25)	B–O – W–B	Ignition switch	Ignition switch OFF → ON	0 V → 10 to 14 V
MPX1 (A27–13) – Body ground	R–L – Body ground	MPX line	Constant	10 kΩ or higher
MPX2 (A27–22) – Body ground	R–L – Body ground	MPX line	Constant	10 kΩ or higher
E1 (A27–5) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
E2 (A27–26) – 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.

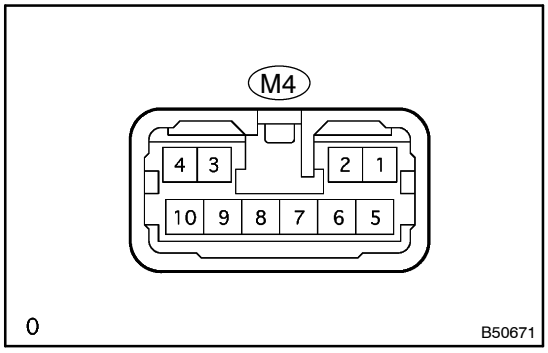
19. CHECK COMBINATION METER ASSY



(a) Disconnect the C12 meter connector.
(b) Measure the voltage and resistance of each terminal of the wire harness side connectors.
Standard:

Symbols (Terminals No.)	Wiring Color	Terminal Description	Condition	Specified Condition
B (C12–12) – Body ground	L–Y – Body ground	+B (B) power supply	Constant	10 to 14 V
B (C12–13) – Body ground	R – Body ground	+B (B) power supply	Constant	10 to 14 V
MPX+ (C12–2) – Body ground	GR–B – Body ground	MPX line	Constant	10 kΩ or higher
MPX– (C12–3) – Body ground	GR–B – Body ground	MPX line	Constant	10 kΩ or higher
E2 (C12–22) – 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.

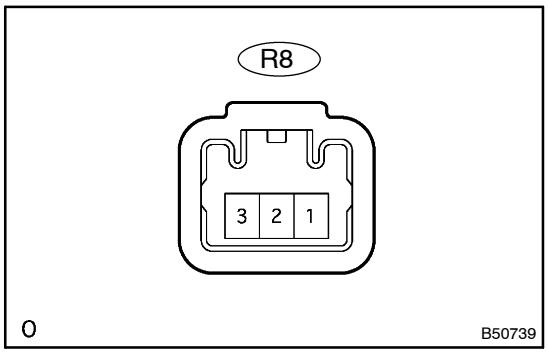


20. CHECK SLIDING ROOF DRIVE GEAR ASSY (MOON ROOF CONTROL ECU)

(a) Disconnect the M4 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
B (M4–5) – E (M4–7)	L*1 – W–B B*2 – W–B	+B (B) power supply	Constant	10 to 14 V
MPX1 (M4–2) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
E (M4–7) – 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.
*1: LHD
*2: RHD
If the result is not as specified, there may be a malfunction on the wire harness side.

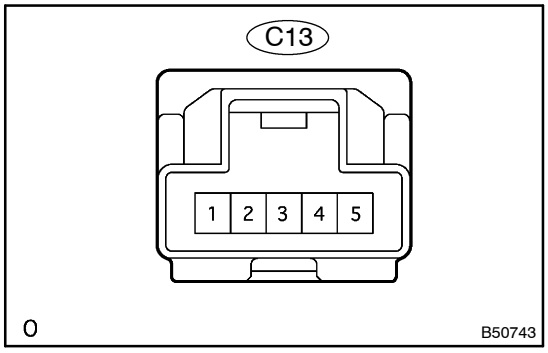


21. CHECK RAIN SENSOR

(a) Disconnect the R8 sensor connector.
(b) Check the voltage and resistance of each terminal of the wire harness side connector.
Standard:

Symbols (Terminal No.)	Wring Color	Terminal Description	Condition	Specified Condition
SIG (R8–1) – Body ground	LG–R – Body ground	Ignition switch	Ignition switch OFF → ON	0 V → 10 to 14 V
MPX (R8–2) – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
ES (R8–3) – Body ground	BR – Body ground	Ground	Constant	Below 1 Ω

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



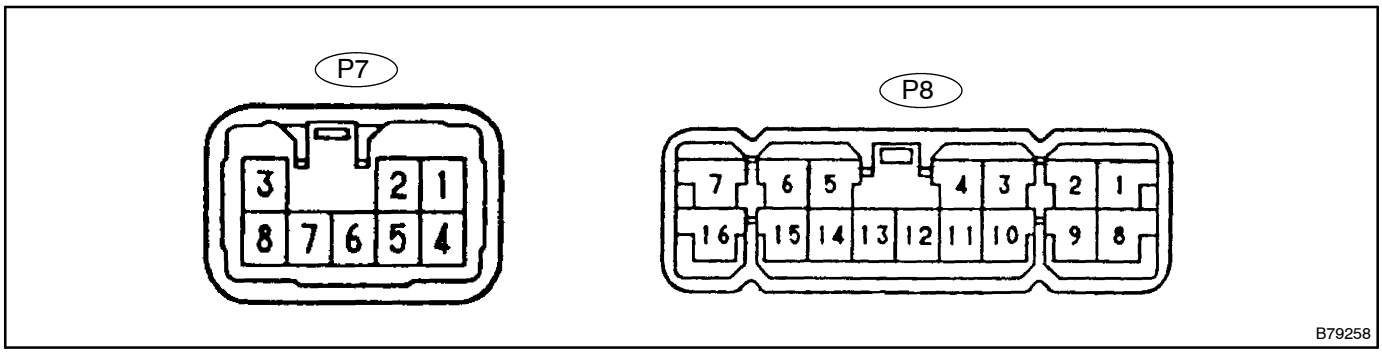
22. CHECK STEERING PAD SWITCH

(a) Disconnect the C13 switch connector.
(b) Measure the voltage and resistance of each terminal of the wire harness side connectors.
Standard:

Symbols (Terminal No.)	Wring Color	Terminal Description	Condition	Specified Condition
+B (C13–8) – Body ground	L–Y – Body ground	+B Power supply	Constant	10 to 14 V
MPX (C13–9) – Body ground	R–L – Body ground	MPX line	Constant	10 kΩ or higher
ECC (C13–3) – Body ground	BR – Body ground	Ground	Constant	Below 1 Ω

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

23. CHECK POWER TILT AND POWER TELESCOPIC (TILT AND TELESCOPIC ECU)

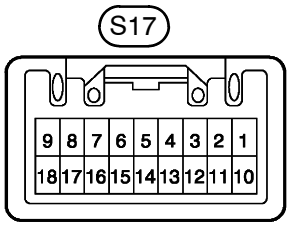


(a) Disconnect the P7 and P8 ECU connectors.
(b) Measure the voltage and resistance of each terminal of the wire harness side connectors.
Standard:

Terminal No. (Symbols)	Wiring Color	Terminal Description	Condition	Specified Condition
ECUB (P7–1) – GND (P7–6)	R–B – W–B	+B (ECUB) power supply	Constant	11 to 14 V
+B (P8–4) – GND (P7–6)	L–W – W–B	+B (+B) power supply	Constant	11 to 14 V
MPX1 (P7–3) – Body ground	V–G – Body ground	MPX line	Constant	10 kΩ or higher
MPX2 (P7–8) – Body ground	V–G – Body ground	MPX line	Constant	10 kΩ or higher
GND (P7–6) – 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.

24. CHECK STEERING LOCK ECU



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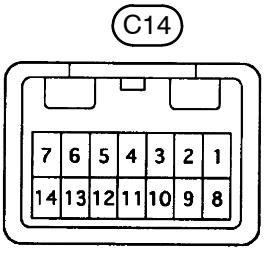
(a) Disconnect the S17 ECU connector.
(b) Measure the voltage and resistance of each terminal of the wire harness side connector.
Standard:

Terminal No. (Symbols)	Wiring color	Terminal Description	Condition	Specified value
CPUB (S17–1) – GND (S17–9)	V–Y – W–B	+B (CPUB) Power supply	Constant	10 to 14 V
+B (S17–10)– GND (S17–9)	R–L – W–B	+B (+B) Power supply	Constant	10 to 14 V
MPX1 (S17–15)* – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
MPX2 (S17–6)* – Body ground	P–L – Body ground	MPX line	Constant	10 kΩ or higher
GND (S17–9) – 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.
*: w/ smart key system



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25. CHECK COMBINATION SWITCH

(a) Disconnect the C14 switch connector.
(b) Measure the voltage and resistance of each terminal of the wire harness side connector.
Standard:

Symbols (Terminal No.)	Wring Color	Terminal Description	Condition	Specified Condition
+B (C14–1) – E (C14–8)	L–Y – W–B	+B (B) Power supply	Constant	10 to 14 V
MPX1 (C14–9) – Body ground	V–G – Body ground	MPX line	Constant	10 kΩ or higher
MPX2 (C14–10) – Body ground	V–G – Body ground	MPX line	Constant	10 kΩ or higher
E (C14–8) – 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.