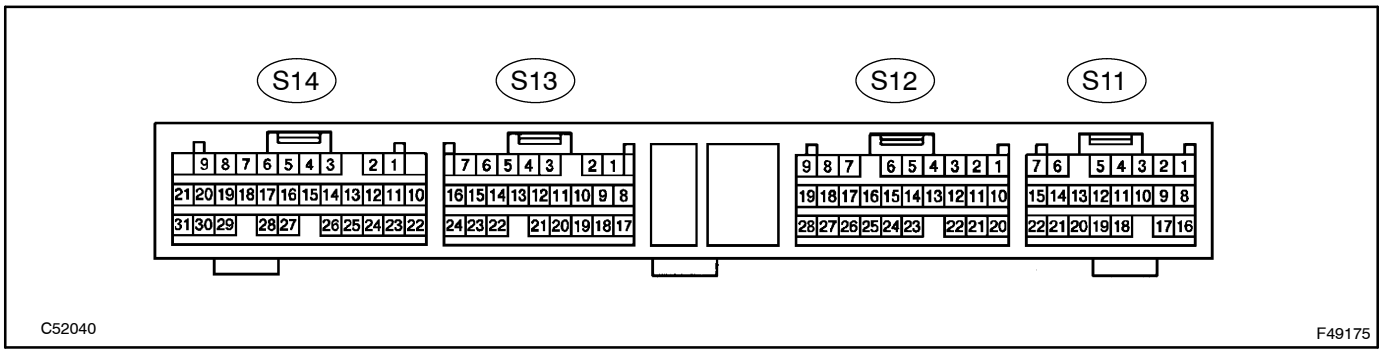
05BBK–02

TERMINALS OF ECU

1. CHECK SKID CONTROL ECU



(a) Disconnect the S11, S12, S13 and S14 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
N (S11–12) – Body ground	B–W – Body ground	Neutral switch signal	Shift lever position N → Except N	10 kΩ or higher → Below 1 Ω
GND4 (S11–14) – Body ground	W–B – Body ground	Ground	Always	Below 1 Ω
GND3 (S11–15) – Body ground	W–B – Body ground	Ground	Always	Below 1 Ω
DOOR (S12–2) – Body ground	L–O – Body ground	Courtesy switch	Door closed → open	10 kΩ or higher → Below 1 Ω
S/OFF (S12–3) – Body ground	L–R – Body ground	ES start main switch	ES start main switch ON → OFF	0 V → 20 to 28 V
S/MAIN (S12–4) – Body ground	R–W – Body ground	ES start main switch	ES start main switch OFF → ON	Less than 2 V → 20 to 28 V
FAST (S12–5) – Body ground	G–W – Body ground	Timing FAST switch	Timing FAST switch OFF → FAST (pressed)	Less than 2 V → 20 to 28 V
SLOW (S12–6) – Body ground	P–L – Body ground	Timing SLOW switch	Timing SLOW switch OFF → SLOW (pressed)	Less than 2 V → 20 to 28 V
TACH (S12–7) – Body ground	P – Body ground	Tachometer	Engine start	Pulse generation
VSS (S12–8) – Body ground	B – Body ground	Vehicle speed sensor	Vehicle running	Pulse generation
STP (S13–1) – Body ground	R – Body ground	Stop lamp switch	Brake pedal depressed → Not depressed	Less than 3 V → 20 to 28 V
BAT (S13–3) – Body ground	B–Y – Body ground	Battery	Always	20 to 28 V
IG1 (S13–7) – Body ground	B–R – Body ground	Ignition power supply	Ignition switch OFF → ON	0 V → 20 to 28 V
PKB2 (S13–11) – Body ground	P–G – Body ground	Parking brake switch	Parking brake lever pulled → Not pulled	Less than 2 V → 20 to 28 V
TC (S13–19) – Body ground	R–L – Body ground	Test terminal	Ignition switch OFF → ON	0 V → 20 to 28 V
PKB1 (S13–21) – Body ground	B–Y – Body ground	Parking brake switch	Parking brake lever pulled → Not pulled	Below 1 Ω → 10 kΩ or higher
GND1 (S14–2) – Body ground	W–B – Body ground	Ground	Always	Below 1 Ω
GND2 (S14–3) – Body ground	W–B – Body ground	Ground	Always	Below 1 Ω
CL (S14–16) – Body ground	W–L – Body ground	Clutch stroke sensor ground	Always	Below 1 Ω

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

(c) Reconnect the S11, S12, S13 and S14 ECU connectors.

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

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
WL (S13–2) – Body ground	LG–R – Body ground	ES start indicator lamp	ES start indicator lamp trurn ON → OFF	Less than 2 V → 20 to 32 V
BZ (S13–5) – Body ground	L–Y – Body ground	ES start buzzer	Ignition switch ON, ES start buzzer sound → Not sound	20 to 32 V → Less than 2 V
CL+ (S14–4) – Body ground	L – W–L	Clutch stroke sensor power supply	Ignition switch OFF → ON	3 to 5 V
CLS (S14–15) – Body ground	L–R – W–L	Clutch stroke sensor	Ignition switch ON, clutch pedal depressed → Not depressed	Less than 2 V → More than 2 V

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