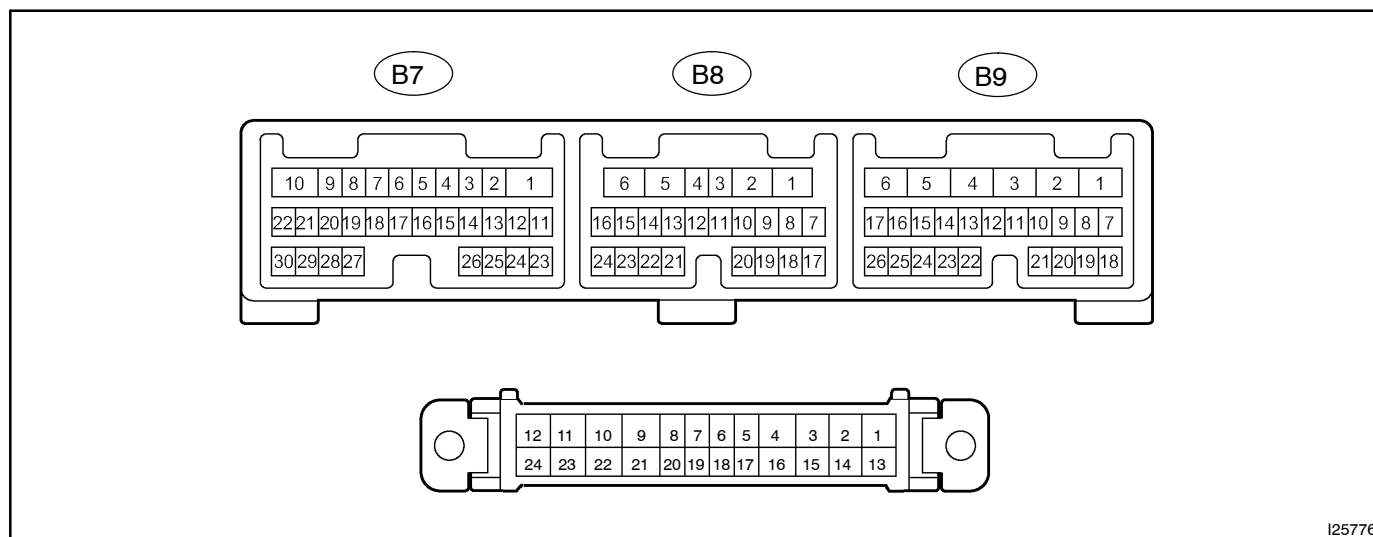


TERMINALS OF ECU



I25776

Symbols (Terminals No.)	Wiring Color	Condition	Spesifeid Condition
GND1 ↔ Body ground (4 ↔ Body ground)	– ↔ Body ground	Constant	Below 1 V
LSR ↔ GND1, 2 (5 ↔ 4, 16)	–	RR / RL / Back door lock switch is unlock position	Below 1 V
SIG ↔ GND1, 2 (10 ↔ 4, 16)	–	Ignition switch is ON	10 – 14 V
BECU ↔ GND1, 2 (11 ↔ 4, 16)	–	Constant	10 – 14 V
BDR1 ↔ GND1, 2 (12 ↔ 4, 16)	–	Constant	10 – 14 V
ILE ↔ GND1, 2 (13 ↔ 4, 16)	–	Key cylinder illumination is ON	Below 1 V
SPD ↔ GND1, 2 (14 ↔ 4, 16)	–		Below 1 V
UL1 ↔ GND1, 2 (15 ↔ 4, 16)	–	Driver door lock control switch is UNLOCK position	Below 1 V
GND2 ↔ Body ground (16 ↔ Body ground)	–	Constant	Below 1 V
HRLY ↔ GND1, 2 (17 ↔ 4, 16)	–	Ignition switch is ON	10 – 14 V
TRLY ↔ GND1, 2 (18 ↔ 4, 16)	–	Ignition switch is ON	10 – 14 V
L1 ↔ GND1, 2 (19 ↔ 4, 16)	–	Driver door lock control switch is LOCK position	Below 1 V
L2 ↔ GND1, 2 (20 ↔ 4, 16)	–	Driver door key lock and unlock switch is LOCK position	Below 1 V
PWS ↔ GND1, 2 (21 ↔ 4, 16)	–	Constant	10 – 14 V
ACC ↔ GND1,2 (22 ↔ 4, 16)	–	Ignition switch is ACC	10 – 14 V
ACT+ ↔ ACT- (23 ↔ 24)	–	Door lock motor is operated	10 – 14 V

DIAGNOSTICS – BODY CONTROL SYSTEM

LMRY ↔ GND1, 2 (B7-3 ↔ 4, 16)	R-W ↔ -	Ignition switch is ON	10 – 14 V
DRL ↔ GND1, 2 (B7-7 ↔ 4, 16)	R-Y ↔ -	Ignition switch is ON	10 – 14 V
ACTD ↔ GND1, 2 (B7-10 ↔ 4, 16)	L-B ↔ -	Driver door lock motor is operated	10 – 14 V
MPX4 (B7-11)	W	Multiplex communication circuit	-
DBKL ↔ GND1, 2 (B7-13 ↔ 4, 16)	G ↔ -	Driver seat buckle switch is ON (Seat belt is fastend)	Below 1 V
L ↔ GND1, 2 (B7-14 ↔ 4, 16)	B ↔ -	Engine is running	6.0 – 14 V
		Engine is stoped	Below 2 V
UL2 ↔ GND1, 2 (B7-22 ↔ 4, 16)	G-B ↔ -	Door key lock and unlock switch is LOCK position	Below 1 V
MPX1 (B7-24)	B ↔ -	Multiplex communication circuit	-
PCYL ↔ GND1, 2 (B7-25 ↔ 4, 16)	G-B ↔ -	Ignition switch is ON	10 – 14 V
DCYL ↔ GND1, 2 (B7-26 ↔ 4, 16)	G-W ↔ -	Ignition switch is ON	10 – 14 V
LSWP ↔ GND1, 2 (B7-30 ↔ 4, 16)	L-O ↔ -	Passenger door lock switch is UNLOCK position	Below 1 V
PKB ↔ GND1, 2 (B8-2 ↔ 4, 16)	R-W ↔ -	Parking brake switch is ON	Below 1 V
PRG ↔ GND1, 2 (B8-3 ↔ 4, 16)	V ↔ -	Key inserted in ignition key cylinder → As key pulled out of ignition key cylinder	10 – 14 V → Pulse generation → 10 – 14 V
RDA ↔ GND1, 2 (B8-4 ↔ 4, 16)	L ↔ -	Ignition switch off, all doors closed and transmitter switch not pressed	10 – 14 V
		Ignition switch off, all doors closed and transmitter switch pressed	Pulse generation
LP ↔ GND1, 2 (B8-6 ↔ 4, 16)	G-Y ↔ -	Rear room light position is DOOR	10 – 14 V
BCTY ↔ GND1, 2 (B8-7 ↔ 4, 16)	R-L ↔ -	Back door courtesy switch is ON (Door is opened)	Below 1 V
RLCY ↔ GND1, 2 (B8-11 ↔ 4, 16)	R-L ↔ -	RL door courtesy switch is ON (Door is opened)	Below 1 V
RRCY ↔ GND1, 2 (B8-12 ↔ 4, 16)	R-G ↔ -	RR door courtesy switch is ON (Door is opened)	Below 1 V
MPX5 (B8-14)	W	Multiplex communication circuit	-
MPX6 (B8-16)	W	Multiplex communication circuit	-
P ↔ GND1, 2 (B8-17 ↔ 4, 16)	G-W ↔ -	Park / Neutral position switch is P position	10 – 14 V
LCYL ↔ GND1, 2 (B8-21 ↔ 4, 16)	G-Y ↔ -	Ignition switch is ON	10 – 14 V
RCYL ↔ GND1, 2 (B8-22 ↔ 4, 16)	G-R ↔ -	Ignition switch is ON	10 – 14 V
DCTY ↔ GND1, 2 (B8-23 ↔ 4, 16)	R-Y ↔ -	Driver door courtesy switch is ON (Door is opened)	Below 1 V
PCTY ↔ GND1, 2 (B8-24 ↔ 4, 16)	R-B ↔ -	Passenger door courtesy switch is ON (Door is opened)	Below 1 V

HEAD ↔ GND1, 2 (B9-1 ↔ 4, 16)	R-W ↔ –	Headlight control switch position is HEAD	Below 1 V
HU ↔ GND1, 2 (B9-2 ↔ 4, 16)	R-Y ↔ –	Headlight dimmer switch position is Hi-Beam	Below 1 V
A ↔ GND1, 2 (B9-3 ↔ 4, 16)	G-O ↔ –	Headlight control switch position is AUTO	Below 1 V
CLTS ↔ GND1, 2 (B9-4 ↔ 4, 16)	Y ↔ –	Automatic light communication circuit is ON	Below 1 V
CLTB ↔ GND1, 2 (B9-6 ↔ 4, 16)	R ↔ –	Ignition switch is ON	10 – 14 V
HF ↔ GND1, 2 (B9-7 ↔ 4, 16)	R-B ↔ –	Headlight dimmer switch position is Hi-Flasher	Below 1 V
TAIL ↔ GND1, 2 (B9-8 ↔ 4, 16)	G-B ↔ –	Headlight control switch position is TAIL	Below 1 V
DRLP ↔ GND1, 2 (B9-12 ↔ 4, 16)	G-Y ↔ –	Ignition switch is ON, Open door warning light is ON	Below 1.2 V
KSW ↔ GND1, 2 (B9-14 ↔ 4, 16)	R-B ↔ –	Key is inserted in key cylinder	Below 1 V
HF2 ↔ GND1, 2 (B9-20 ↔ 4, 16)	R-W ↔ –	Ignition switch is ON	10 – 14 V
CLTE ↔ GND1, 2 (B9-21 ↔ 4, 16)	BR ↔ –	Constant	Below 1 V