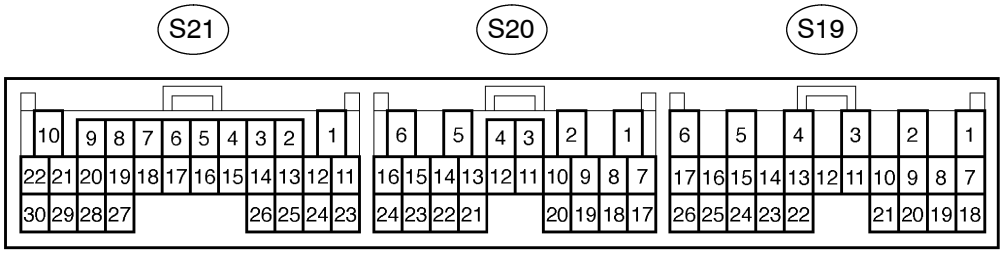
056JE–02

TERMINALS OF ECU



N F43241

Symbols (Terminals No.)	Wiring Color	Condition	Specified Condition
SLRL (S19–1) ⇔ GND (S21–1)	V–W ⇔ W–B	IG switch ON	Below 1.0 V
		Engine idling, ”UP” or ”DOWN” button of height control switch is pushed from ”N” position of vehicle height	8 V or more
SLRR (S19–2) ⇔ GND (S21–1)	V ⇔ W–B	IG switch ON	Below 1.0 V
		Engine idling, ”UP” or ”DOWN” button of height control switch is pushed from ”N” position of vehicle height	8 V or more
RAL+ (S19–3) ⇔ RAL– (S19–12)	B–Y ⇔ G–W	IG switch ON	Continuity (Ω)
RBL+ (S19–4) ⇔ RBL– (S19–14)	GR ⇔ L	IG switch ON	Continuity (Ω)
RAR+ (S19–5) ⇔ RAR– (S19–16)	GR–B ⇔ R–Y	IG switch ON	Continuity (Ω)
RBR+ (S19–6) ⇔ RBR– (S19–17)	L–W ⇔ L–B	IG switch ON	Continuity (Ω)
SLLO (S19–7) ⇔ GND (S21–1)	P–G ⇔ W–B	IG switch ON	Below 1.0 V
		Engine idling, height control switch from ”UP” to ”DOWN”	8 V or more
SLEX (S19–8) ⇔ GND (S21–1)	LG ⇔ W–B	IG switch ON	Below 1.0 V
		Engine idling, height control switch from ”UP” to ”DOWN”	8 V more
RC (S19–18) ⇔ GND (S21–1)	BR–Y ⇔ W–B	IG switch ON	Below 1.0 V
		Engine idling, ”UP” or ”DOWN” button of height control switch is pushed from ”N” position of vehicle height	8 V or more
SGR2 (S19–19) ⇔ GND (S21–1)	R–B ⇔ W–B	Always	Continuity (Ω)
SBR2 (S19–20) ⇔ GND (S21–1)	BR–W ⇔ W–B	IG switch ON	4.5 – 5.5 V
SGL2 (S19–21) ⇔ GND (S21–1)	R–W ⇔ W–B	Always	Continuity (Ω)
SBL2 (S19–22) ⇔ GND (S21–1)	BR–W ⇔ W–B	IG switch ON	4.5 – 5.5 V
SHRL (S19–23) ⇔ GND (S21–1)	GR–G ⇔ W–B	IG switch ON	0.5 – 4.5 V
		Engine idling, vehicle height is changed from ”HIGH” to ”NORMAL” by pressing the height control switch	Approx. 2.5 V
SHRR (S19–24) ⇔ GND (S21–1)	W ⇔ W–B	IG switch ON	0.5 – 4.5 V
		Engine idling, vehicle height is changed from ”HIGH” to ”NORMAL” by pressing the height control switch	Approx. 2.5 V

RM+ (S19–25) ⇔ GND (S21–1)	L–Y ⇔ W–B	Engine idling, vehicle height is changing from ”NORMAL” to ”HIGH” by pressing the height control switch (While height control compressor assy is working).	Below 1.0 V
RM– (S19–26) ⇔ GND (S21–1)	P ⇔ W–B	Always	Continuity (Ω)
FBR+ (S20–3) ⇔ FBR– (S20–4)	Y–R ⇔ V–R	IG switch ON	Continuity (Ω)
GND2 (S20–5) ⇔ Body ground	W–B ⇔ Body ground	Always	Continuity (Ω)
B (S20–6) ⇔ GND (S21–1)	B–R ⇔ W–B	IG switch ON	10 – 14 V
FBL+ (S20–8) ⇔ FBL– (S20–1)	P–G ⇔ R–B	IG switch ON	Continuity (Ω)
FAR+ (S20–9) ⇔ FAR– (S20–2)	LG–B ⇔ P–L	IG switch ON	Continuity (Ω)
FAL+ (S20–17) ⇔ FAL– (S20–7)	V–G ⇔ B–O	IG switch ON	Continuity (Ω)
STP (S20–12) ⇔ GND (S21–1)	G–Y ⇔ W–B	Brake pedal depressed	10 – 14 V
		Brake pedal released	Below 1.5 V
TACH (S20–13) ⇔ GND (S21–1)	B–W ⇔ W–B	Engine idling	Pulse generation
DNSW (S20–15) ⇔ GND (S21–1)	L–W ⇔ W–B	IG switch ON, ”DOWN” button of height control switch pushed in	Below 1.5 V
		IG switch ON, ”DOWN” button of height control switch free	10 – 14 V
UPSW (S20–16) ⇔ GND (S21–1)	L ⇔ W–B	IG switch ON, ”UP” button of height control switch pushed in	Below 1.5 V
		IG switch ON, ”DOWN” button of height control switch free	10 – 14 V
SBR (S20–18) ⇔ GND (S21–1)	G–B ⇔ W–B	IG switch ON	4.5 – 5.5 V
SBR3 (S20–21) ⇔ GND (S21–1)	G–R ⇔ W–B	IG switch ON	4.5 – 5.5 V
SGR (S20–22) ⇔ GND (S21–1)	L–Y ⇔ W–B	Always	Continuity (Ω)
TD (S20–24) ⇔ GND (S21–1)	G ⇔ W–B	IG switch ON, height control OFF switch pushed in	Below 1.5 V
		IG switch ON, height control OFF switch released	10 – 14 V
GND (S21–1) ⇔ Body ground	W–B ⇔ Body ground	Always	Continuity (Ω)
TSW2 (S21–2) ⇔ GND (S21–1)	L–Y ⇔ W–B	IG switch ON and absorber control switch ”SPORT2 (S2)” or ”COMFORT (C)”	0 – 1.5 V
		IG switch ON and absorber control switch ”SPORT1 (S1)” or ”NORM (M)”	10 – 14 V
TSW1 (S21–3) ⇔ GND (S21–1)	L–B ⇔ W–B	IG switch ON and absorber control switch ”SPORT1 (S1)” or ”SPORT1 (S1)”	0 – 1.5 V
		IG switch ON and absorber control switch ”NORM (M)” or ”COMFORT (C)”	10 – 14 V
DOOR (S21–4) ⇔ GND (S21–1)	R–G ⇔ W–B	IG switch ON, each door opened	Below 1.5 V
		IG switch ON, all door closed	10 – 14 V
TS (S21–5) ⇔ GND (S21–1)	R–B ⇔ W–B	IG switch ON and terminals TS – CG connected	Below 1.0 V
		IG switch ON and terminals TS – CG not connected	10 – 14 V
TC (S21–6) ⇔ GND (S21–1)	P–L ⇔ W–B	IG switch ON and terminals TC – CG connected	Below 1.0 V
		IG switch ON and terminals TC – CG not connected	10 – 14 V
FLO (S21–8) ⇔ GND (S21–1)	L–O ⇔ W–B	Vehicle speed 12 mph (20 km/h) or higher	Pulse generation
FRO (S21–9) ⇔ GND (S21–1)	L–R ⇔ W–B	Vehicle speed 12 mph (20 km/h) or higher	Pulse generation
IG (S21–10) ⇔ GND (S21–1)	B–R ⇔ W–B	IG switch ON	10 – 14 V

VN (S21–15) ⇔ GND (S21–1)	Y–G ⇔ W–B	IG switch ON, height control OFF indicator lamp ON	8 V or more
		IG switch ON, height control OFF indicator lamp OFF	Below 1.5 V
HI (S21–16) ⇔ GND (S21–1)	Y ⇔ W–B	IG switch ON, height control ”HI” indicator lamp ON	8 V or more
		IG switch ON, height control ”N” or ”LO” indicator lamp ON	Below 1.5 V
NR (S21–17) ⇔ GND (S21–1)	Y–B ⇔ W–B	IG switch ON, height control ”N” indicator lamp ON	8 V or more
		IG switch ON, height control ”LO” or ”HI” indicator lamp ON	Below 1.5 V
LO (S21–18) ⇔ GND (S21–1)	BR–B ⇔ W–B	IG switch ON, height control ”LO” indicator lamp ON	8 V or more
		IG switch ON, height control ”HI” or ”N” indicator lamp ON	Below 1.5 V
SIL (S21–20) ⇔ GND (S21–1)	R–Y ⇔ W–B	IG switch ON	8 V or more
HARD*1 (S21–7) ⇔ GND (S21–1)	B–L ⇔ W–B	Vehicle stop	Pulse generation
SGR3 (S21–25) ⇔ GND (S21–1)	Y–B ⇔ W–B	Always	Continuity (Ω)
SGFR (S21–27) ⇔ GND (S21–1)	R–L ⇔ W–B	Observe data list on hand–held tester G (UP & DOWN) R	–
SGRR (S21–28) ⇔ GND (S21–1)	W–L ⇔ W–B	Observe data list on hand–held tester G (UP & DOWN) R	–
SS2– (S21–29) ⇔ GND (S21–1)	W ⇔ W–B	IG switch ON and steering wheel is being turned slowly	Repeat 1.5 – 3.5 V
SS2+ (S21–30) ⇔ GND (S21–1)	R ⇔ W–B	IG switch ON and steering wheel is being turned slowly	Repeat 1.5 – 3.5 V

*1: w/ VSC