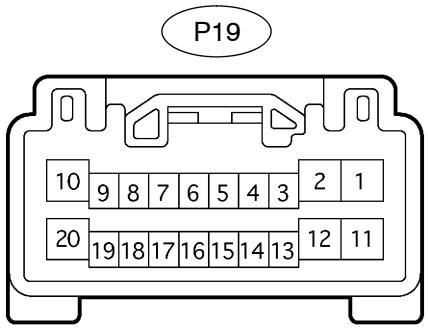
05IFF–01

TERMINALS OF ECU

1. CHECK POWER WINDOW REGULATOR MASTER SWITCH ASSY



B58840

B69873

(a) Disconnect the P19 switch connector.

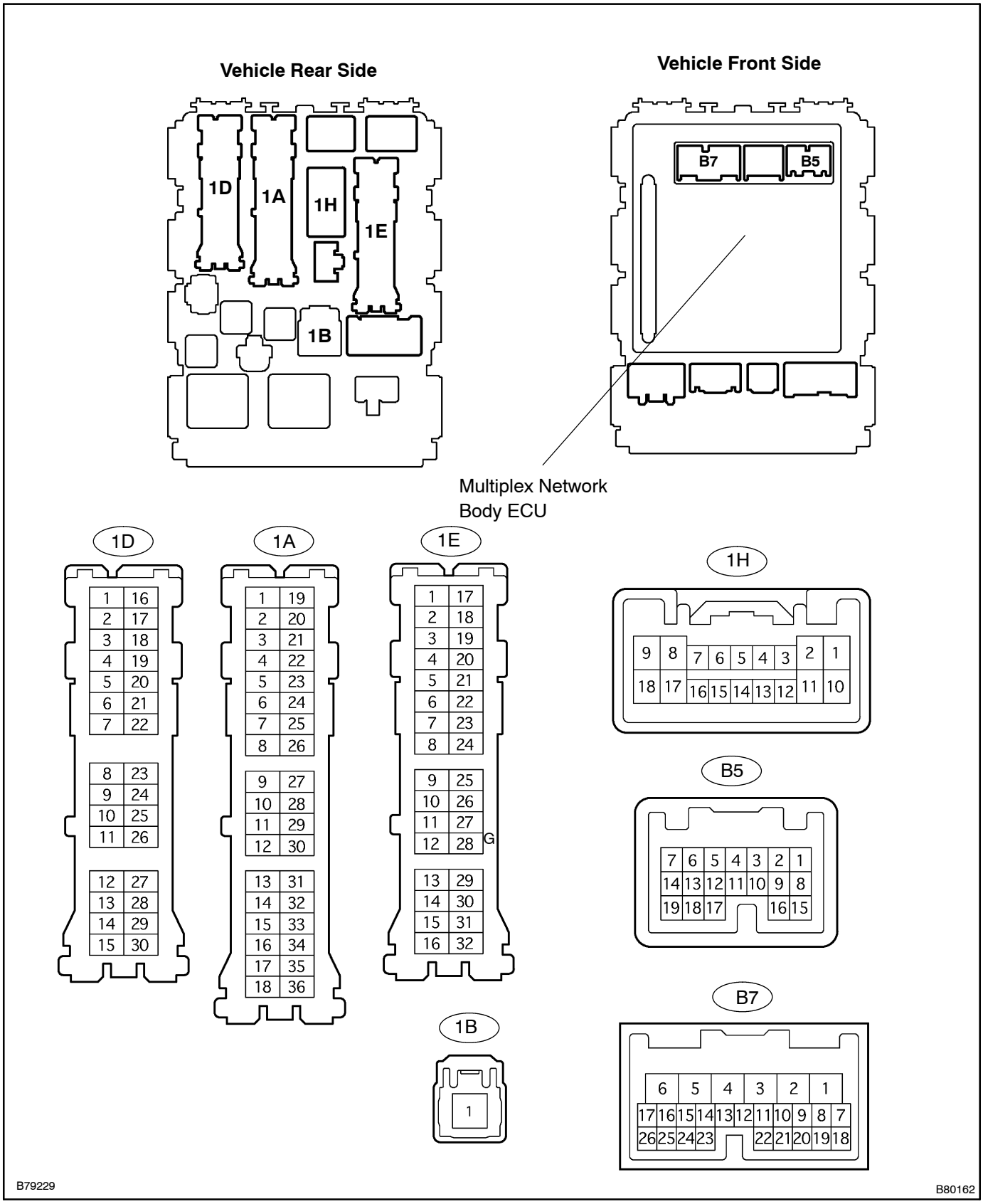
(b) Measure the voltage and resistance of each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
BDR (P19–11) – Body ground	V – Body ground	+B (BDR) power supply	Constant	10 to 14 V
BW (P19–7) – Body ground	W – Body ground	+B (BW) power supply	Power switch 1: OFF → 2: ON (IG)	1: Below 1 V → 2: 10 to 14 V
E (P19–1) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
L (P19–5) – Body ground	LG – Body ground	Door control switch door lock input	Door control switch 1: OFF → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
UL (P19–8) – Body ground	BR – Body ground	Door control switch door unlock input	Door control switch 1: OFF → 2: UNLOCK	1: 10 kΩ or higher → 2: Below 1 Ω

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

2. CHECK INSTRUMENT PANEL JUNCTION BLOCK ASSY (MULTIPLEX NETWORK BODY ECU)



(a) Disconnect the 1A, 1B, 1D, 1E and 1H J/B connectors.
(b) Disconnect the B7 and B5 ECU connectors.
(c) Measure the voltage and resistance of each terminal of the wire harness side connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
ALT (1B–1) – Body ground	W – Body ground	+B (power system, generator system) power supply	Constant	10 to 14 V
ECUB (1A–30) – Body ground	R – Body ground	+B (ECUB) power supply	Constant	10 to 14 V
GND (1E–17) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
KSW (1E–26) – Body ground	Y – Body ground	Key unlock warning switch input	1: No key in key slot → 2: Key inserted	1: 10 kΩ or higher → 2: Below 1 Ω
L1 (1H–4) – Body ground	LG – Body ground	Door control switch lock input	Door control switch 1: OFF → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
UL1 (1H–5) – Body ground	BR – Body ground	Door control switch unlock input	Door control switch 1: OFF → 2: UNLOCK	1: 10 kΩ or higher → 2: Below 1 Ω
L2 (1H–16) – Body ground	L – Body ground	Driver side door key–linked door lock input	Driver side door key cylinder 1: OFF → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
UL2*1 (IH–15) – Body ground	P – Body ground	Driver side door key–linked door unlock input	Driver side door key cylinder 1: OFF → 2: UNLOCK	1: 10 kΩ or higher → 2: Below 1 Ω
LSWD (B7–25) – Body ground	LG – Body ground	Driver side door lock position switch input	Driver door 1: UNLOCK → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
LSWP (B7–10) – Body ground	Y – Body ground	Passenger side door lock position switch input	Passenger door 1: UNLOCK → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
LSWR*1 (B5–10) – Body ground	O – Body ground	Rear doors lock position switch input	Rear doors 1: UNLOCK → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
DCTY (1D–21) – Body ground	V – Body ground	Driver side courtesy switch input	Driver side door 1: Close → 2: Open	1: 10 kΩ or higher → 2: Below 1 Ω
PCTY (1D–24) – Body ground	BR – Body ground	Passenger side courtesy switch input	Passenger side door 1: Close → 2: Open	1: 10 kΩ or higher → 2: Below 1 Ω
RCTY*2 (1D–5) – Body ground	R – Body ground	Rear LH side courtesy switch input	Rear LH side door 1: Close → 2: Open	1: 10 kΩ or higher → 2: Below 1 Ω
RCTY*2 (1D–20) – Body ground	R – Body ground	Rear RH side courtesy switch input	Rear RH side door 1: Close → 2: Open	1: 10 kΩ or higher → 2: Below 1 Ω
RCTY*3 (1D–20) – Body ground	R – Body ground	Rear LH side courtesy switch input	Rear LH side door 1: Close → 2: Open	1: 10 kΩ or higher → 2: Below 1 Ω
RCTY*3 (1D–5) – Body ground	R – Body ground	Rear RH side courtesy switch input	Rear RH side door 1: Close → 2: Open	1: 10 kΩ or higher → 2: Below 1 Ω
BCTY (1D–7) – Body ground	R – Body ground	Luggage compartment door courtesy switch input	Luggage compartment door 1: Close → 2: Open	1: 10 kΩ or higher → 2: Below 1 Ω
BDSU (B7–12) – Body ground	P – Body ground	Luggage compartment door opener switch input	Luggage compartment door opener switch 1: OFF → 2: ON	1: 10 kΩ or higher → 2: Below 1 Ω
DLPD*4 (B7–18) – Body ground	Y – Body ground	Driver door double lock position switch input	1: Double lock UNSET → 2: SET	1: 10 kΩ or higher → 2: Below 1 Ω
DLPP*4 (B7–7) – Body ground	L – Body ground	Passenger door double lock position switch input	1: Double lock UNSET → 2: SET	1: 10 kΩ or higher → 2: Below 1 Ω
DLRL*4 (B7–19) – Body ground	GR – Body ground	Rear left door double lock position switch input	1: Double lock UNSET → 2: SET	1: 10 kΩ or higher → 2: Below 1 Ω
DLRR*4 (B7–5) – Body ground	G – Body ground	Rear right door double lock position switch input	1: Double lock UNSET → 2: SET	1: 10 kΩ or higher → 2: Below 1 Ω

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

*1: RHD Except Australia, Singapore and Hong Kong
*2: LHD models
*3: RHD models
*4: w/ Double lock system

(d) Reconnect the 1A, 1B, 1D, 1E and 1H J/B connectors.
(e) Reconnect the B5 and B7 ECU connectors.
(f) Measure the voltage between each terminal of the connectors and body ground.

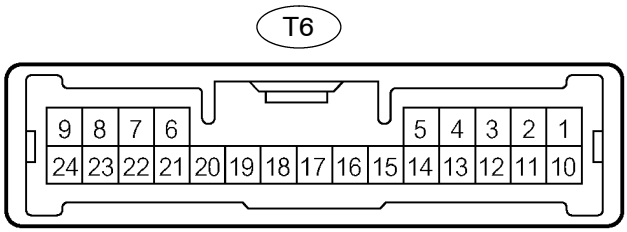
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
ACT+ (1H–8) – Body ground	Y – Body ground	Door lock motor LOCK drive output (driver door)	Door control switch or driver door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
ACT+ (1H–17) – Body ground	Y – Body ground	Door lock motor LOCK drive output (passenger door)	Door control switch or driver door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
ACT+ (1D–3) – Body ground	Y – Body ground	Door lock motor LOCK drive output (rear LH and RH doors)	Door control switch or driver door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
ACT– (1H–18) – Body ground	G – Body ground	Door lock motor UNLOCK drive output (driver door)	Door control switch or driver door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
ACT– (1H–9) – Body ground	G – Body ground	Door lock motor UNLOCK drive output (passenger door)	Door control switch or driver door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
ACT– (1D–4) – Body ground	G – Body ground	Door lock motor UNLOCK drive output (rear LH and RH doors)	Door control switch or driver door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
BACT (B7–1) – Body ground	Y – Body ground	Luggage compartment door lock motor OPEN drive output	Transmitter switch (luggage compartment door) 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
ACTS* (B7–6) – Body ground	O – Body ground	All door double lock motor set on output	1: Double lock UNSET → 2: SET	1: Below 1 V → 2: 10 to 14 V
ACTR* (B7–4) – Body ground	R – Body ground	All door double lock motor set off output	1: Double lock SET → 2: UNSET	1: Below 1 V → 2: 10 to 14 V

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

*: w/ Double lock system

3. CHECK TRANSPONDER KEY ECU ASSY



(a) Disconnect the T6 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 (T6–3) – Body ground	L – Body ground	+B power supply	Constant	10 to 14 V
IG (T6–4) – Body ground	O – Body ground	Ignition power supply	Power switch 1: OFF → 2: ON (IG)	1: Below 1 V → 2: 10 to 14 V
ACC (T6–12) – Body ground	P – Body ground	Ignition power supply	Power switch 1: OFF → 2: ON (IG)	1: Below 1 V → 2: 10 to 14 V
GND (T6–22) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
CUWS (T6–5) – Body ground	B – Body ground	Halfway switch input	1: No key in key slot → 2: Key inserted	1: 10 kΩ or higher → 2: Below 1 Ω

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