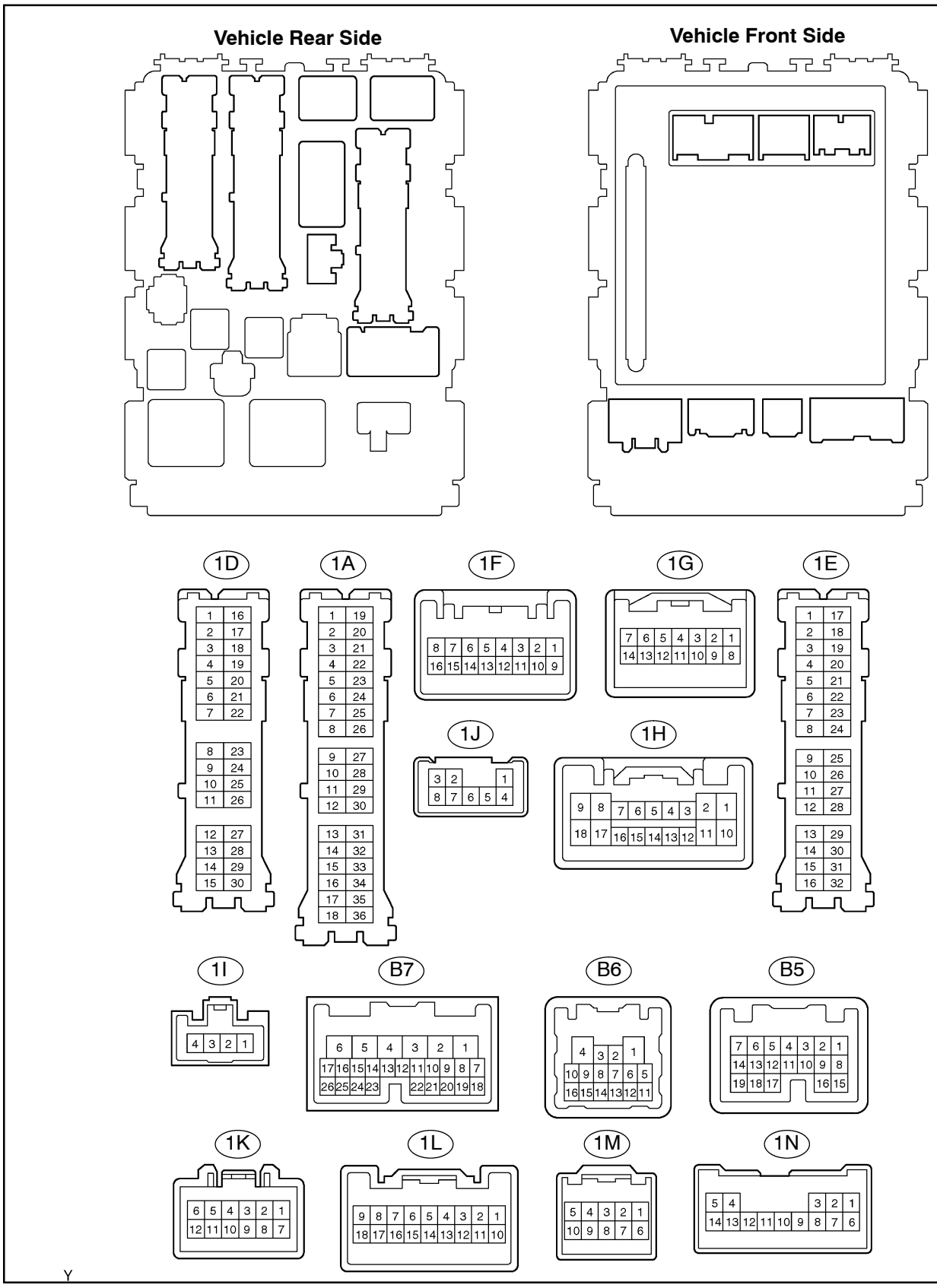
05IBD–01

TERMINALS OF ECU

1. CHECK INSTRUMENT PANEL J/B ASSY (MULTIPLEX NETWORK BODY ECU)



(a) Disconnect the 1A, 1D, 1E, 1J and 1L J/B connectors.

(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
SIG (1L–7) – Body ground	B*1 – Body ground P*2 – Body ground	Ignition power supply	Power switch's power mode OFF → ON (IG)	0 V → 10 to 14 V
ACC (1J–5) – Body ground	G – Body ground	Ignition power supply	Power switch's power mode OFF → ON (ACC)	0 V → 10 to 14 V
ECUB (1A–30) – Body ground	R – Body ground	+B (ECUB) power supply	Constant	10 to 14 V
KSW (1E–26) – Body ground	Y – Body ground	Key unlock warning switch input	No key in key slot → Key inserted	10 kΩ or higher → Below 1 Ω
DCTY (1D–24) – Body ground	V – Body ground	Driver side door courtesy switch input	Driver side door closed → Open	10 kΩ or higher → Below 1 Ω
PCTY (1D–24) – Body ground	BR – Body ground	Passenger side door courtesy switch input	Passenger side door closed → Open	10 kΩ or higher → Below 1 Ω
BCTY (1D–7) – Body ground	R – Body ground	Back door courtesy switch input	Back door closed → Open	10 kΩ or higher → Below 1 Ω
GND (1E–17) – Body ground	W–B – Body ground	Ground	Ground	Below 1 Ω

If the result is not as specified, the wire harness side may have a malfunction.

*1: LHD *2: RHD

(c) Reconnect the 1A, 1B, 1D, 1E and 1J J/B connectors.

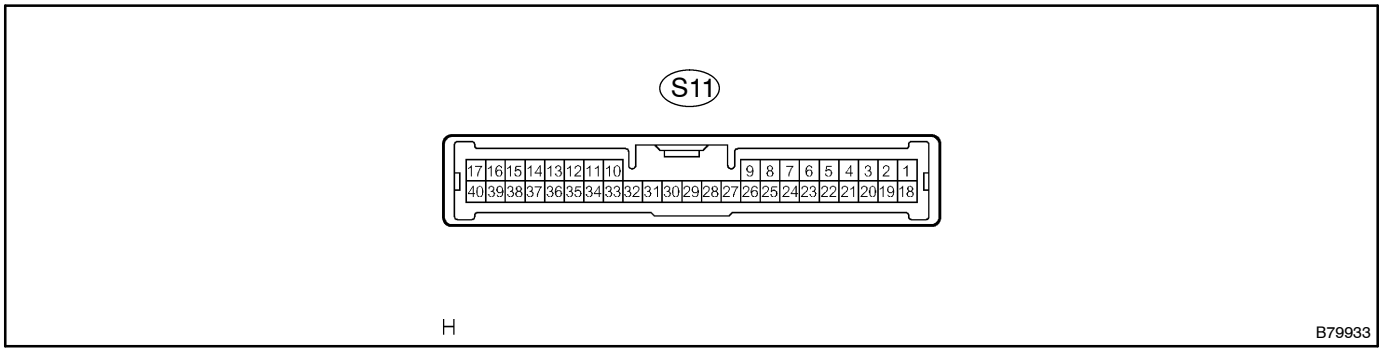
(d) Measure the voltage and resistance between each terminal of the connector and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
HAZ (1L–17) – Body ground	Y – Body ground	Hazard lamp drive	Answer–back OFF → ON	10 to 14 V → Pulse generation
RDA (B7–23) – Body ground	W – Body ground	Door control receiver input	Power switch's power mode OFF, all doors closed and transmitter switch OFF → ON	Below 1 V → Approx. 6 to 7 V → Below 1 Ω

If the result is not as specified, the J/B assy (body ECU) may have a malfunction.

2. CHECK SMART KEY ECU



(a) Disconnect the S11 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
E (S11–17) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
+B1 (S11–1) – E (S11–17)	R – W–B	Battery power supply	Constant	10 to 14 V
IG (S11–18) – E (S11–17)	B – W–B	Ignition power supply	Power switch's power mode OFF → ON (IG)	0 V → 10 to 14 V

If the result is not as specified, the wire harness side may have a malfunction.
(c) Reconnect the S11 ECU connector.
(d) Measure the voltage and resistance between each terminal of the connector.
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
RSSI (S11–28) – E (S11–17)	B – W–B	Door control receiver output signal	Power switch's power mode OFF, all doors closed and transmitter switch OFF → ON (IG)	5 to 0 V → Below 1 V
RDA (S11–29) – E (S11–17)	L – W–B	Door control receiver input signal	Power switch's power mode OFF, all doors closed and transmitter switch OFF → ON (IG)	Below 1 V → Approx. 6 to 7 V → Below 1 V
CLG1 (S11–13) – E (S11–17)	P – W–B	Driver door oscillator sensor signal	All doors open with smart key from outside vehicle and power switch's power mode OFF → ON (IG)	Pulse generation → No pulse
SEL1 (S11–23) – E (S11–17)	Y – W–B	Driver door oscillator sensor signal	Smart key placed at least 3 m apart from driver door → Placed close to front door outside handle assy RH	10 to 14 V → 0

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