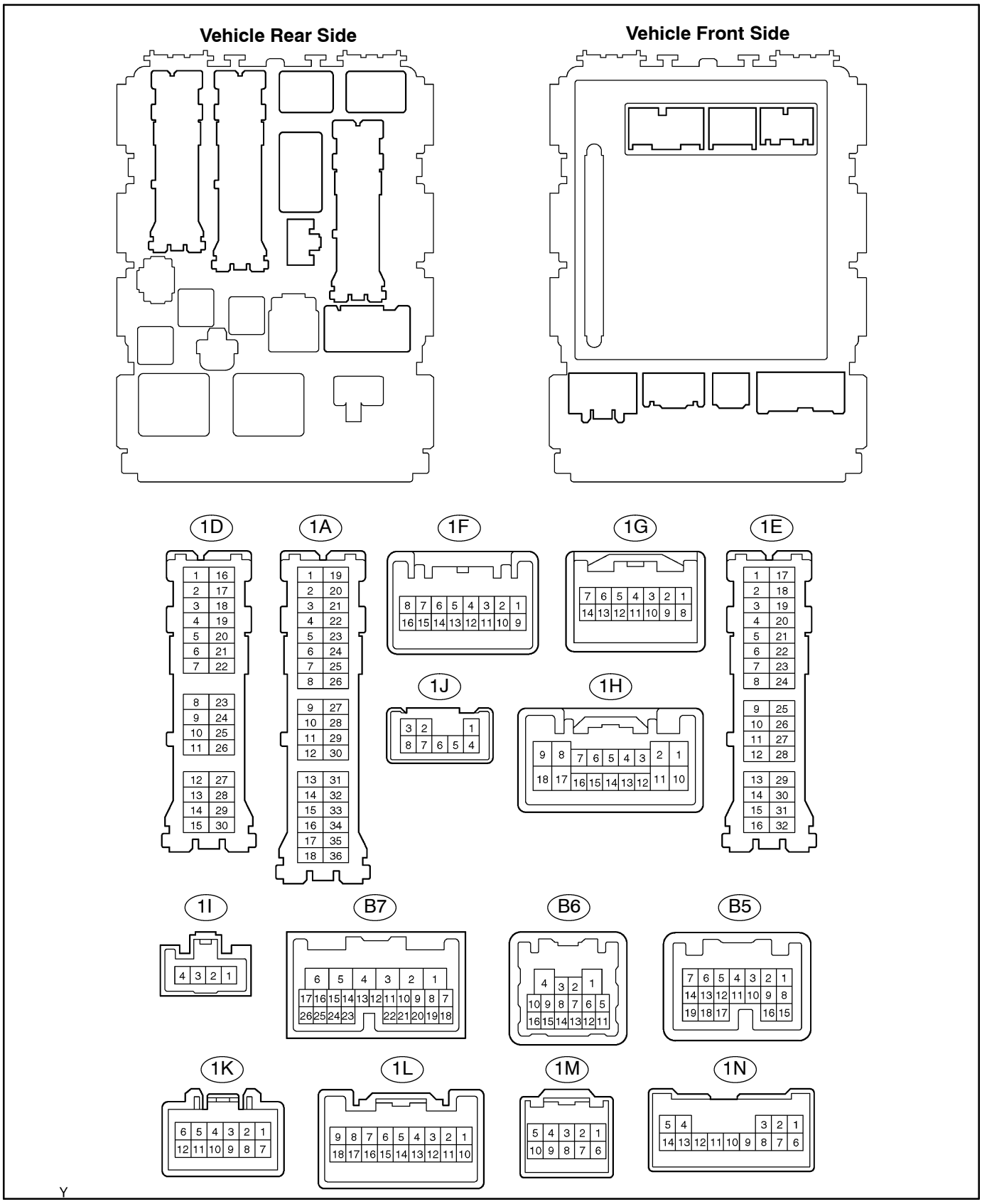
05ID8–01

# 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 resistance and voltage between each terminal of the wire harness side connector.

**Standard:**

| Symbols (Terminal No.) | Wiring Color | Terminal Description | Condition | Specified Condition |
|---|---|---|---|---|
| SIG (1L–7) – Body ground | B*1 – Body ground<br>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 resistance and voltage between each terminal of the connector.

**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.