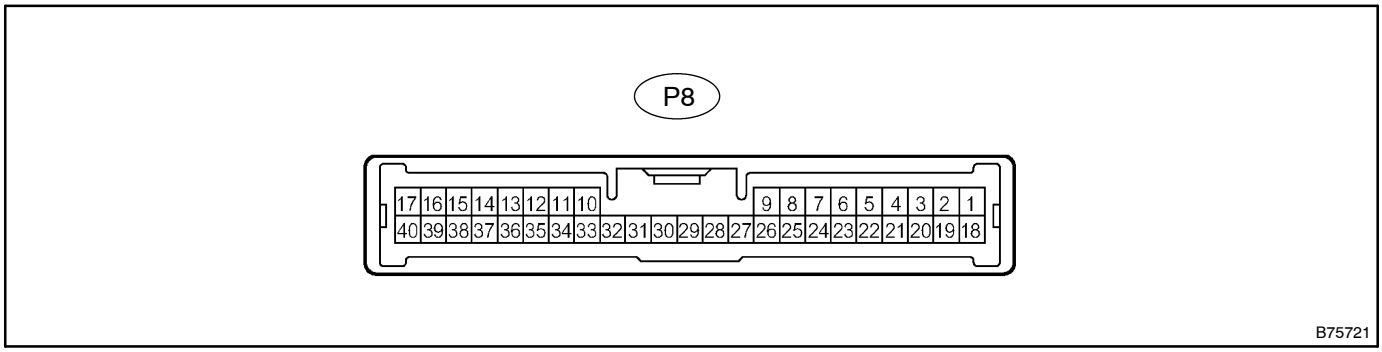
05IE7–01

TERMINALS OF ECU

1. CHECK POWER SOURCE CONTROL ECU



(a) Disconnect the P8 ECU connector.

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

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
AM1 (P8–33) – Body ground	R – Body ground	+B power supply	Constant	10 to 14 V
AM2 (P8–12) – Body ground	W – Body ground	+B power supply	Constant	10 to 14 V
CDSW (P8–25) – Body ground	L – Body ground	Key condition	No key in key slot → Key inserted	Below 1 Ω → 10 kΩ or higher
SSW1 (P8–14) – Body ground	B – Body ground	Power switch signal	Power switch pushed → Not pushed	Below 1 Ω → 10 kΩ or higher
SSW2 (P8–37) – Body ground	Y – Body ground	Power switch signal	Power switch pushed → Not pushed	Below 1 Ω → 10 kΩ or higher
GND2 (P8–6) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

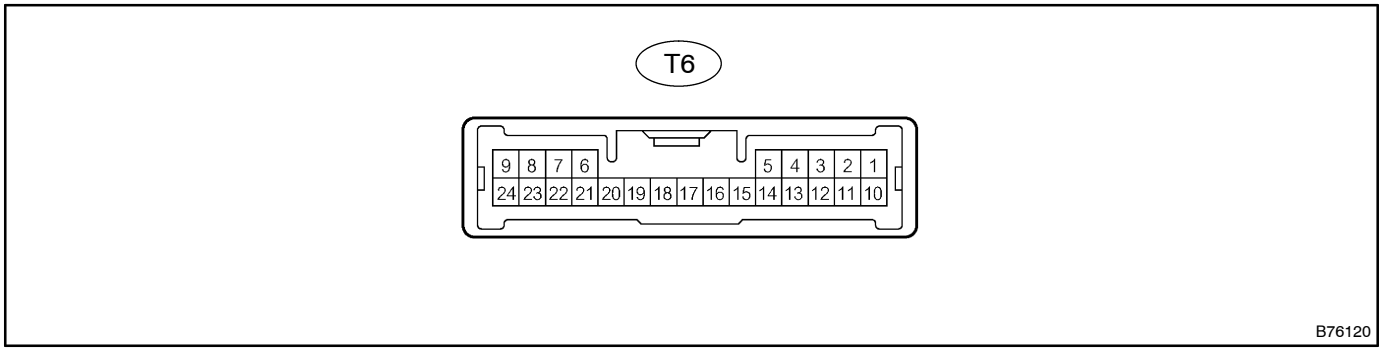
If the result is not as specified, there may be a malfunction on the wire harness side.

(c) Reconnect the P8 ECU connector.
(d) Measure the resistance and voltage of each terminal of the connector.
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
SOL1 (P8–3) – GND (P8–6)	P – W–B	Power switch signal	Power switch ON and brake pedal is not pushed, Power switch ON (ACC) → Power switch ON (IG)	0 V → 10 to 14 V
SOL2 (P8–20) – GND (P8–6)	GR – W–B	+B power supply	Constant	Below 1 Ω
ACCD (P8–11) – GND (P8–6)	G – W–B	ACC signal	Power switch OFF → Power switch ON (ACC)	0 V → 10 to 14 V
IG1D (P8–34) – GND (P8–6)	B – W–B	IG1 signal	Power switch ON (ACC) → Power switch ON (IG)	0 V → 10 to 14 V
IG2D (P8–35) – GND (P8–6)	V – W–B	IG2 signal	Power switch ON (ACC) → Power switch ON (IG)	0 V → 10 to 14 V
STP (P8–1) – GND (P8–6)	L*1 – W–B Y*2 – W–B	Stop lamp signal	Brake pedal depressed → released	10 to 14 V → 0 V

HINT:
*1: LHD, *2: RHD
If the result is not as specified, the ECU may have a malfunction.

2. CHECK TRANSPONDER KEY ECU ASSY



(a) Disconnect the T6 ECU connector.
(b) Measure the resistance and voltage 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) – GND (T6–22)	L – W–B	Battery	Constant	10 to 14 V
IG (T6–4) – GND (T6–22)	O – W–B	Power switch (IG)	Power switch OFF → ON (IG)	0 V → 10 to 14 V
ACC (T6–12) – GND (T6–22)	P – W–B	Power switch (ACC)	Power switch OFF → ON (ACC)	0 V → 10 to 14 V
CUWS (T6–5) – GND (T6–22)	B – W–B	Unlock warning switch	Constant	10 kΩ or higher → Below 1 Ω
AGND (T6–7) – GND (T6–22)	P – W–B	Ground	Constant	Below 1 Ω
GND (T6–22) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

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

(c) Reconnect the T6 ECU connector.

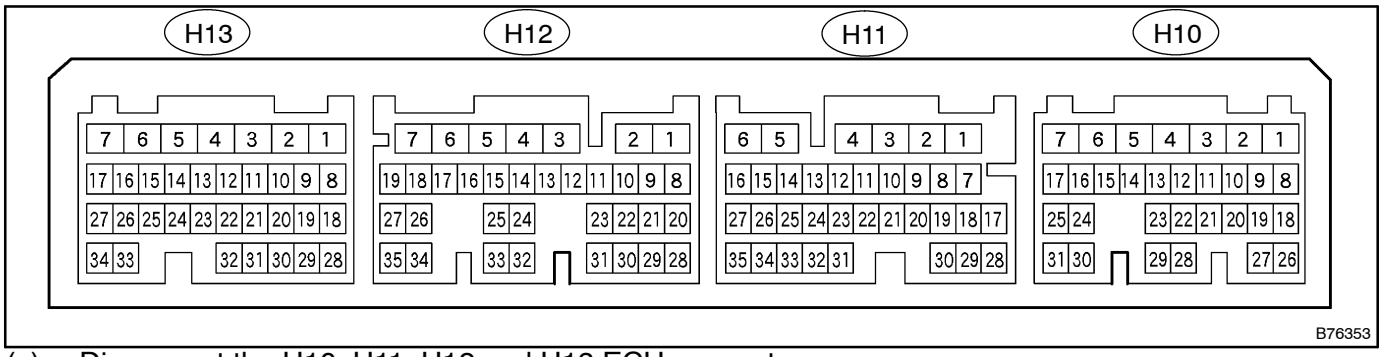
(d) Measure the voltage of each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CUWS (T6–5) – GND (T6–22)	B – W–B	Unlock warning switch	No key in key slot → Key inserted	10 to 14 V → Below 1 Ω
VC5 (T6–20) – GND (T6–22)	Y – W–B	Power source	No key in key slot → Key inserted	0 V → 4.6 to 5.4 V

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

3. CHECK HYBRID VEHICLE CONTROL ECU



(a) Disconnect the H10, H11, H12 and H13 ECU connectors.

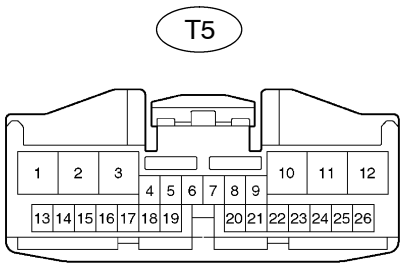
(b) Measure the resistance and voltage between each terminal of the connectors abd body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
ST2 (H10–5) – GND1 (H10–1)	Y–W–B	Ignition start control signal input	Power switch (READY)	10 to 14 V
IGSW (H10–7) – GND1 (H10–1)	O–W–B	Ignition ready control signal input	Power switch ON (IG)	10 to 14 V
BATT (H11–6) – GND1 (H10–1)	Y–W–B	Battery	Constant	10 to 14 V
+B1 (H12–7) – GND1 (H10–1)	L–W–B	Ignition power supply	Power switch ON (IG)	10 to 14 V
+B2 (H12–7) – GND1 (H10–1)	L–W–B	Ignition power supply	Power switch ON (IG)	10 to 14 V
GND1 (H10–1) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
GND2 (H10–4) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

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

4. CHECK TRANSMISSION CONTROL ECU



(a) Disconnect the T5 ECU connector.

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

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
BATT (T5–13) – Body ground	L – Body ground	+B power supply	Constant	10 to 14 V
+B (T5–1) – Body ground	L – Body ground	Ignition power supply	Power switch ON (IG)	10 to 14 V
E1 (T5–15) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
E01 (T5–3) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
E02 (T5–2) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω

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