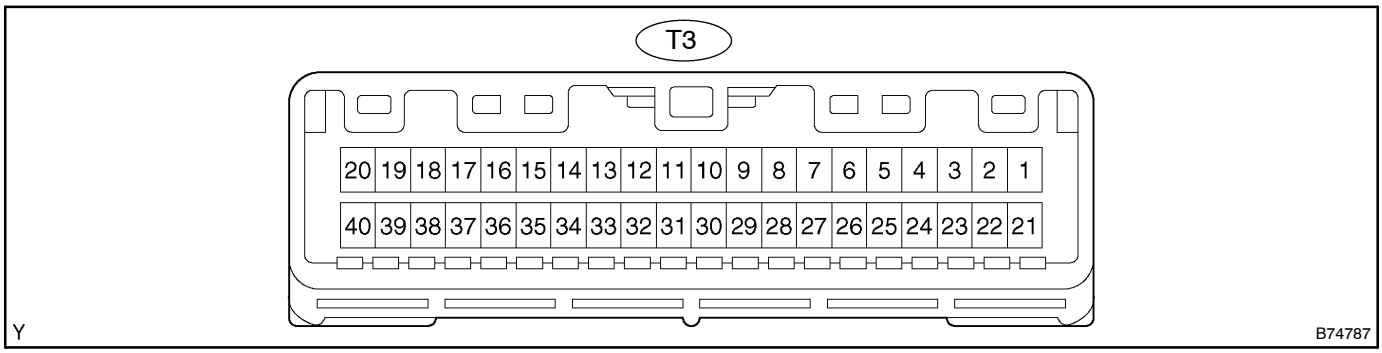
05ICI–01

TERMINALS OF ECU

1. CHECK THEFT WARNING ECU



(a) Disconnect the T3 ECU connector.

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

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
+B (T13–2) – Body ground	R – Body ground	+B (ECUB) power supply	Constant	10 to 14 V
IG (T3–10) – Body ground	B – Body ground	Ignition power supply	Power switch's power mode OFF→ON (IG)	0 V → 10 to 14 V
KSW (T3–12) – Body ground	Y – Body ground	Key unlock warning switch input	No key in key slot → Key inserted	10 kΩ or higher → Below 1 Ω
DSWH (T3–34) – Body ground	P – Body ground	Engine hood courtesy switch	Engine hood CLOSED → OPEN	10 kΩ or higher → Below 1 Ω
SSWI (T3–13) – Body ground	L – Body ground	Theft warning sensor switch input	Sensor switch OFF→ON	10 kΩ or higher → Below 1 Ω
E (T3–29) – 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 T3 ECU connector.

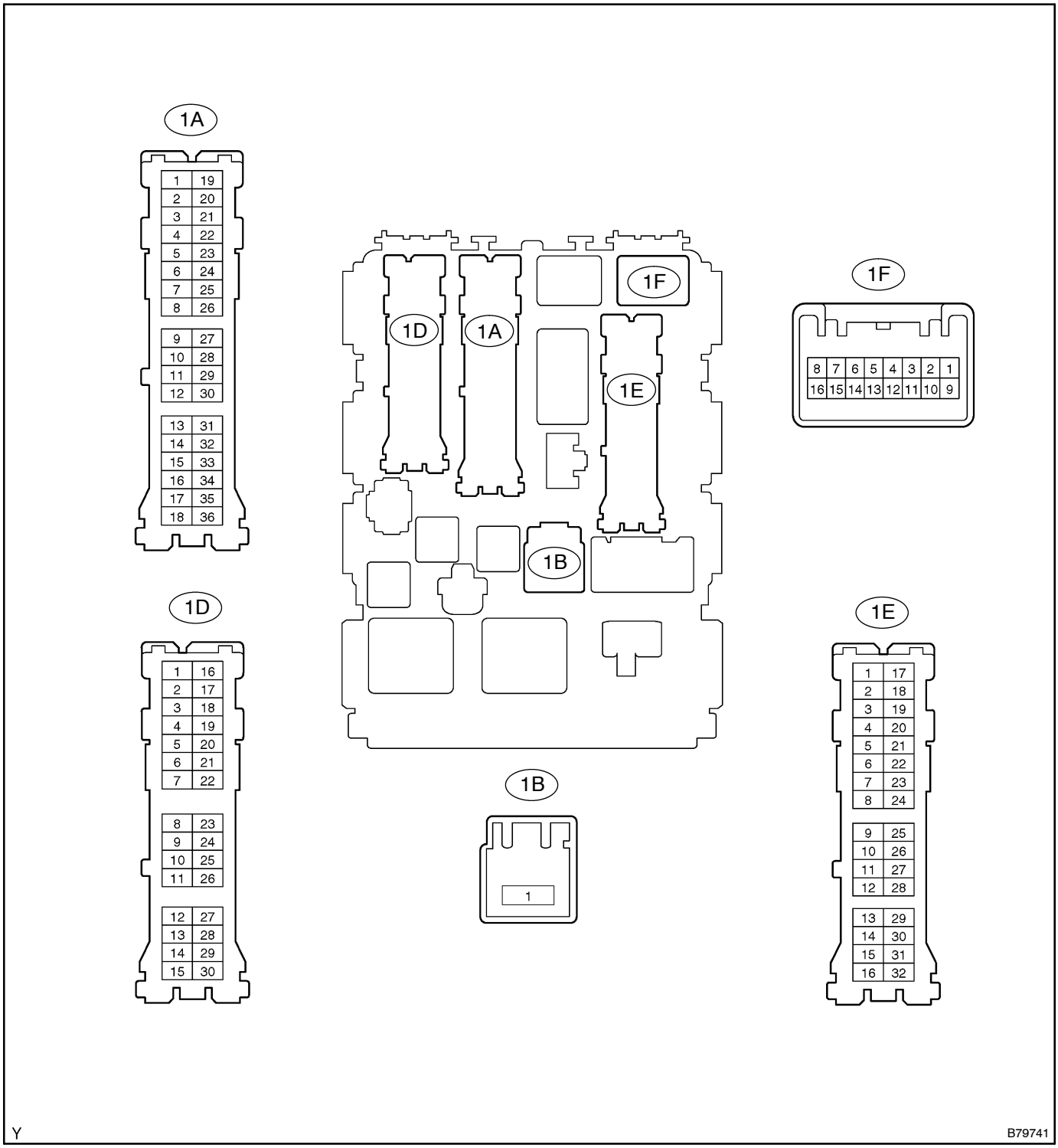
(d) Measure the voltage between each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
IND (T3–25) – Body ground	R – Body ground	Security indicator	Security indicator illuminates (it illuminates only for 30 seconds in alarm sounding state or it flashes when immobilizer system is operating)	3 to 6 V
CLTS (T3–27) – Body ground	B – Body ground	Theft warning siren	Security power siren is sounding (theft warning system is in alarm sounding state)	Pulse generation
S+B (T3–24) – Body ground	P – Body ground	Theft warning sensor input	Arming preparation state or armed slate → Disarmed state	10 to 14V → Below 1V
IOUT (T3–26) – Body ground	LG – Body ground	Theft warning sensor output	No moving object detected by sensor	10 to 14 V
IOUT (T3–26) – Body ground	LG – Body ground	Theft warning sensor output	Moving object by sensor during arming preparation state or armed state	Pulse generation
HORN (T3–5) – Body ground	Y – Body ground	Vehicle horn (low pitched and high pitched)	Armed state → Alarm sounding state	0V →10 to 14 V

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

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



(a) Disconnect the 1A, 1B, 1D 1E and 1F J/B connectors.
(b) Measure the voltage and resistance between each terminal of the wire harness side connectors.
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
ECUB (1A–30) – Body ground	R – Body ground	+B (ECUB) power supply	Constant	10 to 14 V
ALTB (1B–1) – Body ground	W – Body ground	+B (power system, generator system) 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–21) – Body ground	V – Body ground	Driver side 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 courtesy switch input	Passenger side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω
RCTY (1D–5) – Body ground	R – Body ground	Rear LH side (LHD) or Rear RH side (RHD) courtesy switch input	Rear LH side door (LHD) or Rear RH side door (RHD) CLOSED → OPEN	10 kΩ or higher → Below 1 Ω
RCTY (1D–20) – Body ground	R – Body ground	Rear RH side (LHD) or Rear LH side (RHD) courtesy switch input	Rear RH side door (LHD) or Rear LH side door (RHD) CLOSED → OPEN	10 kΩ or higher → Below 1 Ω
GND (1E–17) – 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 1A, 1B, 1D 1E and 1F J/B connectors.
(d) Measure the resistance between each terminal of the wire connectors.
Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
BCTY (1D–7) – Body ground	R – Body ground	Back door courtesy switch	Back door CLOSED → OPEN	0 V → 10 to 14 V
HAZ (1L–17) – Body ground	Y – Body ground	Hazard lamp drive	Answer–back OFF → Answer–back ON	Pulse generation

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