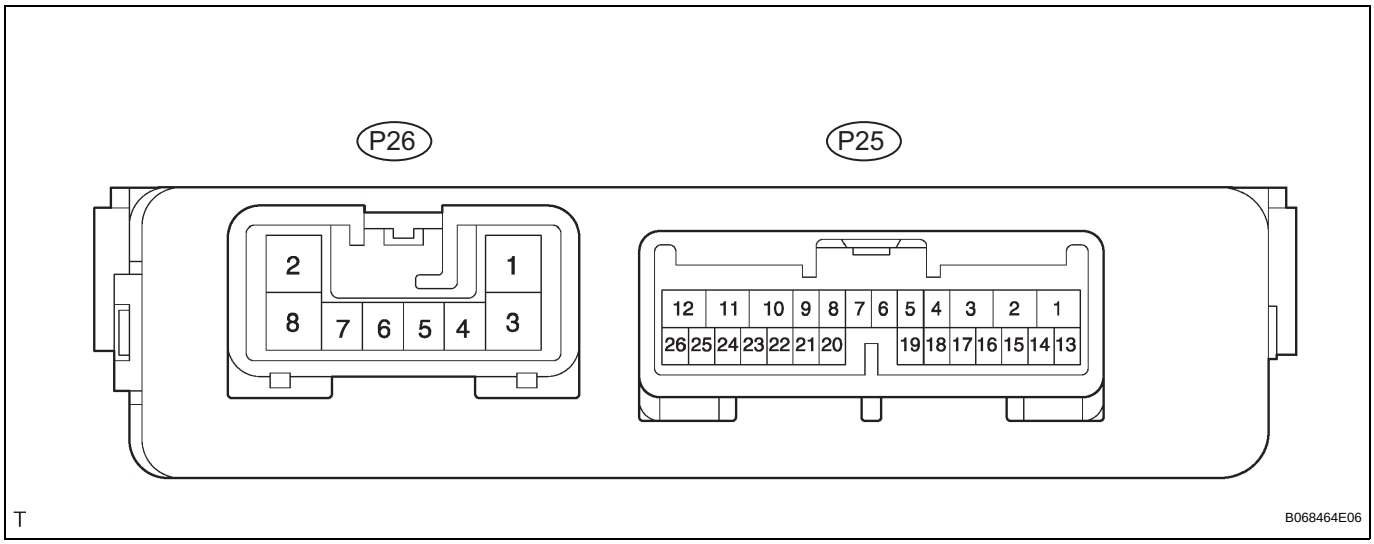
TERMINALS OF ECU

1. CHECK POWER SLIDE DOOR ECU LH



(a) Disconnect the P25 and P26 ECU connectors, and check the voltage and resistance of each terminal of the wire harness side connectors.

Terminal No.	Wiring Color	Condition	Specified Condition
P26-2 (B) - Body ground	B-W - Body ground	Constant	10 to 14 V
P25-10 (ECUB) - Body ground	W - Body ground	Constant	10 to 14 V
P26-8 (GND) - Body ground	W-B - Body ground	Constant	Below 1 Ω
P25-4 (CSW) - Body ground	L - Body ground	Power slide door control switch LH OFF → ON	10 kΩ or higher → Below 1 Ω
P25-3 (HSW) - Body ground	W-R - Body ground	Rear door inside / outside handle NOT PULLED → PULLED	10 kΩ or higher → Below 1 Ω
P25-18 (CPSW) - Body ground	P-B - Body ground	Child lock lever LH UNLOCK → LOCK	10 kΩ or higher → Below 1 Ω
P25-17 (FLSW) - Body ground	R-W - Body ground	Fuel lid CLOSED → OPEN	10 kΩ or higher → Below 1 Ω
P25-16 (OS) - P25-15 (OSG)	W-L - W-G	Power slide door touch sensor LH FREE → PRESSED	Approx. 1 kΩ → Less than 100 Ω
P25-22 (MPX1) - Body ground	R - Body ground	BEAN line	10 kΩ or higher

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

(b) Reconnect the ECU connectors, and check the voltage of each terminal of the connectors.

Terminal No.	Wiring Color	Condition	Specified Condition
P25-6 (MSW) - Body ground	P - Body ground	Power slide door main switch OFF → ON	0 V → Pulse generation
P26-5 (RACT) - Body ground	B - Body ground	Slide door fully closed and A[*1], B[*2] or C[*3] switch turned ON → Slide door in opening operation → Slide door fully open	0 V → 10 to 14 V → 0 V
P25-2 (BZR+) - Body ground	B-R - Body ground	All conditions necessary for warning buzzer to sound[*4] are met → Any condition necessary for sounding warning buzzer to stop[*5] is met	10 to 14 V (a cycle of approx. 0.3 sec.) → 0 V
P25-1 (BZR-) - Body ground	R-Y - Body ground		
P25-13 (SEL[*6]) - Body ground	W-B - Body ground	Constant	0 V
P25-26 (DSV) - P25-23 (DSG)	W-G - Y-B	Constant	10 to 14 V

Terminal No.	Wiring Color	Condition	Specified Condition
P25-25 (DS1) - P25-23 (DSG)	R-G - Y-B	Slide door fully closed and A, B or C switch turned ON → Slide door in opening operation → Slide door fully open	0 V → Alternating between 10 to 14 V and 0 V→ 0 V
P25-24 (DS2) - P25-23 (DSG)	G-W - Y-B		
P26-7 (CL+) - Body ground	V-W - Body ground	Slide door fully open and A, B or C switch turned ON → Slide door in closing operation → Slide door fully closed	0 V → 10 to 14 V → 0 V
P26-6 (CL-) - Body ground	B-Y - Body ground	Slide door fully closed and A, B or C switch turned ON → Slide door in opening operation → Slide door fully open	0 V → 10 to 14 V → 0 V
P26-1 (SD+) - Body ground	G - Body ground	Slide door fully closed and A, B or C switch turned ON → Slide door in opening operation → Slowdown point → Slide door fully open	0 V → 10 to 14 V → Alternating between 10 to 14 V and 0 V→ 0 V
P26-3 (SD-) - Body ground	Y - Body ground	Slide door fully open and A, B or C switch turned ON → Slide door in closing operation → Slowdown point → Slide door fully closed	0 V → 10 to 14 V → Alternating between 10 to 14 V and 0 V→ 0 V

*1 Satellite switch (Slide door LH)

*2 Power slide door control switch LH

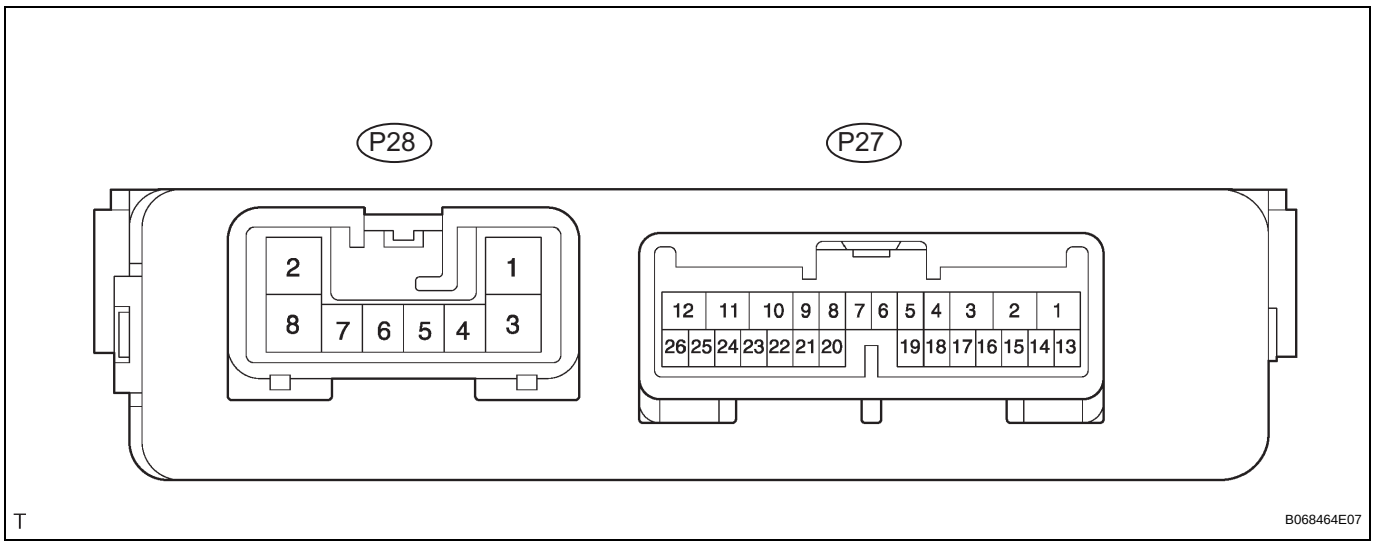
*3 Transmitter switch (Slide door LH)

*4 When all the conditions listed below are met, the warning buzzer sounds.
– Ignition switch is turned ON
– Shift lever is moved into any position except P position
– Slide door is open or power slide door system is activated to open

*5 When any condition listed below is met, the sounding warning buzzer stops.
– Shift lever is moved into P position
– Slide door is fully closed

*6 Terminal SEL is used for distinction between the power slide door ECU LH and RH. Only terminal SEL of the power slide door ECU LH is grounded.
HINT:
Use an oscilloscope to check the output voltages of the power slide door main switch, buzzer and pulse sensor.
If the result is not as specified, the ECU may have a malfunction.

2. CHECK POWER SLIDE DOOR ECU RH



(a) Disconnect the P27 and P28 ECU connectors, and check the voltage or resistance of each terminal of the wire harness side connectors.

Terminal No.	Wiring Color	Condition	Specified Condition
P28-2 (B) - Body ground	B - Body ground	Constant	10 to 14 V
P27-10 (ECUB) - Body ground	W - Body ground	Constant	10 to 14 V
P28-8 (GND) - Body ground	W-B - Body ground	Constant	Below 1 Ω
P27-4 (CSW) - Body ground	L - Body ground	Power slide door control switch RH OFF → ON	10 kΩ or higher → Below 1 Ω
P27-3 (HSW) - Body ground	W-R - Body ground	Rear door inside / outside handle NOT PULLED → PULLED	10 kΩ or higher → Below 1 Ω
P27-18 (CPSW) - Body ground	P-B - Body ground	Child lock lever RH UNLOCK → LOCK	10 kΩ or higher → Below 1 Ω
P27-16 (OS) - P27-15 (OSG)	W-L - W-G	Power slide door touch sensor RH FREE → PRESSED	Approx. 1 kΩ → Less than 100 Ω
P27-22 (MPX1) - Body ground	R - Body ground	BEAN line	10 kΩ or higher

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

(b) Reconnect the ECU connectors, and check the voltage of each terminal of the connectors.

Terminal No.	Wiring Color	Condition	Specified Condition
P27-6 (MSW) - Body ground	P - Body ground	Power slide door main switch OFF → ON	0 V → Pulse generation
P27-5 (MSE) - Body ground	R-W - Body ground		
P28-5 (RACT) - Body ground	B - Body ground	Slide door fully closed and A[*1], B[*2] or C[*3] switch turned ON → Slide door in opening operation → Slide door fully open	0 V → 10 to 14 V → 0 V
P27-2 (BZR+) - Body ground	B-R - Body ground	All conditions necessary for warning buzzer to sound[*4] are met → Any condition necessary for sounding warning buzzer to stop[*5] is met	10 to 14 V (a cycle of approx. 0.3 sec.) → 0 V
P27-1 (BZR-) - Body ground	R-Y - Body ground		
P27-26 (DSV) - P27-23 (DSG)	W-G - Y-B	Constant	10 to 14 V
P27-25 (DS1) - P27-23 (DSG)	R-G - Y-B	Slide door fully closed and A, B or C switch turned ON → Slide door in opening operation → Slide door fully open	0 V → Alternating between 10 to 14 V and 0 V→ 0 V
P27-24 (DS2) - P27-23 (DSG)	G-W - Y-B		

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