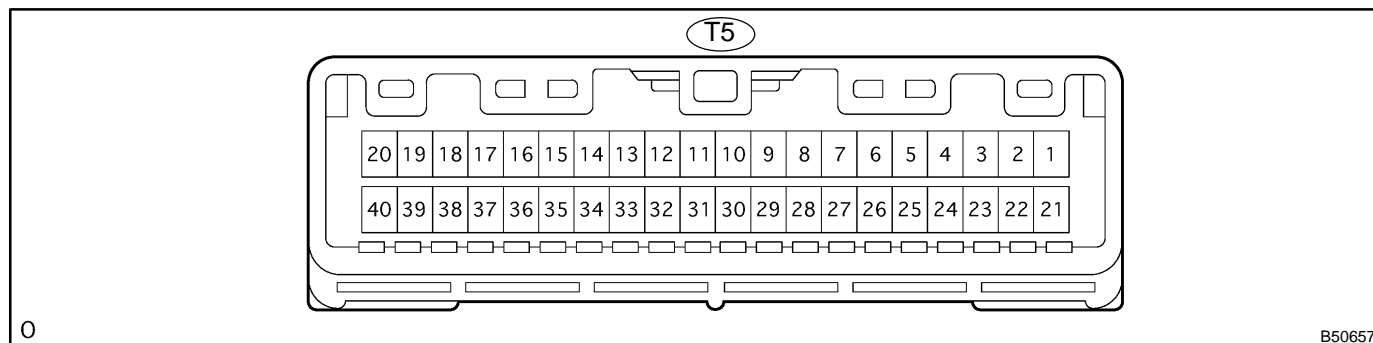


TERMINALS OF ECU

1. CHECK THEFT WARNING ECU ASSY (THEFT DETERRENT ECU)



- (a) Disconnect the T5 ECU connector, and check the voltage or continuity between each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
E (T5-29) ⇔ Body ground	W-B ⇔ -	Constant	Continuity
+B2 (T5-3) ⇔ E (T5-29)	W-L ⇔ W-B	Constant	10 - 14 V
IG (T5-10) ⇔ E (T5-29)	B-R ⇔ W-B	Ignition switch OFF → ON	0 V → 10 - 14 V
+B1 (T5-2) ⇔ E (T5-29)	W-R ⇔ W-B	Constant	10 - 14 V

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

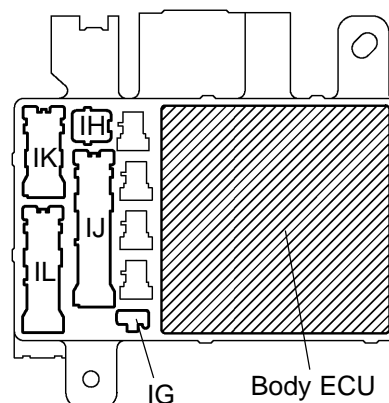
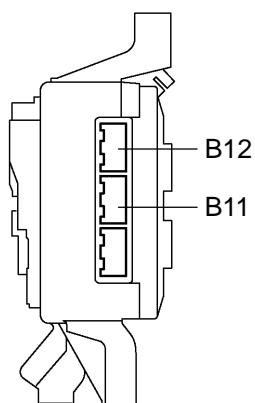
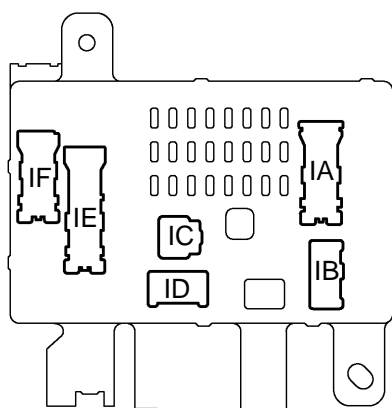
- (b) Reconnect the T5 ECU connector, and check the voltage between each terminal of the connector.

Standard:

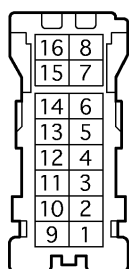
Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
IND (T5-25) ⇔ E (T5-29)	GR-G ⇔ W-B	Security indicator light lights up. (It lights up only for 30 sec. in alarming sounding state. It flashes when immobiliser system is operating)	3 - 6 V
SH- (T5-1) ⇔ E (T5-29)	BR-B ⇔ W-B	Security horn is sounding. (Theft deterrent system is in alarming sounding state)	10 - 14 V

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

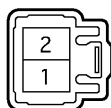
2. CHECK INSTRUMENT PANEL JUNCTION BLOCK ASSY (BODY ECU)



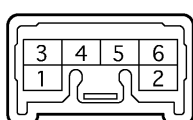
Connector IF



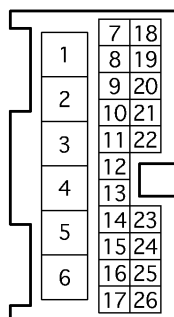
Connector IC



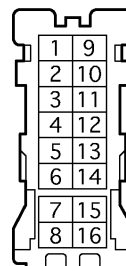
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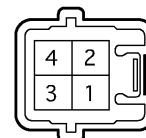
Connector B12



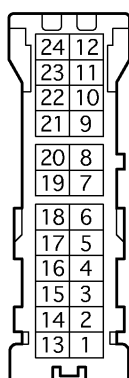
Connector IK



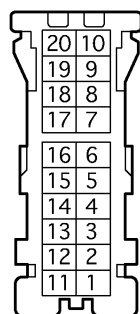
Connector IH



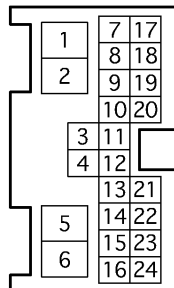
Connector IE



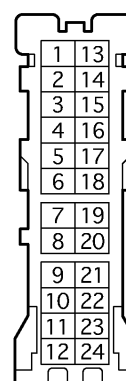
Connector IA



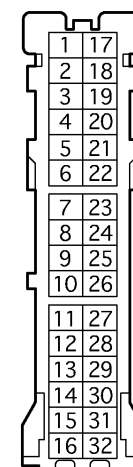
Connector B11



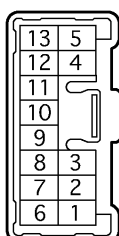
Connector IL



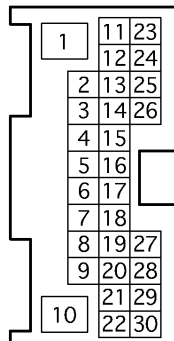
Connector IJ



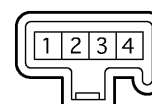
Connector IB



Connector B10



Connector IG



B65529

- (a) Disconnect the the J/B connector, and check the voltage or continuity between each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
BDR1 (1E-9) ⇔ Body ground	G-W ⇔ Body ground	Constant	10 - 14 V
GND1 (IH-2) ⇔ Body ground	W-B ⇔ -	Constant	Continuity
GND2 (IH-2) ⇔ Body ground	W-B ⇔ -	Constant	Continuity
KSW (B6-14) ⇔ Body ground	G-Y ⇔ Body ground	No key in ignition key cylinder → Key inserted	No continuity → Continuity

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

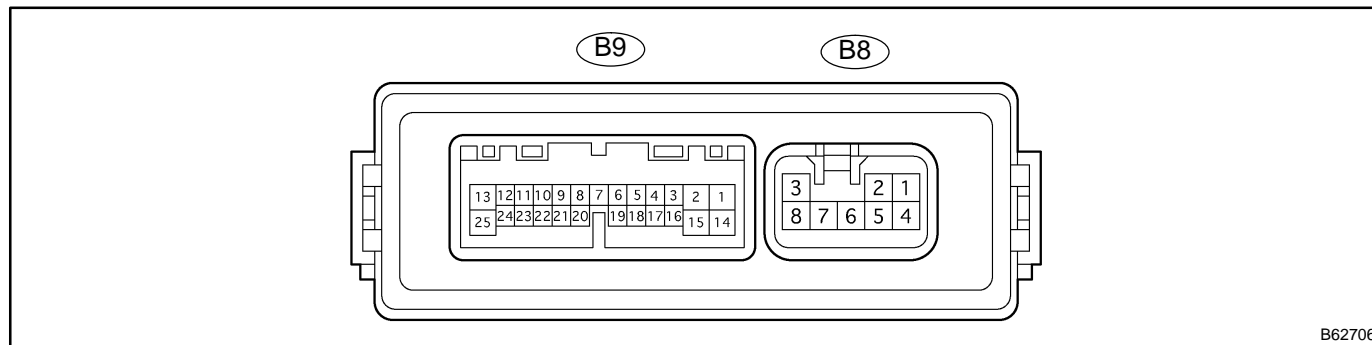
- (b) Reconnect the J/B connector, and check the voltage between each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
DCTY (B5-23) ⇔ Body ground	R-B ⇔ Body ground	Driver side door CLOSED → OPEN	10 - 14 V → Below 0 V
PCTY (B5-24) ⇔ Body ground	R-Y ⇔ Body ground	Passenger side door CLOSED → OPEN	10 - 14 V → Below 0 V
RLCY (B5-11) ⇔ Body ground	P-B ⇔ Body ground	Rear door LH CLOSED → OPEN	10 - 14 V → Below 0 V
RRCY (B5-12) ⇔ Body ground	P-L ⇔ Body ground	Rear door RH CLOSED → OPEN	10 - 14 V → Below 0 V
ACT+ (IL-9) ⇔ Body ground	L-R ⇔ Body ground	Master switch and driver side door key cylinder OFF → LOCK	0 V → 10 - 14 V → 0 V
ACT- (IL-18) ⇔ Body ground	L-B ⇔ Body ground	Master switch and driver side door key cylinder OFF → UNLOCK	0 V → 10 - 14 V → 0 V

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

3. INSPECT MALUTIPLEX NETWORK DOOR ECU BACK (BACK DOOR ECU)



- (a) Disconnect the B8 ECU connector, and check the voltage of each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
BDR (B8-4) ⇔ Body ground	L ⇔ -	Constant	10 - 14 V
BECU (B8-5) ⇔ Body ground	L-R ⇔ W-B	Constant	10 - 14 V
GND (B8-3) ⇔ Body ground	W-B ⇔ W-B	Ignition switch OFF → ON	0 V → 10 - 14 V

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

- (b) Reconnect the B8 ECU connector, and check the voltage of each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
ACT+ (B9-15) ⇔ Body ground	L-B ⇔ -	Back door OPEN → NOT COMPLETELY CLOSED → Monitor in normal rotation (Right turn) → Motor in revers rotation (left turn) → Operation completed (Back door CLOSED)	Below 1 V → Below 1 V → 10 - 14 V → Below 1 V → Below 1 V
ACT- (B9-14) ⇔ Body ground	L-R ⇔ -	Back door OPEN → NOT COMPLETELY CLOSED → Monitor in normal rotation (Right turn) → Motor in revers rotation (left turn) → Operation completed (Back door CLOSED)	Below 1 V → Below 1 V → Below 1 V → 10 - 14 V → Below 1 V

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