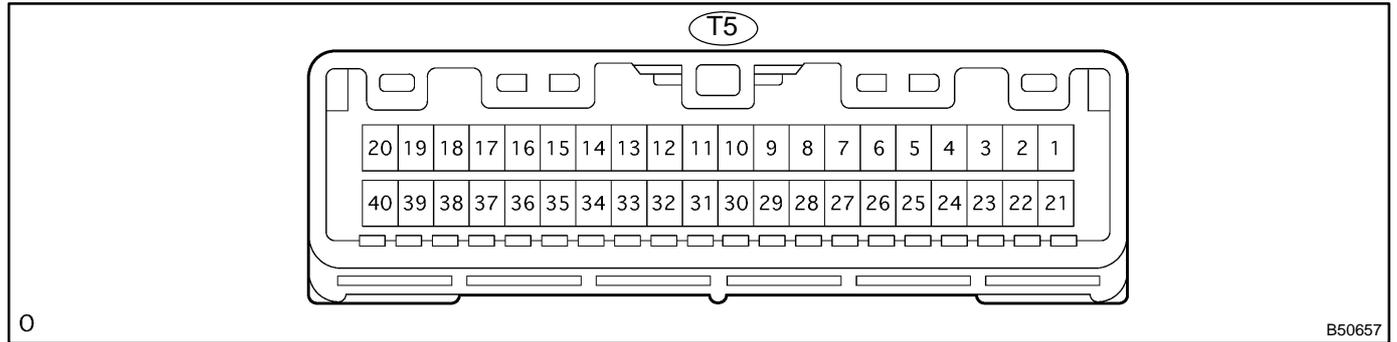


TERMINALS OF ECU

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.

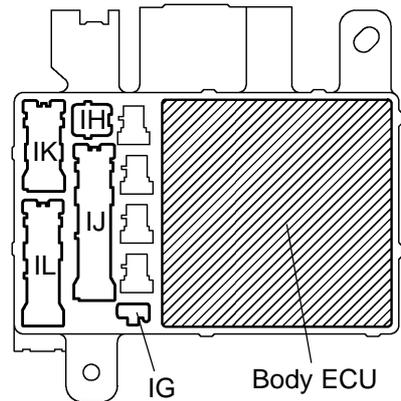
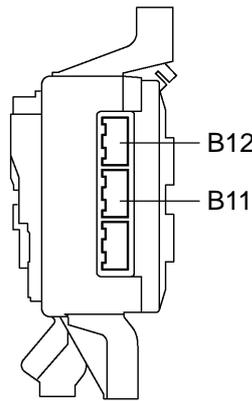
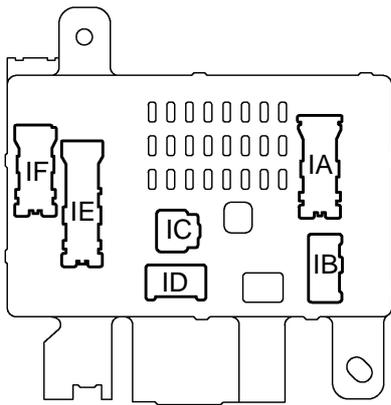
(b) Reconnect the T5 ECU connector, and check the voltage between each terminal of the connector.

Standard:

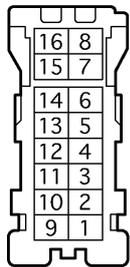
Symbols (Terminal No.)	Wiring Color	Condition	Specified Condition
IND (T5-25) ⇔ E (T5-29)	GR-G ⇔ W-B	Security indicator light lights up. (It lights up only for 30 sec. in alarming sounding state. It flashes when immobiliser system is operating)	3 - 6 V
SH- (T5-1) ⇔ E (T5-29)	BR-B ⇔ W-B	Security horn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

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

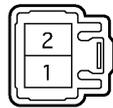
2. CHECK INSTRUMENT PANEL JUNCTION BLOCK ASSY (BODY ECU)



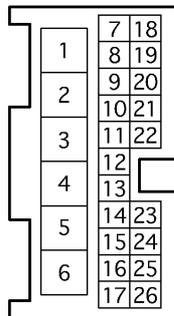
Connector IF



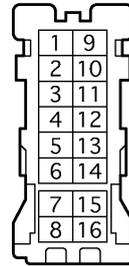
Connector IC



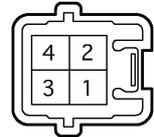
Connector B12



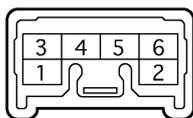
Connector IK



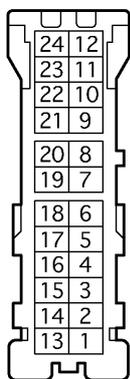
Connector IH



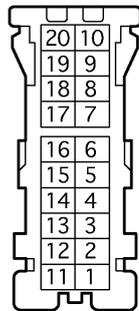
Connector ID



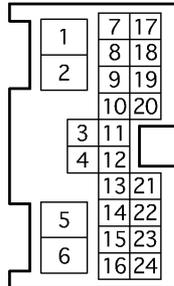
Connector IE



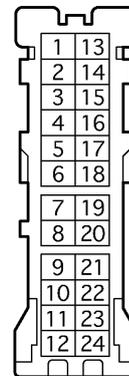
Connector IA



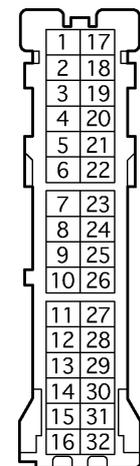
Connector B11



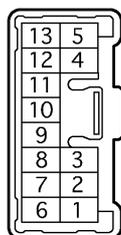
Connector IL



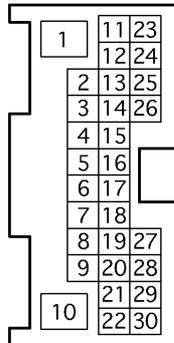
Connector IJ



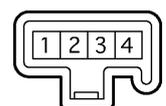
Connector IB



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.

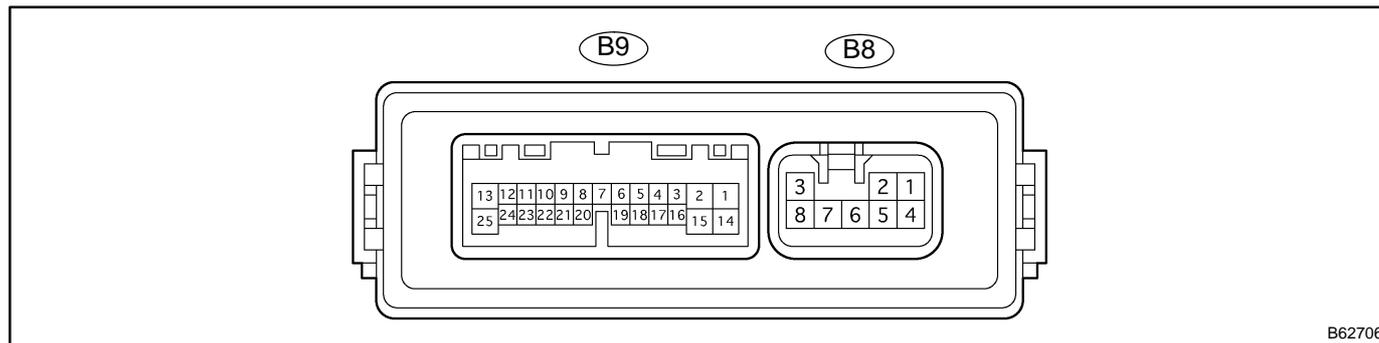
- (b) Reconnect the J/B connector, and check the voltage between each terminal of the connector.

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)



B62706

- (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.