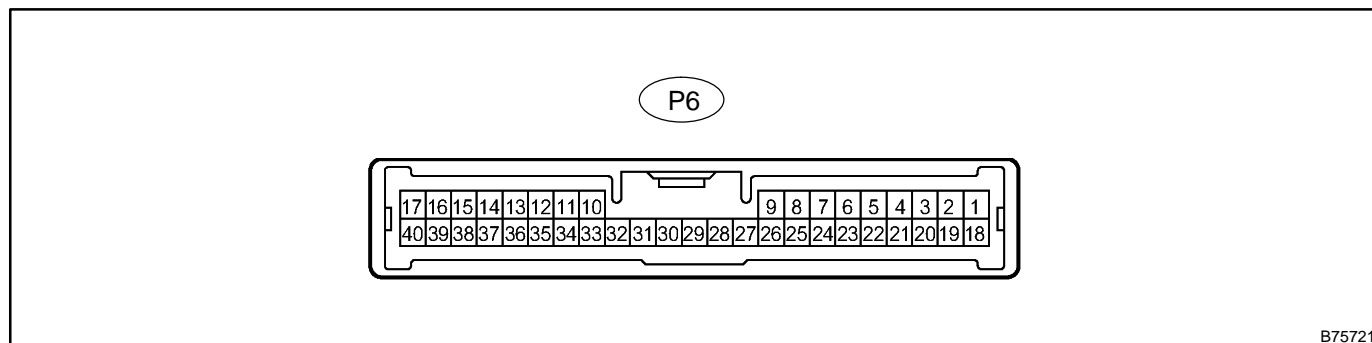


TERMINALS OF ECU

1. CHECK POWER SOURCE CONTROL ECU



B75721

- (a) Disconnect the P6 ECU connector.
 (b) Measure the resistance and voltage of each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
AM1 (P6-33) – Body ground	R – Body ground	+B power supply	Constant	10 to 14 V
AM2 (P6-12) – Body ground	W – Body ground	+B power supply	Constant	10 to 14 V
CDSW (P6-25) – Body ground	L – Body ground	Key condition	No key in key slot → Key inserted	Below 1 Ω → 10 kΩ or higher
SSW1 (P6-14) – Body ground	B – Body ground	Power switch signal	Power switch pushed → Not pushed	Below 1 Ω → 10 kΩ or higher
SSW2 (P6-37) – Body ground	Y – Body ground	Power switch signal	Power switch pushed → Not pushed	Below 1 Ω → 10 kΩ or higher
GND2 (P6-6) – 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.

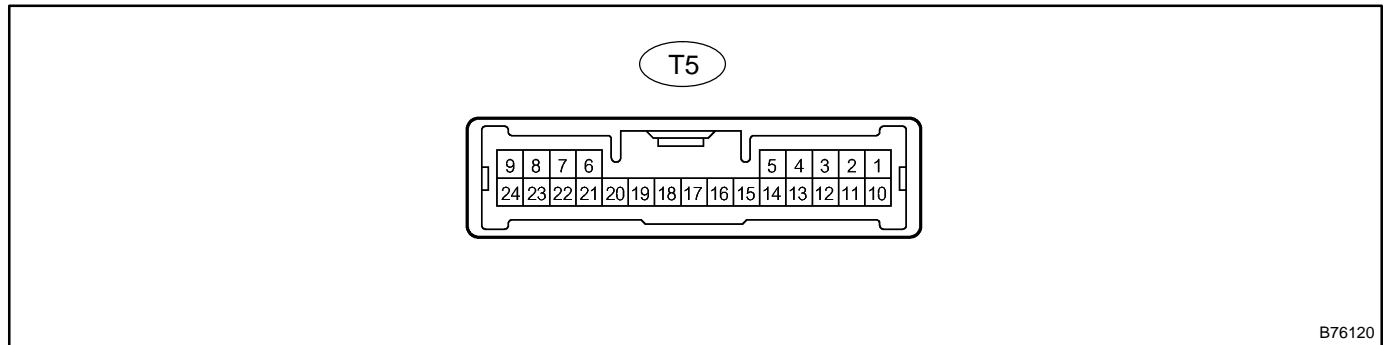
- (c) Reconnect the P6 ECU connector.
 (d) Measure the resistance and voltage of each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
SOL1 (P6-3) – GND (P6-6)	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 (P6-20) – GND (P6-6)	GR – W-B	Power switch signal	Constant	Below 1 Ω
ACCD (P6-11) – GND (P6-6)	G – W-B	ACC signal	Power switch OFF → Power switch ON (ACC)	0 V → 10 to 14 V
IG1D (P6-34) – GND (P6-6)	B – W-B	IG1 signal	Power switch ON (ACC) → Power switch ON (IG)	0 V → 10 to 14 V
IG2D (P6-35) – GND (P6-6)	V – W-B	IG2 signal	Power switch ON (ACC) → Power switch ON (IG)	0 V → 10 to 14 V
STP (P6-1) – GND (P6-6)	L – W-B	Stop lamp signal	Brake pedal depressed → released	10 to 14 V → 0 V

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

2. CHECK TRANSPONDER KEY ECU ASSY



B76120

- (a) Disconnect the T5 ECU connector.
 (b) Measure the resistance and voltage between each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (T5-3) – GND (T5-22)	L – W-B	Battery	Constant	10 to 14 V
IG (T5-4) – GND (T5-22)	O – W-B	Power switch (IG)	Power switch OFF → ON (IG)	0 V → 10 to 14 V
ACC (T5-12) – GND (T5-22)	P – W-B	Power switch (ACC)	Power switch OFF → ON (ACC)	0 V → 10 to 14 V
CUWS (T5-5) – GND (T5-22)	B – W-B	Unlock warning switch	No key in key slot → Key inserted	10 kΩ or higher → Below 1 Ω
AGND (T5-7) – GND (T5-22)	P – W-B	Ground	Constant	Below 1 Ω
GND (T5-22) – 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.

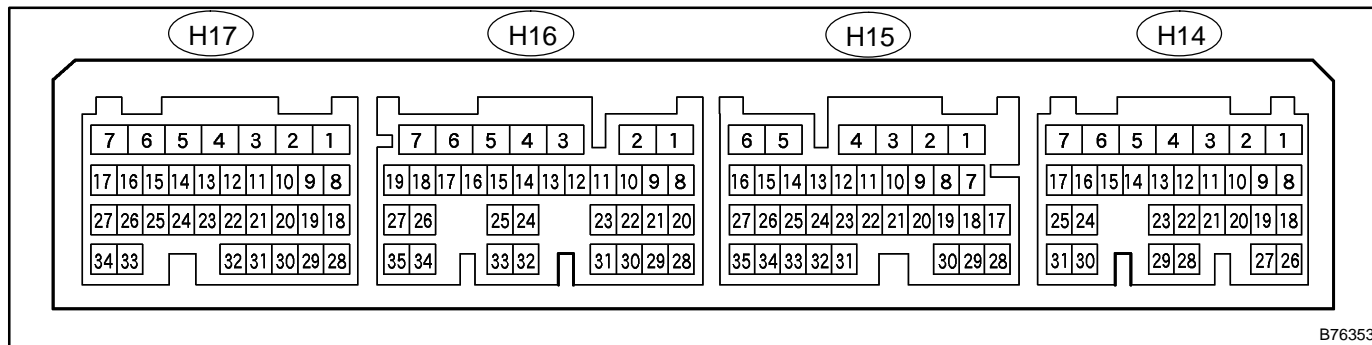
- (c) Reconnect the T5 ECU connector.
 (d) Measure the voltage of each terminal of the connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CUWS (T5-5) – GND (T5-22)	B – W-B	Unlock warning switch	No key in key slot → Key inserted	10 to 14 V → Below 1 Ω
VC5 (T5-20) – GND (T5-22)	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



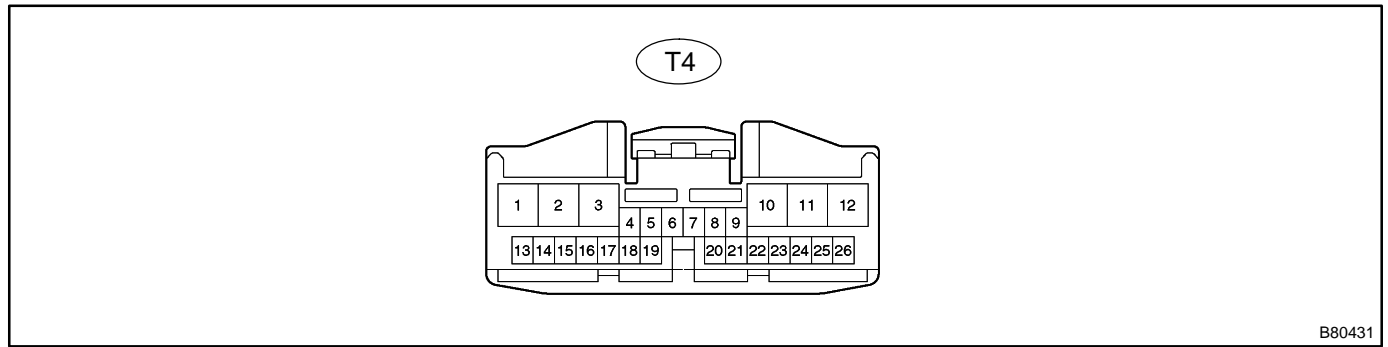
- Disconnect the H14, H15, H16 and H17 ECU connectors.
- Measure the resistance and voltage between each terminal of the connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
ST2 (H14-5) – GND1 (H14-1)	Y-W-B	Ignition start control signal input	Power switch (READY)	10 to 14 V
IGSW (H14-7) – GND1 (H14-1)	O-W-B	Ignition ready control signal input	Power switch ON (IG)	10 to 14 V
BATT (H15-6) – GND1 (H14-1)	Y-W-B	Battery	Constant	10 to 14 V
+B1 (H16-7) – GND1 (H14-1)	L-W-B	Ignition power supply	Power switch ON (IG)	10 to 14 V
+B2 (H16-6) – GND1 (H14-1)	L-W-B	Ignition power supply	Power switch ON (IG)	10 to 14 V
GND1 (H14-1) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
GND2 (H14-4) – 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



B80431

- (a) Disconnect the T4 ECU connector.
- (b) Measure the resistance and voltage of each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
BATT (T4-13) – Body ground	L – Body ground	+B power supply	Constant	10 to 14 V
+B (T4-1) – Body ground	L – Body ground	Ignition power supply	Power switch ON (IG)	10 to 14 V
E1 (T4-15) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
E01 (T4-3) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
E02 (T4-2) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω

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