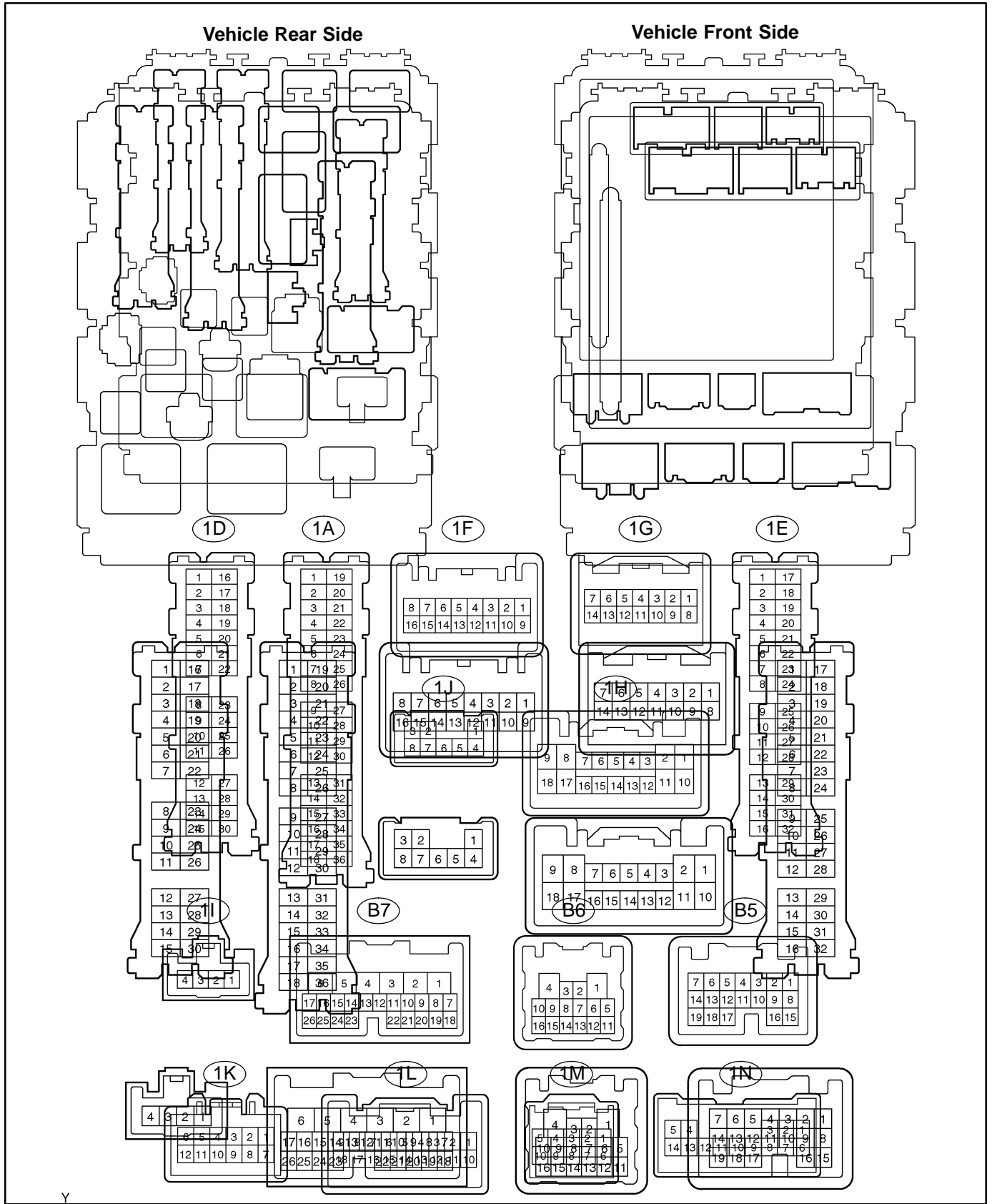


# TERMINALS OF ECU

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



- (a) Disconnect the 1A, 1B, 1D, 1E and 1J J/B connectors.  
 (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
SIG (1B–1) – Body ground	W – Body ground	Ignition power supply	Power switch's power mode OFF ON (IG)	0 V 10 to 14 V
ACC (1J–5) – Body ground	G – Body ground	Ignition power supply	Power switch's power mode OFF ON (ACC)	0 V 10 to 14 V
ECUB (1A–30) – Body ground	R – Body ground	+B (ECUB) power supply	Constant	10 to 14 V
KSW (1E–23) – 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 door 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 door courtesy switch input	Passenger side door closed Open	10 kΩ or higher Below 1 Ω
BCTY (1D–7) – Body ground	R – Body ground	Back door courtesy switch input	Back door closed Open	10 kΩ or higher Below 1 Ω
GND (1E–17) – Body ground	W–B – Body ground	Ground	Ground	Below 1 Ω

If the result is not as specified, the wire harness side may have a malfunction.

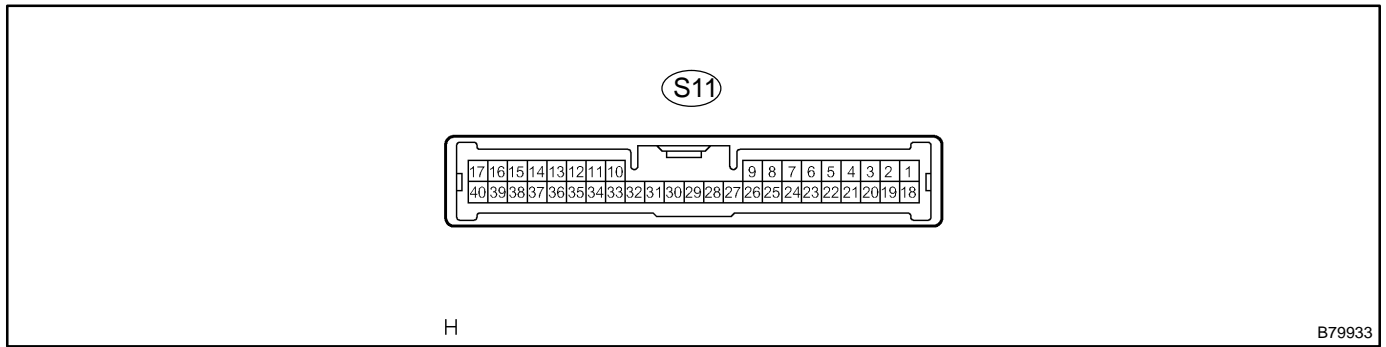
- (c) Reconnect the 1A, 1B, 1D, 1E and 1J J/B connectors.  
 (d) Measure the resistance and voltage between each terminal of the connector.

**Standard:**

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
HAZ (1L–17) – Body ground	Y – Body ground	Hazard lamp drive	Answer–back OFF ON	10 to 14 V Pulse generation
RDA (B7–23) – Body ground	L – Body ground	Door control receiver in- put	Power switch's power mode OFF, all doors closed and transmitter switch OFF ON	Below 1 V Approx. 6 to 7 V Below 1 V

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

2. CHECK SMART KEY ECU



- (a) Disconnect the S11 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
E (S11–17) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
+B1 (S11–1) – E (S11–17)	R – W–B	Battery power supply	Constant	10 to 14 V
IG (S11–18) – E (S11–17)	B – W–B	Ignition power supply	Power switch's power mode OFF → ON (IG)	0 V → 10 to 14 V

If the result is not as specified, the wire harness side may have a malfunction.

- (c) Reconnect the S11 ECU connector.
- (d) Measure the resistance and voltage between each terminal of the connector.

**Standard:**

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
RSSI (S11–28) – E (S11–17)	B – W–B	Door control receiver output signal	Power switch's power mode OFF, all doors closed and transmitter switch OFF ☑ ON (IG)	5 to 0 V ☑ Below 1 V
RDA (S11–29) – E (S11–17)	L – W–B	Door control receiver input signal	Power switch's power mode OFF, all doors closed and transmitter switch OFF ☑ ON (IG)	Below 1 V ☑ Approx. 6 to 7 V ☑ Below 1 V
CLG1 (S11–13) – E (S11–17)	P – W–B	Driver door oscillator sensor signal	All doors open with smart key from outside vehicle and power switch's power mode OFF ☑ ON (IG)	Pulse generation ☑ No pulse
SEL1 (S11–23) – E (S11–17)	Y – W–B	Driver door oscillator sensor signal	Smart key placed at least 3 m apart from driver door ☑ Placed close to front door outside handle assy RH	10 to 14 V ☑ 0

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