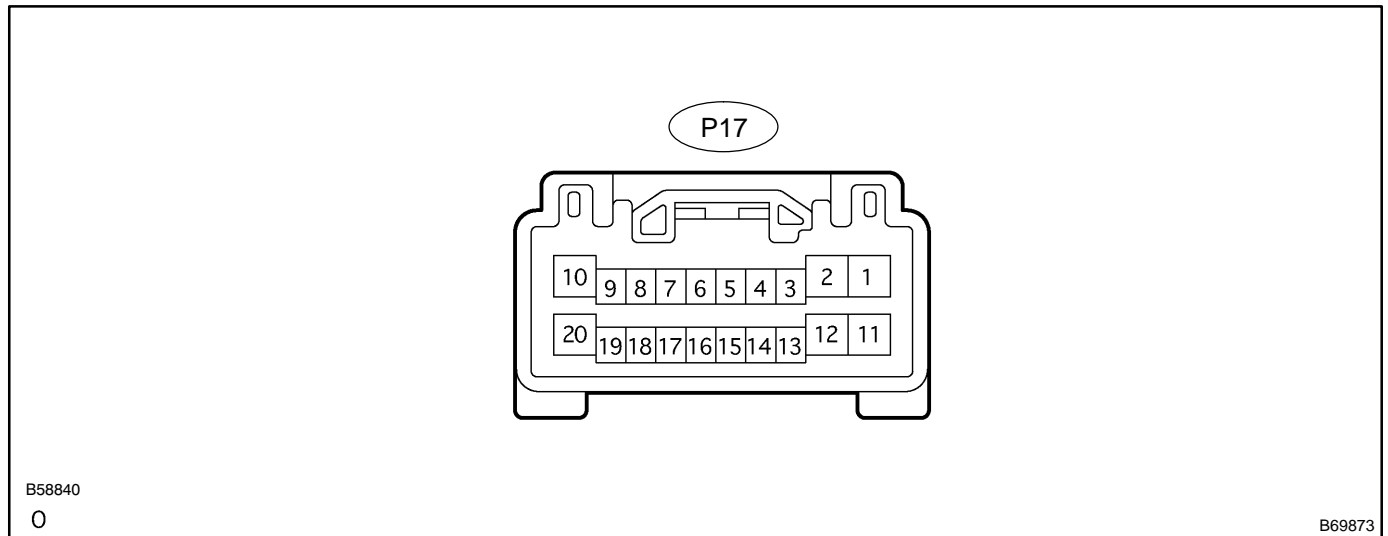


TERMINALS OF ECU

1. CHECK POWER WINDOW REGULATOR MASTER SWITCH ASSY



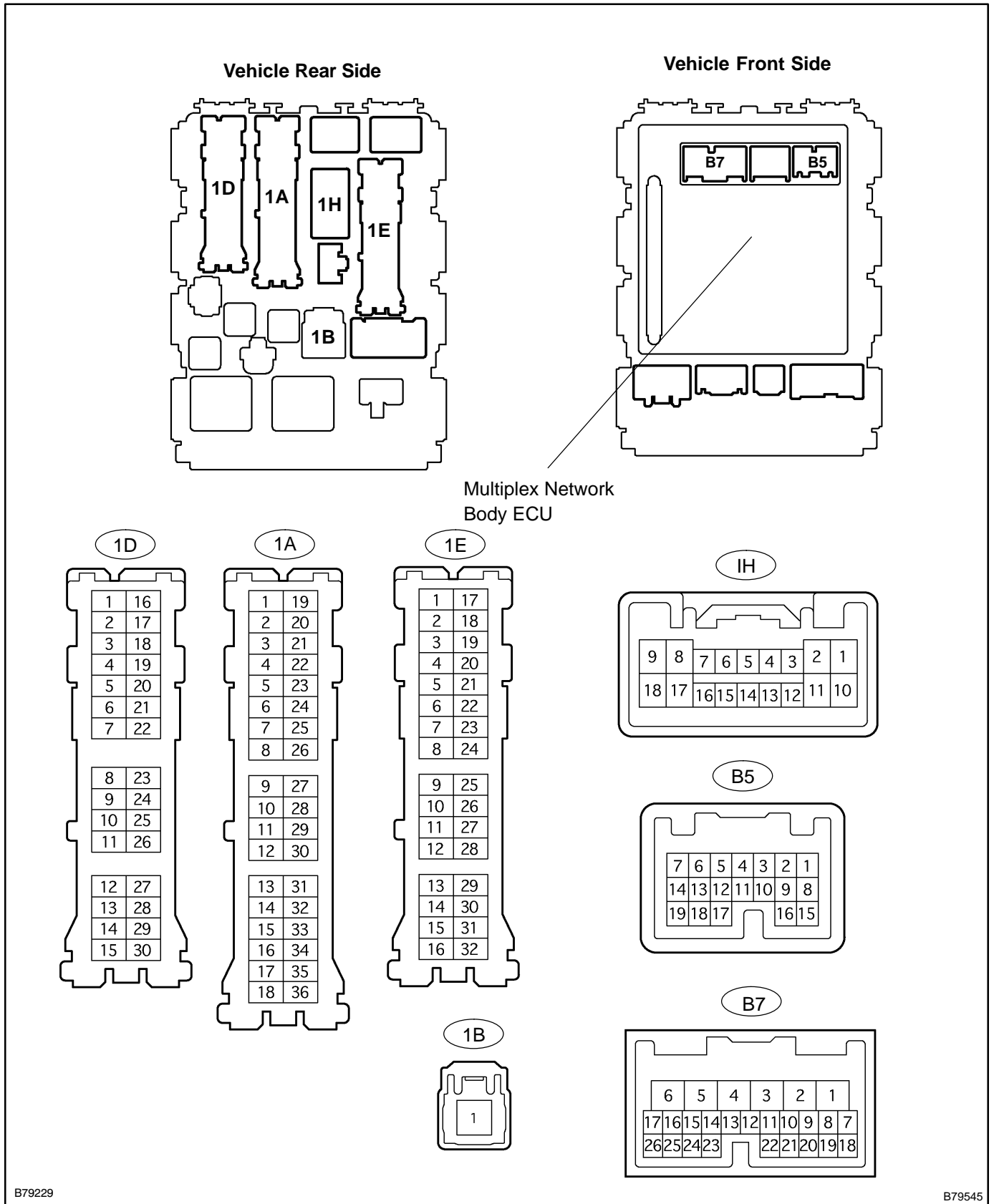
- Disconnect the P17 switch connector.
- Measure the voltage and resistance of each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
BDR (P17-11) – Body ground	V – Body ground	+B (BDR) power supply	Constant	10 to 14 V
BW (P17-7) – Body ground	W – Body ground	+B (BW) power supply	Power switch 1: OFF → 2: ON (IG)	1: Below 1 V → 2: 10 to 14 V
E (P17-1) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
L (P17-5) – Body ground	LG – Body ground	Door control switch door lock input	Door control switch 1: OFF → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
UL (P17-8) – Body ground	BR – Body ground	Door control switch door unlock input	Door control switch 1: OFF → 2: UNLOCK	1: 10 kΩ or higher → 2: Below 1 Ω

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

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



- (a) Disconnect the 1A, 1B, 1D, 1E and 1H J/B connectors.
 (b) Disconnect the B5 and B7 ECU connectors.
 (c) Measure the voltage and resistance between each terminal of the wire harness side connectors.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
ALTB (1B–1) – Body ground	W – Body ground	+B (power system, generator system) power supply	Constant	10 to 14 V
ECUB (1A–30) – Body ground	R – Body ground	+B (ECUB) power supply	Constant	10 to 14 V
GND (1E–17) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
KSW (1E–26 ¹ /23 ²) – Body ground	Y – Body ground	Key unlock warning switch input	1: No key in key slot → 2: Key inserted	1: 10 kΩ or higher → 2: Below 1 Ω
L1 (1H–4) – Body ground	LG – Body ground	Door control switch (master switch and passenger side switch) lock input	Door control switch (master switch or passenger side switch) 1: OFF → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
L1 (1H–13) – Body ground	B – Body ground	Door control switch (master switch and passenger side switch) lock input	Door control switch (master switch or passenger side switch) 1: OFF → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
UL1 (1H–5) – Body ground	BR – Body ground	Door control switch (master switch and passenger side switch) unlock input	Door control switch (master switch or passenger side switch) 1: OFF → 2: UNLOCK	1: 10 kΩ or higher → 2: Below 1 Ω
UL1 (1H–14) – Body ground	V – Body ground	Door control switch (master switch and passenger side switch) unlock input	Door control switch (master switch or passenger side switch) 1: OFF → 2: UNLOCK	1: 10 kΩ or higher → 2: Below 1 Ω
L2 (1H–16) – Body ground	L – Body ground	Driver side door key–linked door lock input	Driver side door key cylinder 1: OFF → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
UL3 (B7–9) – Body ground	P – Body ground	Driver side door key–linked door unlock input	Driver side door key cylinder 1: OFF → 2: UNLOCK	1: 10 kΩ or higher → 2: Below 1 Ω
LSWD (B7–25) – Body ground	LG – Body ground	Driver side door lock position switch input	Driver door 1: UNLOCK → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
LSWP (B7–10) – Body ground	Y – Body ground	Passenger side door lock posi- tion switch input	Passenger door 1: UNLOCK → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
LSWR ^{*3} (B5–10) – Body ground	O – Body ground	Rear doors lock position switch input	Rear doors 1: UNLOCK → 2: LOCK	1: 10 kΩ or higher → 2: Below 1 Ω
DCTY (1D–21) – Body ground	V – Body ground	Driver side courtesy switch input	Driver side door 1: Close → 2: Open	1: 10 kΩ or higher → 2: Below 1 Ω
PCTY (1D–24) – Body ground	BR – Body ground	Passenger side courtesy switch input	Passenger side door 1: Close → 2: Open	1: 10 kΩ or higher → 2: Below 1 Ω
RCTY (1D–5) – Body ground	R – Body ground	Rear LH side courtesy switch input	Rear LH side door 1: Close → 2: Open	1: 10 kΩ or higher → 2: Below 1 Ω
RCTY (1D–20) – Body ground	R – Body ground	Rear RH side courtesy switch input	Rear RH side door 1: Close → 2: Open	1: 10 kΩ or higher → 2: Below 1 Ω
BCTY (1D–7) – Body ground	R – Body ground	Luggage compartment door courtesy switch input	Luggage compartment door 1: Close → 2: Open	1: 10 kΩ or higher → 2: Below 1 Ω
BDSU (B7–12) – Body ground	P – Body ground	Luggage compartment door opener switch input	Luggage compartment door opener switch 1: OFF → 2: ON	1: 10 kΩ or higher → 2: Below 1 Ω

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

*1: w/ Smart entry system

*2: w/o Smart entry system

*3: w/ Theft deterrent system

(d) Reconnect the 1A, 1B, 1D, 1E and 1H J/B connectors.

(e) Reconnect the B5 and B7 ECU connectors.

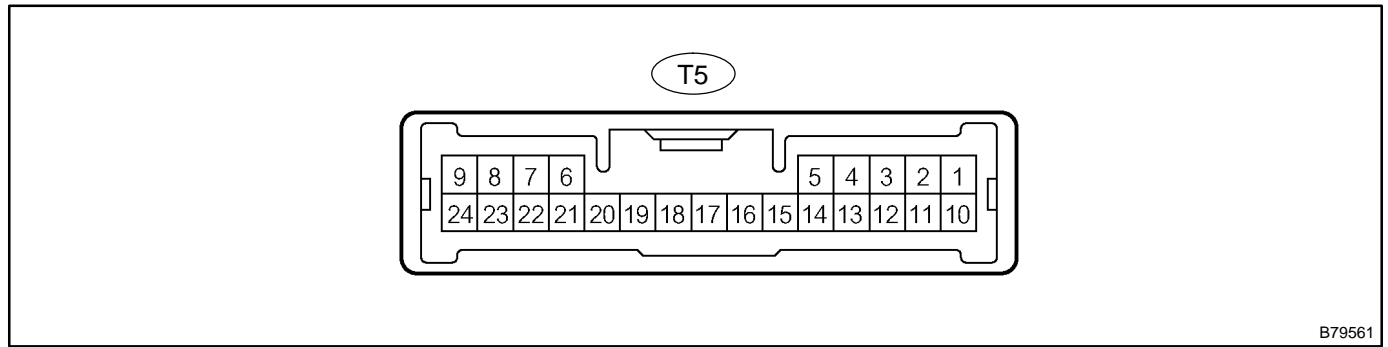
(f) Measure the voltage between each terminal of the connectors and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
ACT+ (1H–8) – Body ground	Y – Body ground	Door lock motor LOCK drive output (driver door)	Door control switch (master switch or passenger side switch) or driver door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
ACT+ (1D–3) – Body ground	Y – Body ground	Door lock motor LOCK drive output (passenger door)	Door control switch (master switch or passenger side switch) or driver door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
ACT+ (1H–17) – Body ground	Y – Body ground	Door lock motor LOCK drive output (rear LH and RH doors)	Door control switch (master switch or passenger side switch) or driver door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
ACT– (1H–9) – Body ground	G – Body ground	Door lock motor UNLOCK drive output (passenger door and rear doors)	Door control switch (master switch or passenger side switch) or driver door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
ACT– (1D–4) – Body ground	G – Body ground	Door lock motor UNLOCK drive output (rear LH door)	Door control switch (master switch or passenger side switch) or driver door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
ACTD (B7–5) – Body ground	G – Body ground	Door lock motor UNLOCK drive output (driver door)	Door control switch (master switch or passenger side switch) or driver door key cylinder 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V
BACT (B7–1) – Body ground	Y – Body ground	Luggage compartment door lock motor OPEN drive output	Transmitter switch (luggage compartment door) 1: OFF → 2: LOCK → 3: OFF	1: Below 1 V → 2: 10 to 14 V → 3: Below 1 V

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

3. CHECK TRANSPONDER KEY ECU ASSY



B79561

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

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
CPUB (T5-3) – Body ground	L – Body ground	+B (CPUB) power supply	Constant	10 to 14 V
IG (T5-4) – Body ground	O – Body ground	Ignition power supply	Power switch 1: OFF → 2: ON (IG)	1: Below 1 V → 2: 10 to 14 V
ACC (T5-12) – Body ground	P – Body ground	Ignition power supply	Power switch 1: OFF → 2: ON (IG)	1: Below 1 V → 2: 10 to 14 V
GND (T5-22) – Body ground	W-B – Body ground	Ground	Constant	Below 1 Ω
CUWS (T5-5) – Body ground	B – Body ground	Halfway switch input	1: No key in key slot → 2: Key inserted	1: 10 kΩ or higher → 2: Below 1 Ω

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