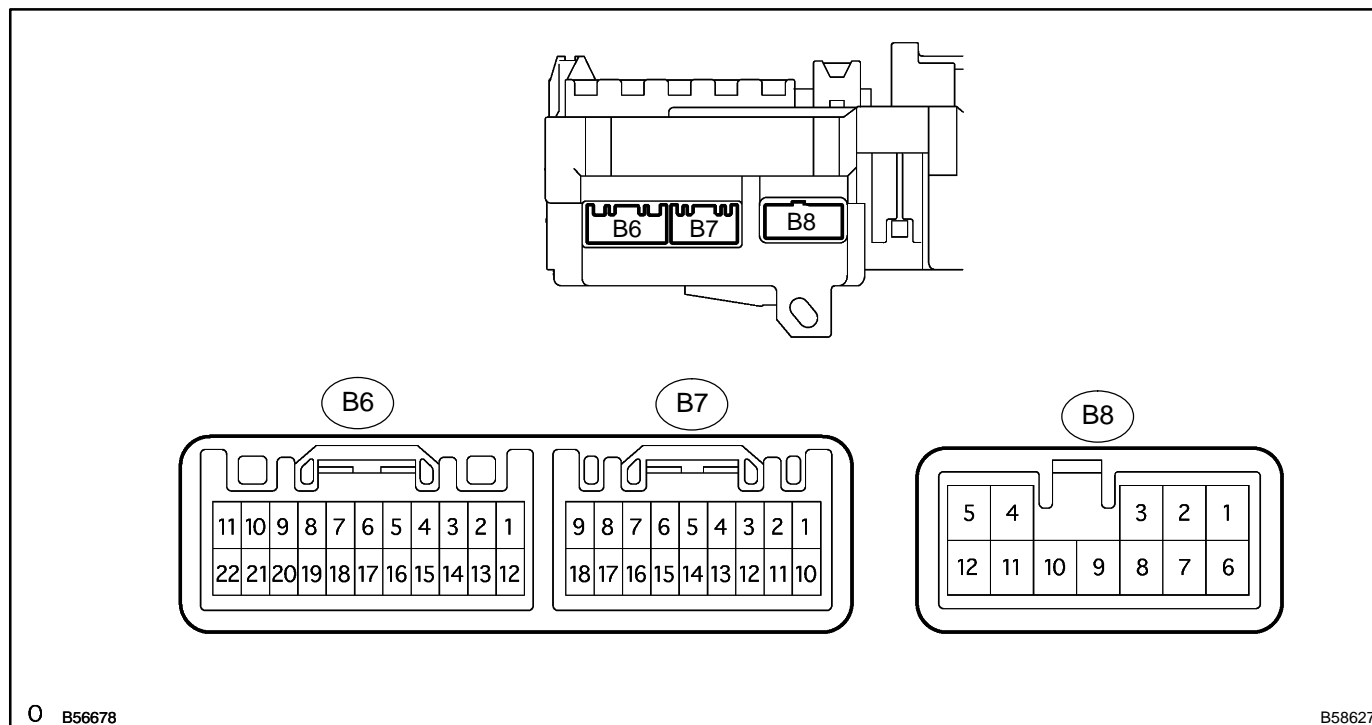


TERMINALS OF ECU

1. CHECK INSTRUMENT PANEL JUNCTION BLOCK ASSY (BODY ECU) (LEFT SIDE)



- (a) Disconnect the B6 body ECU connector, and check the continuity of each terminal of the wire harness side connector.

Standard:

Symbols (Terminal No.)	Wiring color	Condition	Specified condition
KSW (B6-19) ⇔ Body Ground	L ⇔ –	No Key not inserted in the ignition key cylinder → With Key inserted	No continuity → Continuity
UL2 (B6-21) ⇔ Body Ground	L-W ⇔ –	Driver's door key cylinder OFF → UNLOCK	No continuity → Continuity

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

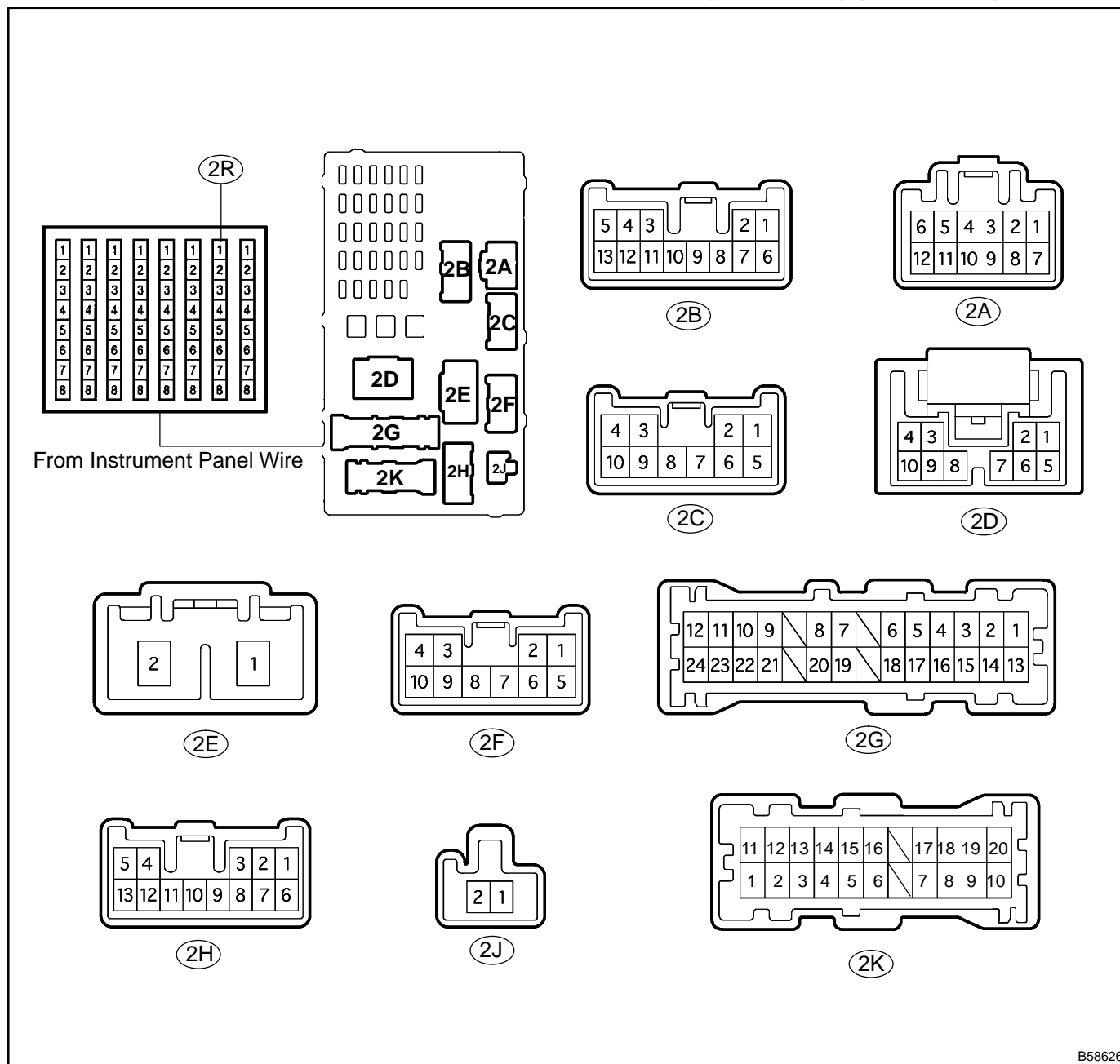
- (b) Reconnect the B6 body ECU connector, and check the voltage of each terminal of the connectors.

Standard:

Symbols (Terminal No.)	Wiring color	Condition	Specified condition
ACTD (B8-11) ⇔ Body Ground	L-B ⇔ –	Master switch and driver's door key cylinder OFF → LOCK	0 V → 10 – 14 V → 0 V
DCTY (B8-1) ⇔ Body Ground	R-G ⇔ –	Driver's door CLOSED → OPEN	10 – 14 V → Below 0 V
PCTY (B6-11) ⇔ Body Ground	R-G ⇔ –	Passenger's door CLOSED → OPEN	10 – 14 V → Below 0 V

If the result is not as specified, the body ECU may be defective.

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



B58626

- (a) Disconnect the 2B, 2F, 2G and 2K instrument panel J/B connectors, and check the continuity and voltage of each terminal of the disconnected connectors.

Standard:

Symbols (Terminal No.)	Wiring color	Condition	Specified condition
B (2F-7) ⇔ Body Ground	R ⇔ -	Constant	10 - 14 V
BDR1 (2G-14) ⇔ Body Ground	L-W ⇔ -	Constant	10 - 14 V
L2 (2K-4) ⇔ Body Ground	L-Y ⇔ -	Driver's door key cylinder OFF → LOCK	No continuity → Continuity
L1 (2K-10) ⇔ Body Ground	LG ⇔ -	Master switch (Door control switch) OFF → LOCK	No continuity → Continuity
UL1 (2K-1) ⇔ Body Ground	G-R ⇔ -	Master switch (Door control switch) OFF → UNLOCK	No continuity → Continuity

Symbols (Terminal No.)	Wiring color	Condition	Specified condition
SGND (2B-11) ⇔ Body Ground	BR ⇔ –	Constant	Continuity
GND (2R-8*1, 2D-3*2) ⇔ Body ground	W-B ⇔ –	Constant	Continuity

*1, *2: The check should be performed by using the 2D connector*2, because the 2R connector*1 is unavailable for this check.

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

- (b) Reconnect the 2B, 2F, 2G and 2K instrument panel J/B connectors, and check the voltage of each terminal of the connectors.

Standard:

Symbols (Terminal No.)	Wiring color	Condition	Specified condition
ACT+ (2C-5) ⇔ Body Ground	L-R ⇔ –	Master switch and driver's door key cylinder OFF → LOCK	0 V → 10 – 14 V → 0 V
ACT- (2C-6) ⇔ Body Ground	L-B ⇔ –	Master switch and driver's door key cylinder OFF → UNLOCK	0 V → 10 – 14 V → 0 V
RCTY (2K-7) ⇔ Body Ground	R-W ⇔ –	Driver's door CLOSED → OPEN	10 – 14 V → Below 1 V

If the result is not as specified, the vehicle may be defective. In this case, check the harness, connector and fuse between the ECU and battery. Then repair or replace it if necessary.