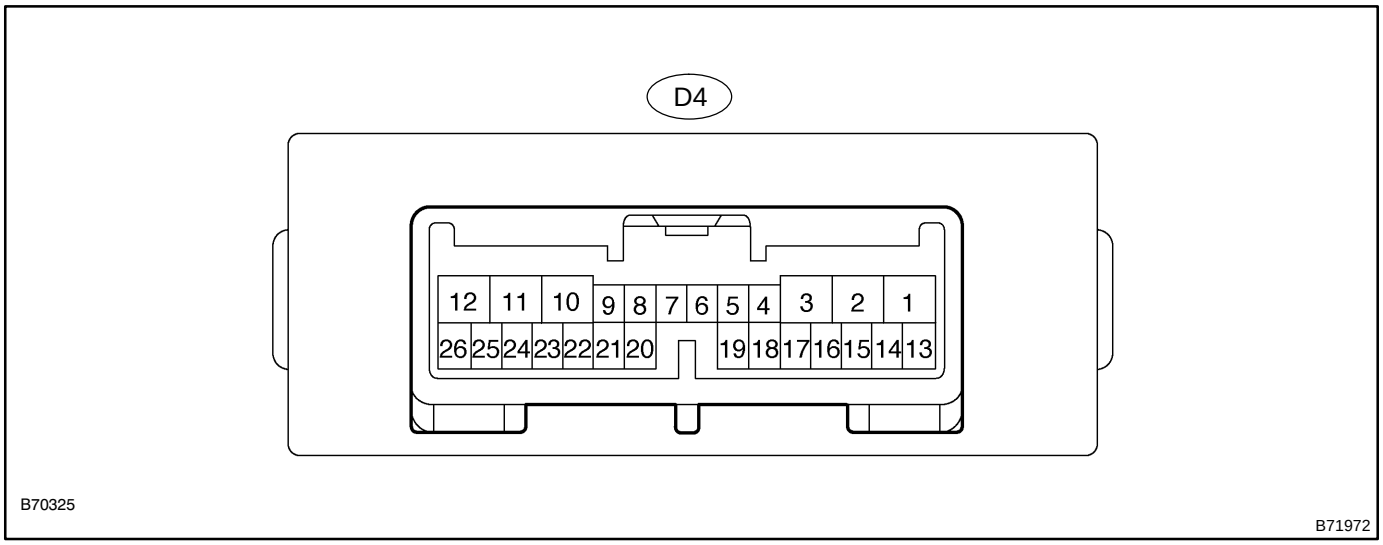
05DM1–01

TERMINALS OF ECU

1. CHECK DOOR CONTROL RELAY ASSY



(a) Disconnect the D4 relay connector.

(b) Check the voltage and resistance between each terminal of the wire harness side connector and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
B (D4–1) – Body ground	L–W – Body ground	+B (B) power supply	Constant	10 to 14 V
E (D4–12) – Body ground	W–B – Body ground	Ground	Constant	Below 1 Ω
IG (D4–26) – Body ground	R–B – Body ground	Ignition power supply	Ignition switch ON	10 to 14 V
KSW (D4–8) – Body ground	Y – Body ground	Key unlock warning switch input	No key in ignition key cylinder → Key inserted	10 kΩ or higher → Below 1 Ω
DCTY (D4–5) – Body ground	R – Body ground	Driver side courtesy switch input	Driver side door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω
PCTY (D4–7) – Body ground	R–W – Body ground	Courtesy switch input other than driver side door	Passenger side door, rear door (LH, RH) or back door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω
L1 (D4–18) – Body ground	BR–Y – Body ground	Door control switch (master switch and passenger side switch) lock input	Door control switch (master switch or passenger side switch) OFF → LOCK	10 kΩ or higher → Below 1 Ω
UL1 (D4–19) – Body ground	G–B – Body ground	Door control switch (master switch and passenger side switch) unlock input	Door control switch (master switch or passenger side switch) OFF → UNLOCK	10 kΩ or higher → Below 1 Ω
LSWD (D4–6) – Body ground	L–R – Body ground	Driver side door lock position switch input	Driver door UNLOCK → LOCK	10 kΩ or higher → Below 1 Ω
L2 (D4–20) – Body ground	L–W – Body ground	Driver and passenger side door key–linked door lock input	Driver side or passenger side door key cylinder OFF → LOCK	10 kΩ or higher → Below 1 Ω
UL3 (D4–21) – Body ground	Y–B – Body ground	Driver side door key–linked door unlock input	Driver side door key cylinder OFF → UNLOCK	10 kΩ or higher → Below 1 Ω
UL2 (D4–22) – Body ground	L–R – Body ground	Passenger side door key–linked door unlock input	Passenger side door key cylinder OFF → UNLOCK	10 kΩ or higher → Below 1 Ω
BDSU (D4–17) – Body ground	BR–Y – Body ground	Back door opener switch input	Back door opener switch (outside handle switch) OFF → ON	10 kΩ or higher → Below 1 Ω

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

(c) Reconnect the D4 relay connector.

(d) Check the voltage between each terminal of the connector and body ground.

Standard:

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
ACT+ (D4–2) – Body ground	L–O – Body ground	Door lock motor LOCK drive output (driver, passenger, rear LH and rear RH doors)	Door control switch (master switch or passenger side switch) or door key cylinder (driver or passenger) OFF → LOCK → OFF	 Below 1 V → 10 to 14 V → Below 1 V
ACTD (D4–11) – Body ground	Y–G – Body ground	Door lock motor UNLOCK drive output (driver door)	Door control switch (master switch or passenger side switch) or door key cylinder (driver or passenger) OFF → UNLOCK → OFF	 Below 1 V → 10 to 14 V → Below 1 V
ACT– (D4–3) – Body ground	L–B – Body ground	Door lock motor UNLOCK drive output (passenger, rear LH and rear RH doors)		
BACT (D4–10) – Body ground	L–Y – Body ground	Back door lock motor OPEN drive output	Back door unlocked: Back door opener switch (outside handle switch) OFF → ON → OFF	 Below 1 V → 10 to 14 V → Below 1 V

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