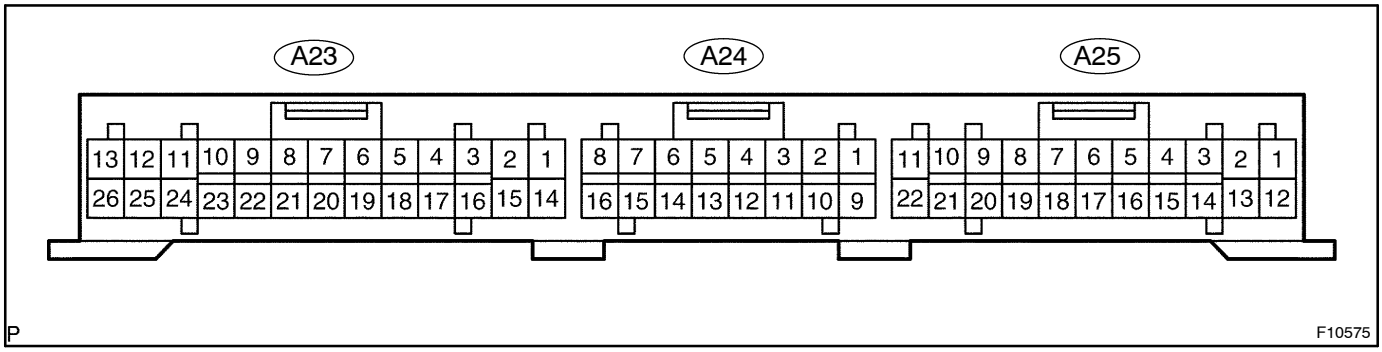
DI1MW–05

TERMINALS OF ECU



Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
FAR+ (A23 – 1) – FAR– (A23 – 2)	O ↔ R–Y	IG switch ON	Continuity (Ω)
FBR+ (A23 – 3) – FBR– (A23 – 4)	R–G ↔ LG	IG switch ON	Continuity (Ω)
SHFR (A23 – 6) – GND (A25 – 22)	B–W ↔ W–B	IG switch ON	0.5 – 4.5
		Engine idling, height control switch ”NORM”	Approx. 2.5
SHFL (A23 – 7) – GND (A25 – 22)	L ↔ W–B	IG switch ON	0.5 – 4.5
		Engine idling, height control switch ”NORM”	Approx. 2.5
SBR1 (A23 – 10) – GND (A25 – 22)	V–R ↔ W–B	IG switch ON	4.5 – 5.5
SBL1 (A23 – 11) – GND (A25 – 22)	LG–R ↔ W–B	IG switch ON	4.5 – 5.5
FAL+ (A23 – 12) – FAL– (A23 – 13)	G–B ↔ G–R	IG switch ON	Continuity (Ω)
SLRL (A23 – 14) – GND (A25 – 22)	P–L ↔ W–B	IG switch ON	Below 1
		Engine idling, height control switch from ”NORM” to ”HIGH” or reverse	8 or more
SLRR (A23 – 15) – GND (A25 – 22)	P ↔ W–B	IG switch ON	Below 1
		Engine idling, height control switch from ”NORM” to ”HIGH” or reverse	8 or more
HSW (A24 – 16) – GND (A25 – 22)	LG–B ↔ W–B	IG switch ON, height control switch ”NORM” position	10 – 14
		IG switch ON, height control switch ”HIGH” position	Below 1.5
SGL1 (A23 – 17) – GND (A25 – 22)	LG–B ↔ W–B	Always	Continuity (Ω)
SGR1 (A23 – 18) – GND (A25 – 22)	R–L ↔ W–B	Always	Continuity (Ω)
SGFL (A23 – 20) – GND (A25 – 22)	P ↔ W–B	IG switch ON, keep the vehicle still without any vertical movement for 1 second	Approx. 2.5
SGFR (A23 – 21) – GND (A25 – 22)	V ↔ W–B	IG switch ON, keep the vehicle still without any vertical movement for 1 second	Approx. 2.5
RM+ (A23 – 22) – GND (A25 – 22)	BR–Y ↔ W–B	Engine idling, height control switch from ”NORM” to ”HIGH” during compressor operation	Below 1
RM– (A23 – 23) – GND (A25 – 22)	BR–B ↔ W–B	Always	Continuity (Ω)
L1 (A23 – 24) – GND (A25 – 22)	GR–B ↔ W–B	IG switch ON, accelerator pedal is released	10 – 14
		IG switch ON, accelerator pedal is depressed	0 – 1.5

FBL+ (A23 – 26) – FBL– (A23 – 25)	G–W ↔ G–O	IG switch ON	Continuity (Ω)
CHS+ (A24 – 2) – GND (A25 – 22)	L ↔ W–B	IG switch ON	Pulse generation
SS2+ (A24 – 3) – GND (A25 – 22)	R ↔ W–B	IG switch ON, steering wheel is being turned slowly	Repeat 1.5 – 3.5
TACH (A24 – 4) – GND (A25 – 22)	B–Y ↔ W–B	Condition that the engine is running	Below 1 – 12
RC (A24 – 5) – GND (A25 – 22)	G–Y ↔ W–B	IG switch ON	Below 1
		Engine idling, height control switch from ”NORM” to ”HIGH” during compressor operation	8 or more
SLEX (A24 – 6) – GND (A25 – 22)	V–Y ↔ W–B	IG switch ON	Below 1
		Engine idling, height control switch from ”HIGH” to ”NORM”	8 or more
SLFR (A24 – 7) – GND (A25 – 22)	BR–W ↔ W–B	IG switch ON	Below 1
		Engine idling, height control switch from ”NORM” to ”HIGH” or reverse	8 or more
SLFL (A24 – 8) – GND (A25 – 22)	R–W ↔ W–B	IG switch ON	Below 1
		Engine idling, height control switch from ”NORM” to ”HIGH” or reverse	8 or more
T_D (A24 – 9) – GND (A25 – 22)	GR ↔ W–B	IG switch ON, disconnect between terminals OPB and CG of DLC3	10 – 14
CHS– (A24 – 10) – GND (A25 – 20)	LG ↔ W–B	IG switch ON	Pulse generation
SS2– (A24 – 11) – GND (A25 – 22)	W ↔ W–B	IG switch ON, steering wheel is being turned slowly	Repeat 1.5 – 3.5
FRO (A24 – 12) – GND (A25 – 22)	V ↔ W–B	Vehicle speed 12 mph (20 km/h) or higher	Pulse generation
VT (A24 – 13) – GND (A25 – 22)	B–L ↔ W–B	IG switch ON, absorber control switch ”SPORT”	Below 1
VH (A24 – 14) – GND (A25 – 22)	LG–R ↔ W–B	IG switch ON, height control switch ”HIGH”	Below 1
SW1 (A24 – 15) – GND (A25 – 22)	O ↔ W–B	Engine idling, absorber control switch ”NORM” position	10 – 14
		Engine idling, absorber control switch ”SPORT” position	0 – 1.5
RBR+ (A25 – 1) – RBR– (A25 – 2)	Y–B ↔ Y–G	IG switch ON	Continuity (Ω)
RAL+ (A25 – 3) – RAL– (A25 – 4)	L–O ↔ *1: L–R *2: L–W	IG switch ON	Continuity (Ω)
RBL+ (A25 – 5) – RBL– (A25 – 6)	L–B ↔ L–Y	IG switch ON	Continuity (Ω)
SBL2 (A25 – 7) – GND (A25 – 22)	LG–R ↔ W–B	IG switch ON	4.5 – 5.5
SHRR (A25 – 8) – GND (A25 – 22)	*1: B–O ↔ W–B *2: B–R	IG switch ON	0.5 – 4.5
		Engine idling, height control switch ”NORM”	Approx. 2.5
SHRL (A25 – 9) – GND (A25 – 22)	W ↔ W–B	IG switch ON	0.5 – 4.5
		Engine idling, height control switch ”NORM”	Approx. 2.5
SGR2 (A25 – 10) – GND (A25 – 22)	BR–Y ↔ W–B	Always	Continuity (Ω)
B (A25 – 11) – GND (A25 – 22)	W–R ↔ W–B	IG switch ON	10 – 14

RAR+ (A25 – 13) – RAR– (A25 – 12)	Y ↔ Y–R	IG switch ON	Continuity (Ω)
SBR3 (A25 – 17) – GND (A25 – 22)	O ↔ W–B	IG switch ON	4.5 – 5.5
SBR2 (A25 – 18) – GND (A25 – 22)	BR ↔ W–B	IG switch ON	4.5 – 5.5
SGRR (A25 – 19) – GND (A25 – 22)	BR–R ↔ W–B	IG switch ON, keep the vehicle still without any vertical movement for 1 second	Approx. 2.5
SGR3 (A25 – 20) – GND (A25 – 22)	BR–W ↔ W–B	Always	Continuity (Ω)
SGL2 (A25 – 21) – GND (A25 – 22)	LG–B ↔ W–B	Always	Continuity (Ω)
GND (A25 – 22) – Body ground	W–B ↔ Body	Always	Continuity (Ω)

*1: LHD
*2: RHD