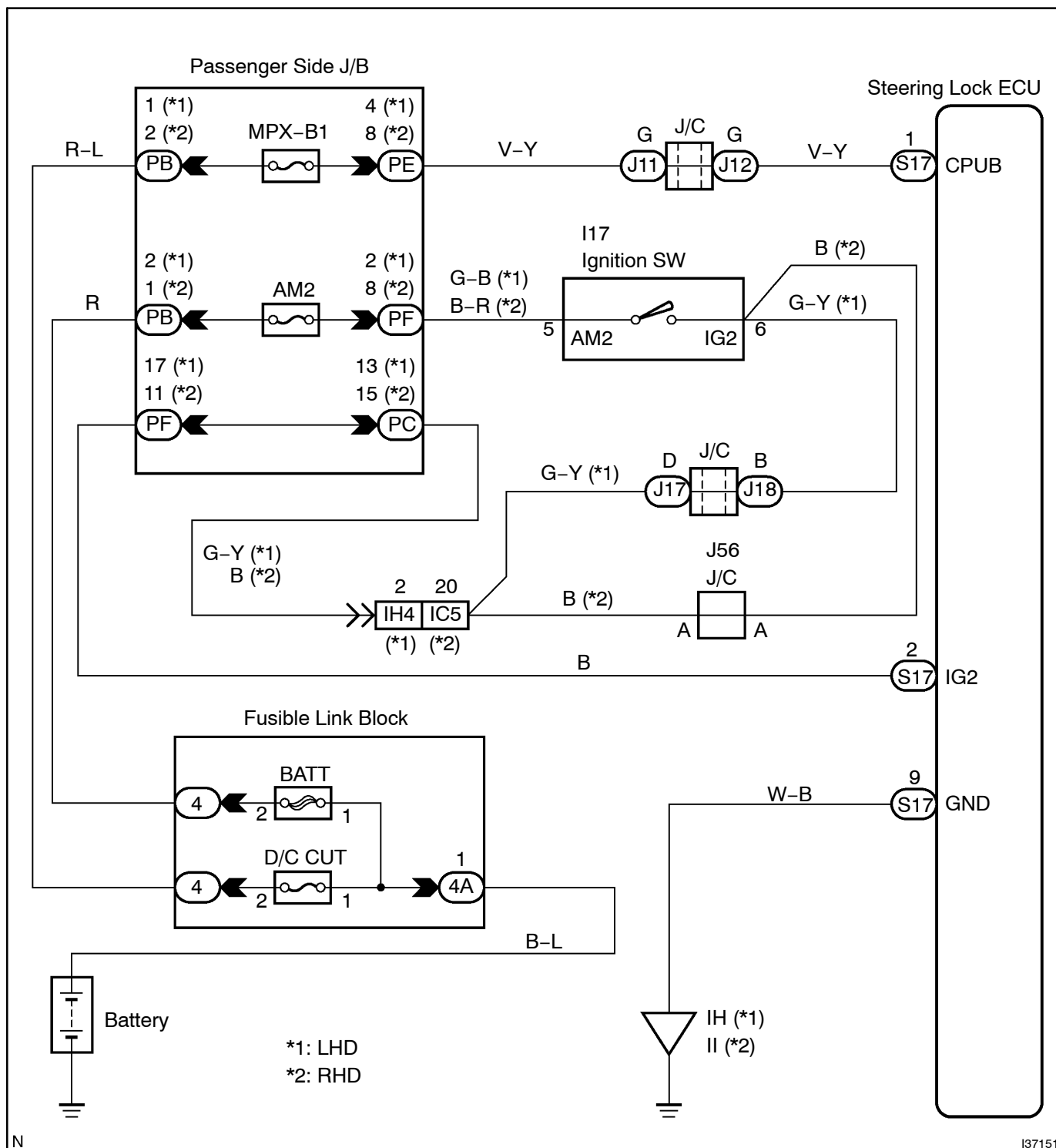


POWER SOURCE CIRCUIT

CIRCUIT DESCRIPTION

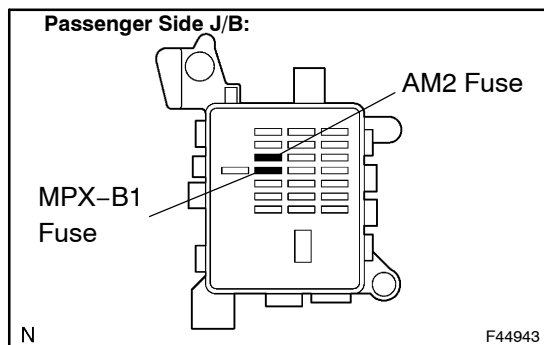
This circuit provides power to operate the steering lock ECU.

WIRING DIAGRAM



INSPECTION PROCEDURE

1 INSPECT FUSE(MPX-B1, AM2)



- Remove the MPX-B1 fuse and AM2 fuse from the passenger side J/B.
- Check for continuity of the fuses.

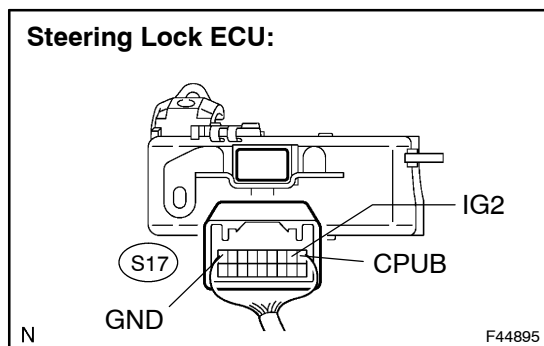
Standard: Continuity

NG

INSPECT FOR SHORT IN ALL COMPONENTS CONNECTED TO FUSE AND REPAIR OR REPLACE THEM IF NEEDED, AND REPLACE FUSE

OK

2 INSPECT STEERING LOCK ECU(CPUB, IG2 TERMINAL VOLTAGE)



- Disconnect the S17 connector from the steering lock ECU.
- Measure the voltage according to the value(s) in the table below.

Standard:

Tester connection (Symbols)	Condition	Specified condition
S17-1 - S17-9 (CPUB - GND)	Always	10 to 14 V
S17-2 - S17-9 (IG2 - GND)	Ignition switch is in ON position	10 to 14 V

OK

**REPLACE STEERING LOCK ECU
(SEE PAGE 50-26)**

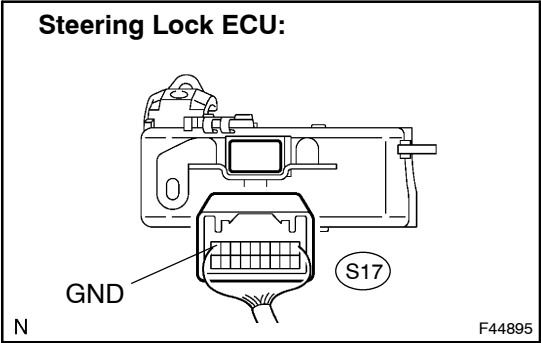
HINT:

Steering lock ECU is provided with the steering lock actuator.

NG

3

CHECK HARNESS AND CONNECTOR(STEERING LOCK ECU - BODY GROUND)



- (a) Disconnect the S17 connector from the steering lock ECU.
- (b) Measure the resistance according to the value(s) in the table below.

Standard:

Tester connection (Symbols)	Condition	Specified condition
S17-9 - (GND) - Body ground	Always	Below 1 Ω

NG

REPAIR OR REPLACE HARNESS OR
CONNECTOR (STEERING LOCK ECU - BODY
GROUND)

OK

REPAIR OR REPLACE HARNESS OR CONNECTOR (STEERING LOCK ECU - BATTERY)