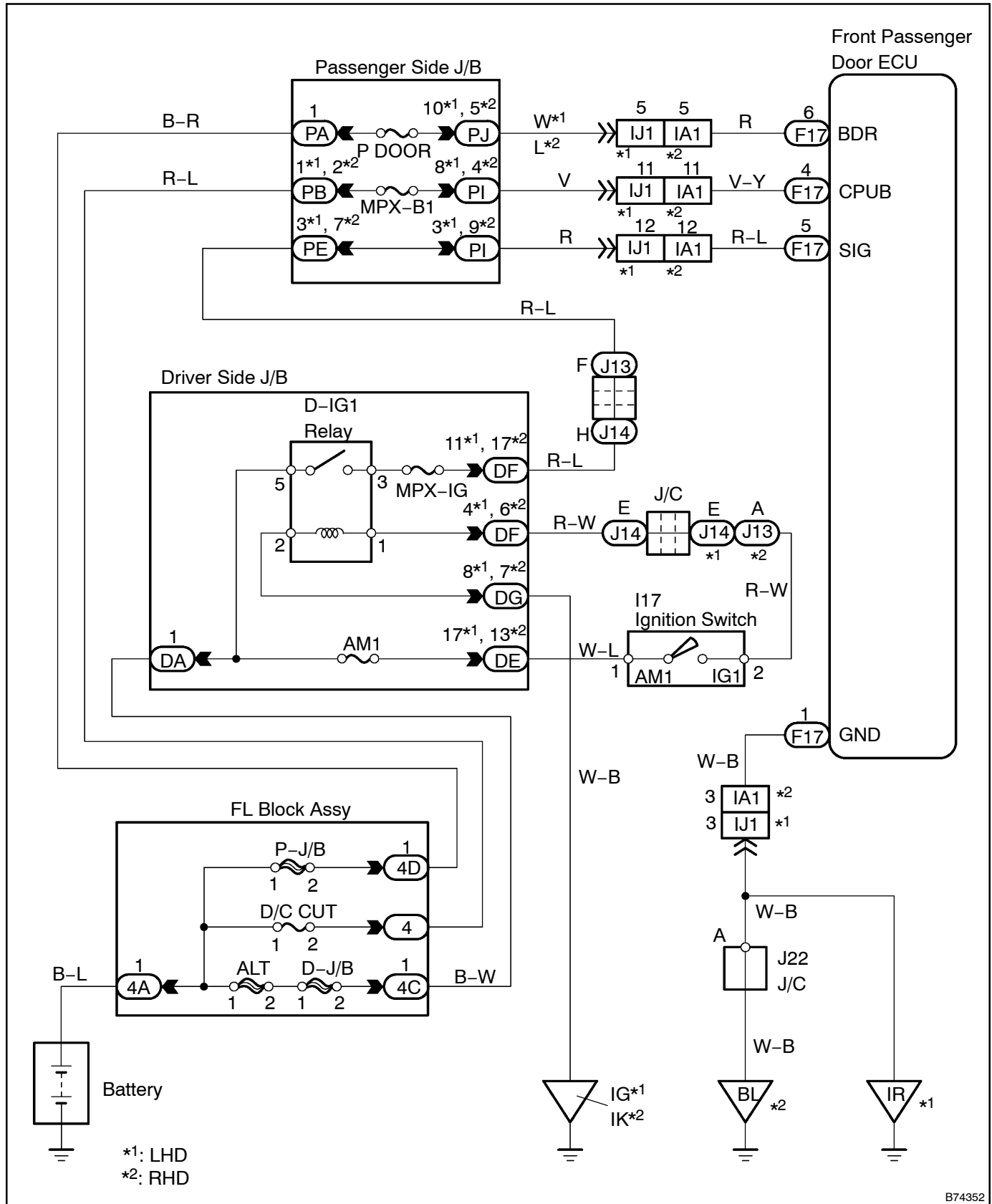


## POWER SOURCE CIRCUIT (FRONT PASSENGER DOOR ECU)

### CIRCUIT DESCRIPTION

This circuit supplies power to operate the passenger door ECU.

## WIRING DIAGRAM



## INSPECTION PROCEDURE

### 1 INSPECT FUSE (MPX-IG, AM1, P DOOR, MPX-B1, D/C CUT)

- Remove the MPX-IG and AM1 fuses from the driver side J/B.
- Remove the P DOOR and MPX-B1 fuses from the passenger side J/B.
- Remove the D/C CUT fuse from the FL block.
- Measure the resistance.

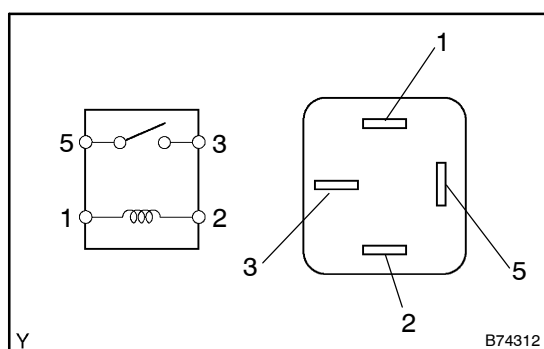
**Standard: Below 1  $\Omega$**

**NG**

**REPLACE FUSE**

**OK**

### 2 INSPECT RELAY (D-IG1)



- Remove the D-IG1 relay from the driver side J/B.
- Check the resistance.

**Standard:**

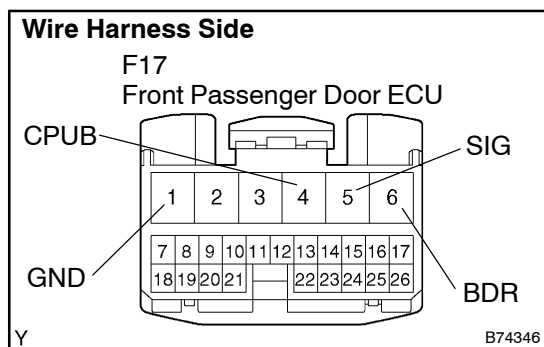
| Tester Connection | Specified Condition                                                        |
|-------------------|----------------------------------------------------------------------------|
| 3 - 5             | 10k $\Omega$ or higher                                                     |
| 3 - 5             | Below 1 $\Omega$<br>(when battery voltage is applied to terminals 1 and 2) |

**NG**

**REPLACE RELAY**

**OK**

### 3 CHECK WIRE HARNESS (FRONT PASSENGER DOOR ECU - BODY GROUND)



- Disconnect the F17 ECU connector.
- Measure the voltage and resistance of the wire harness side connector.

**Standard:**

| Tester Connection             | Condition                | Specified Condition |
|-------------------------------|--------------------------|---------------------|
| F17-4 (CPUB)<br>- Body ground | Constant                 | 10 to 14 V          |
| F17-6 (BDR)<br>- Body ground  | Constant                 | 10 to 14 V          |
| F17-5 (SIG)<br>- Body ground  | Ignition switch OFF → ON | 0 V → 10 to 14 V    |
| F17-1 (GND) -<br>Body ground  | Constant                 | Below 1 $\Omega$    |

**NG**

**REPAIR OR REPLACE HARNESS AND CONNECTOR**

**OK**

**PROCEED TO NEXT CIRCUIT INSPECTION SHOWN ON PROBLEM SYMPTOMS TABLE**  
(See page 05-2080)