

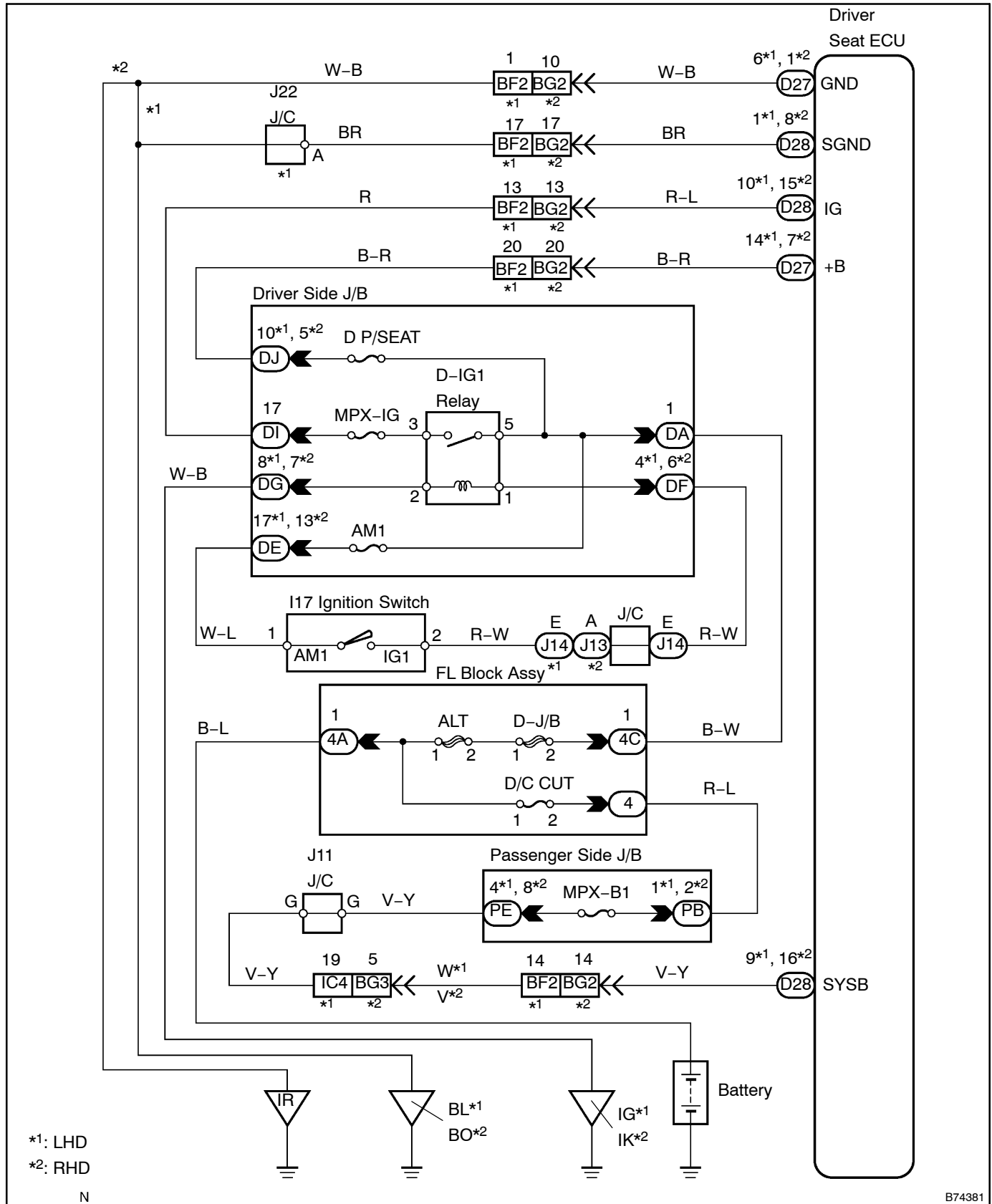
ECU POWER SOURCE CIRCUIT (DRIVER SEAT ECU)

CIRCUIT DESCRIPTION

This circuit provides power to operate the driver seat ECU.

The driver seat ECU is built into this power seat switch. The lumbar support switch and the seat cushion switch are separate from the power seat switch.

WIRING DIAGRAM



INSPECTION PROCEDURE

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

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

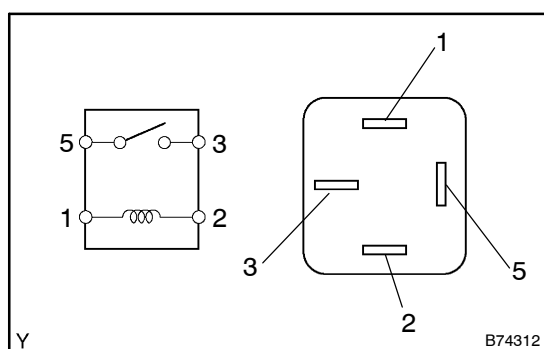
Standard: Below 1 Ω

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 Ω or higher
3 - 5	Below 1 Ω (when battery voltage is applied to terminals 1 and 2)

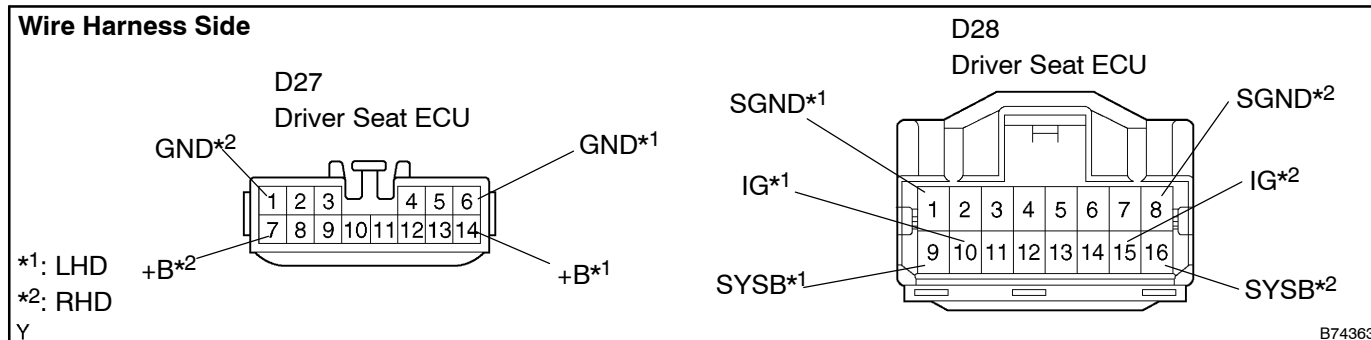
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REPLACE RELAY

OK

3 CHECK WIRE HARNESS (DRIVER SEAT ECU - BODY GROUND)

- Disconnect the D27 and D28 ECU connectors.
- Measure the voltage and resistance of the wire harness side connectors.



Standard:

LHD models

Tester Connection	Condition	Specified Condition
D27-14 (+B) - Body ground	Constant	10 to 14 V
D28-9 (SYSB) - Body ground	Constant	10 to 14 V
D28-10 (IG) - Body ground	Ignition switch OFF → ON	0 V → 10 to 14 V
D27-6 (GND) - Body ground	Constant	Below 1 Ω
D28-1 (SGND) - Body ground	Constant	Below 1 Ω

RHD models

Tester Connection	Condition	Specified Condition
D27-7 (+B) – Body ground	Constant	10 to 14 V
D28-16 (SYSB) – Body ground	Constant	10 to 14 V
D28-15 (IG) – Body ground	Ignition switch OFF → ON	0 V → 10 to 14 V
D27-1 (GND) – Body ground	Constant	Below 1 Ω
D28-8 (SGND) – Body ground	Constant	Below 1 Ω

NG**REPAIR OR REPLACE HARNESS AND CONNECTOR****OK**

PROCEED TO NEXT CIRCUIT INSPECTION SHOWN ON PROBLEM SYMPTOMS TABLE
([See page 05-2281](#))