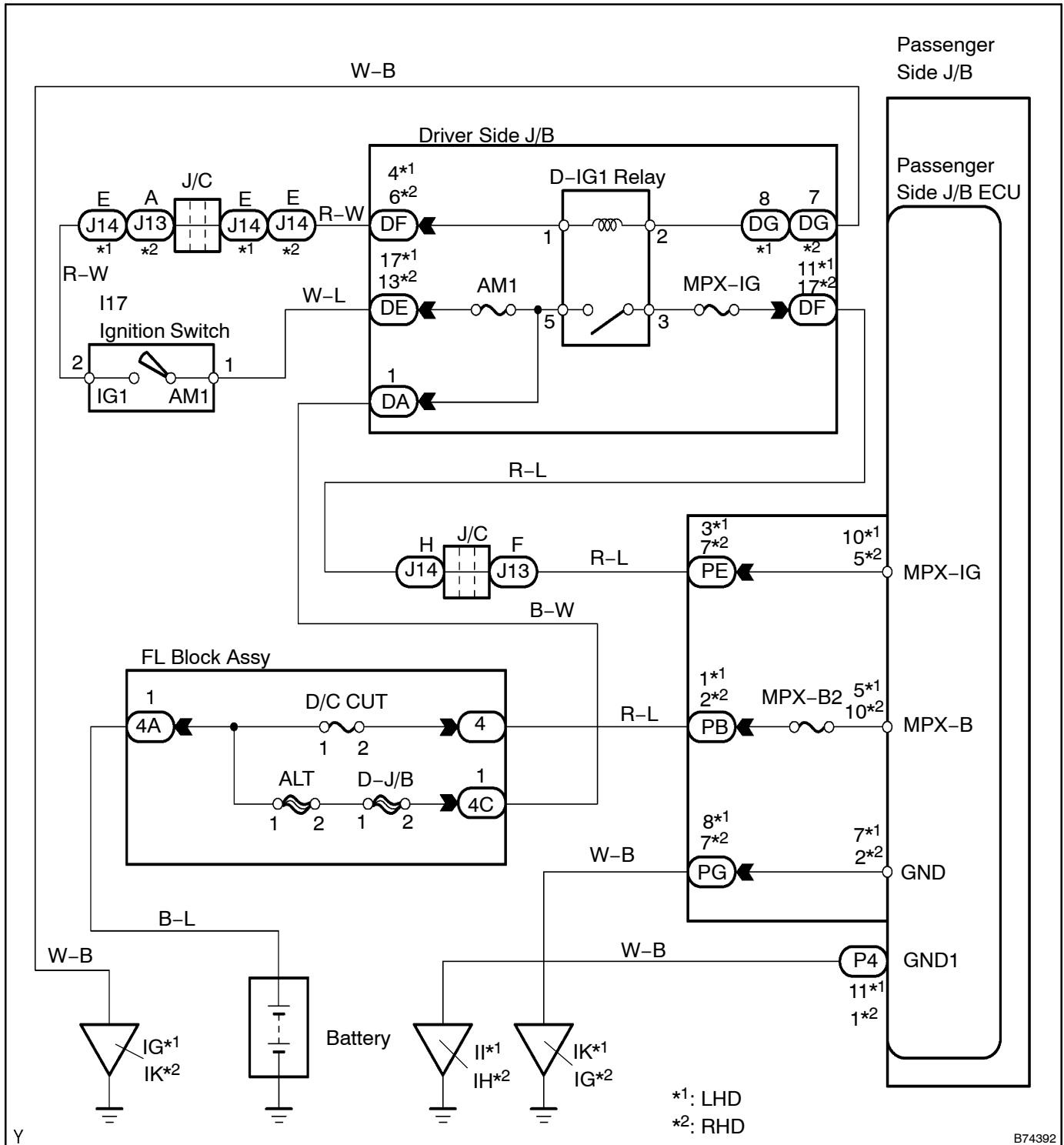


PASSENGER SIDE J/B ECU POWER SOURCE CIRCUIT

CIRCUIT DESCRIPTION

This circuit provides power to operate the passenger side J/B ECU.

WIRING DIAGRAM



INSPECTION PROCEDURE

1 INSPECT FUSE (AM1, MPX-IG, MPX-B2)

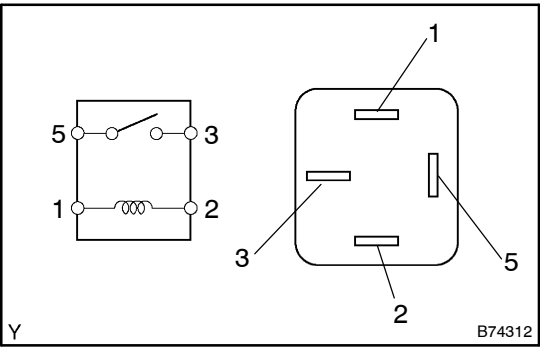
- (a) Remove the AM1 and MPX-IG fuses from the driver side J/B.
- (b) Remove MPX-B2 fuse from the passenger side J/B.
- (c) Measure the resistance.

Standard: Below 1 Ω

NG REPLACE FUSE

OK

2 INSPECT RELAY (D-IG1)



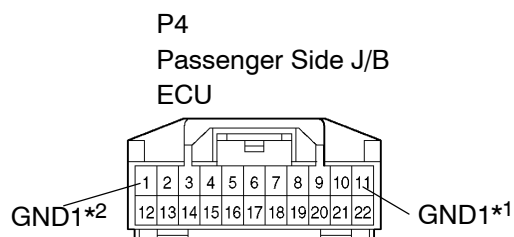
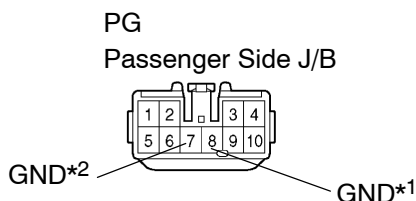
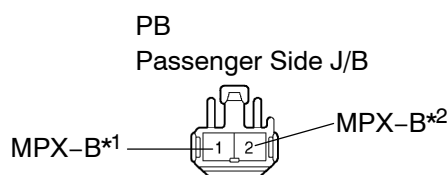
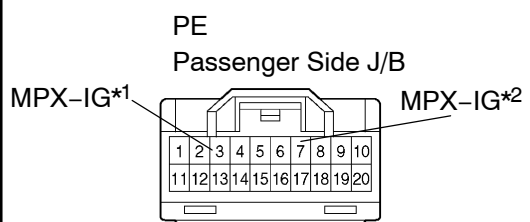
- (a) Remove the D-IG1 relay from the driver side J/B.
- (b) Check the resistance.

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)

NG REPLACE RELAY

OK

3 CHECK WIRE HARNESS (REAR LH SEAT ECU - BODY GROUND)**Wire Harness Side**

*1: LHD

*2: RHD

Y

B74417

- (a) Disconnect the PE, PB, PG J/B and P5 ECU connectors.
 (b) Measure the voltage and resistance of the wire harness side connectors.

Standard:**LHD models**

Tester Connection	Condition	Specified Condition
PE-3 (MPX-IG) Body ground	Ignition switch OFF → ON	0V → 10 to 14 V
PB-1 (MPX-B) Body ground	Constant	10 to 14 V
PG-8 (GND) - Body ground	Constant	Below 1 Ω
P4-11 (GND1) - Body ground	Constant	Below 1 Ω

RHD models

Tester Connection	Condition	Specified Condition
PE-7 (MPX-IG) Body ground	Ignition switch OFF → ON	0V → 10 to 14 V
PB-2 (MPX-B) Body ground	Constant	10 to 14 V
PG-7 (GND) - Body ground	Constant	Below 1 Ω
P4-1 (GND1) - 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 05-2340)