

The diagram illustrates the electrical connections for the front power seat control system. It is organized into four main sections, numbered 1 through 4, representing different components and their connections to the Front Power Seat Control ECU and Switch RH.

Section 1: Power Sources and Junctions

- (BAT) 10A D MPX-B 1:** Connected to terminal 11 (DD) and terminal 5 (A).
- (BAT) 30A D P/SEAT:** Connected to terminal 3 (DD) and terminal 1 (Re1).
- R42(A) Junction Connector:** Connected to terminals 5 (A), 6 (A), and 6 (Re2).
- Relays:** Re1 and Re2 are shown as relays connected to the power lines.

Section 2: Front Power Seat Control ECU and Switch RH

The ECU and Switch RH are connected to the system via terminals 23 (SSRS), 12 (SLD+), 11 (SLD-), 19 (SSFV), 1 (FRV+), 12 (FRV-), 20 (SSRC), 10 (C+), 4 (C-), 9 (SSRV), 2 (RRV), 5 (RRV-), 22 (SSRR), 3 (RCL+), 3 (RCL-), 11 (H+), 8 (H-), and 21 (SSRH).

Section 3: Front Power Seat Position Motor and Sensor RH (Lift Position)

The motor and sensor are connected to the ECU via terminals 2 (O/P), 4 (FWD), 3 (BACK), 5 (VCC), and 6 (GND). The motor is also connected to the ground (BR) and the power source (V).

Section 4: Front Power Seat Position Motor and Sensor RH (Reclining Position)

The motor and sensor are connected to the ECU via terminals 2 (O/P), 4 (FWD), 3 (BACK), 5 (VCC), and 6 (GND). The motor is also connected to the ground (BR) and the power source (V).

Section 5: Front Headrest Motor and Position Sensor RH

The headrest motor and sensor are connected to the ECU via terminals 2 (O/P), 4 (FWD), 3 (BACK), 5 (VCC), and 6 (GND). The motor is also connected to the ground (BR) and the power source (V).

Section 6: Multiplex Communication System (CAN)

The CAN system is connected to the ECU via terminals 24 (CANN) and 25 (CANP).

Power Seat (RHD Driver' s Seat From Sep. 2012 Production)

5 6 7 8

