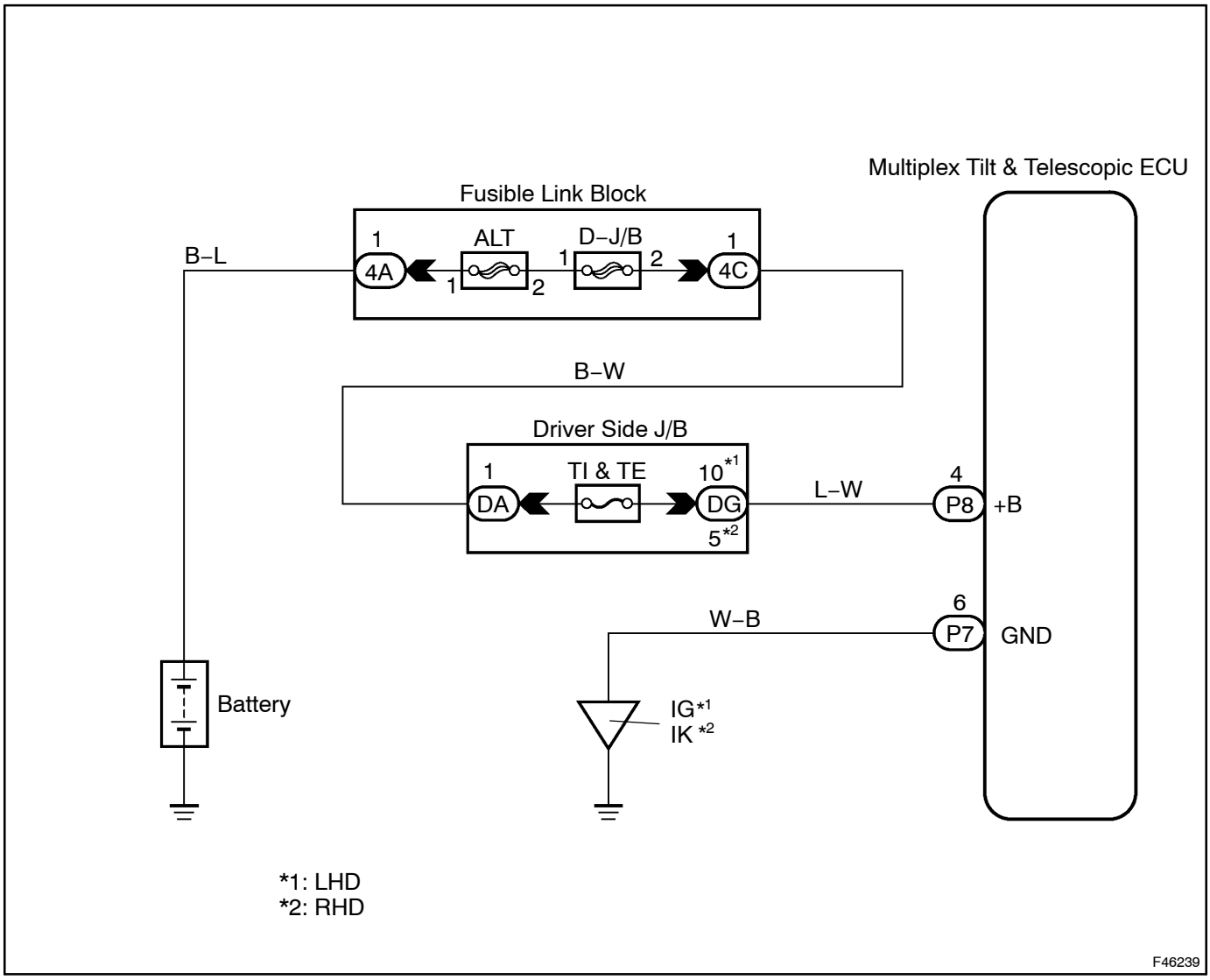
ACTUATOR POWER SOURCE CIRCUIT

CIRCUIT DESCRIPTION

This circuit is the power source for the motors.
The ECU boosts this electric power to approximately 200 V alternating current, and then supplies it to the motors.

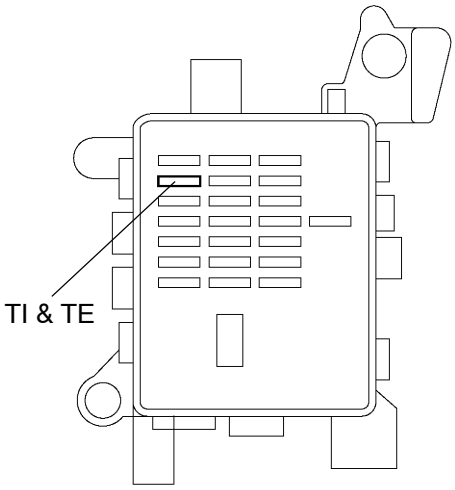
WIRING DIAGRAM



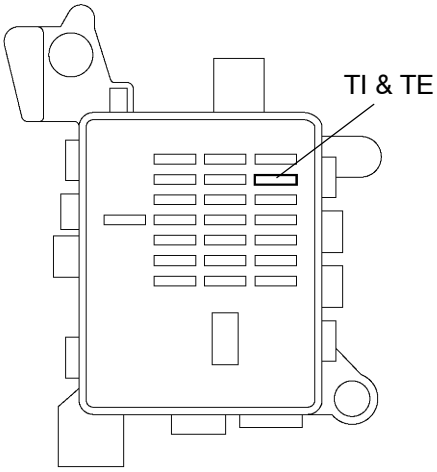
INSPECTION PROCEDURE

1	INSPECT FUSE(TI & TE)

Driver Side J/B (LHD):



Driver Side J/B (RHD):



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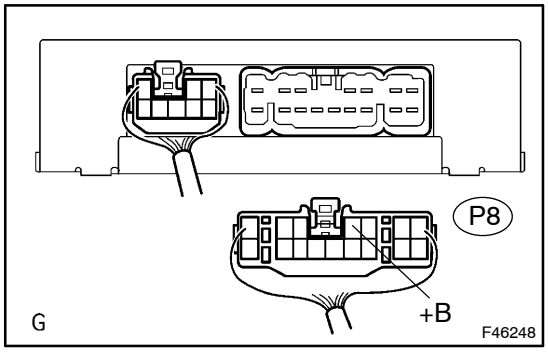
(a) Remove the TI & TE fuse from the driver side J/B.
(b) Check the continuity of the TI & TE fuse.
Standard: Continuity

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

OK

2	CHECK HARNESS AND CONNECTOR(MULTIPLEX TILT & TELESCOPIC ECU – BATTERY)



(a) Disconnect the P8 connector from the multiplex tilt & telescopic ECU.

(b) Measure the voltage according to the value(s) in the table below.

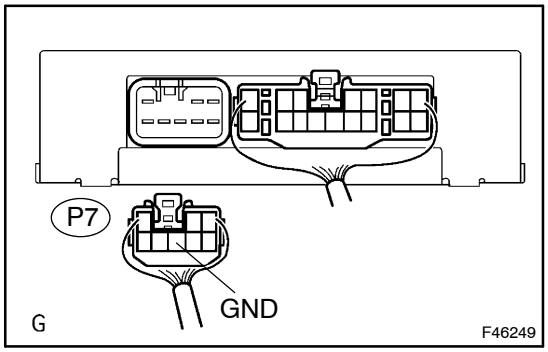
Standard:

Tester Connection	Condition	Specified Condition
P8–4 (+B) – Body ground	Always	11 to 14 V

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

3	CHECK HARNESS AND CONNECTOR(MULTIPLEX TILT & TELESCOPIC ECU – BODY GROUND)



(a) Disconnect the P7 connector from the multiplex tilt & telescopic ECU.

(b) Measure the resistance according to the value(s) in the table below.

Standard:

Tester connection (Terminal No.)	Condition	Specified Condition
P7–6 (GND) – Body ground	Always	Below 1 Ω

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

PROCEED TO NEXT CIRCUIT INSPECTION SHOWN IN PROBLEM SYMPTOMS TABLE (SEE PAGE 05–694)