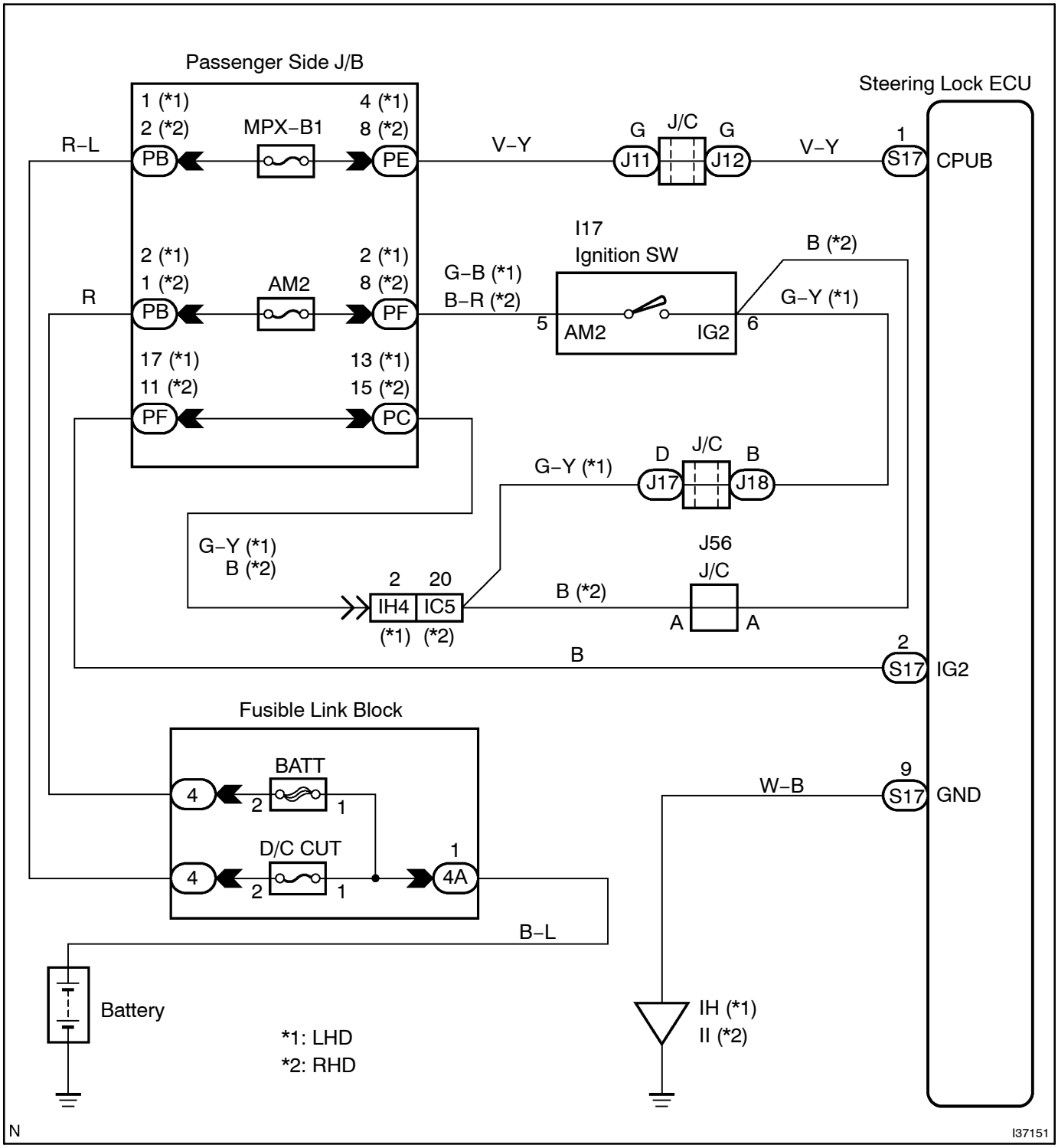
POWER SOURCE CIRCUIT

CIRCUIT DESCRIPTION

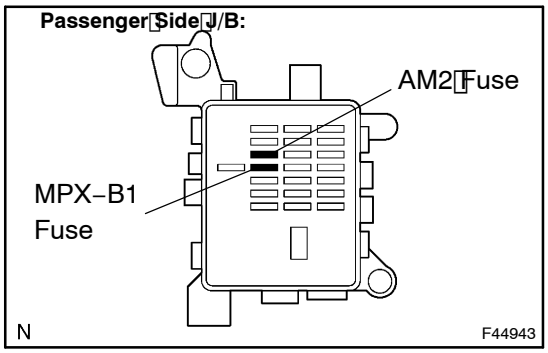
This circuit provides power to operate the steering lock ECU.

WIRING DIAGRAM



INSPECTION PROCEDURE

1 INSPECT FUSE(MPX–B1, AM2)



(a) Remove the MPX–B1 fuse and AM2 fuse from the passenger side J/B.

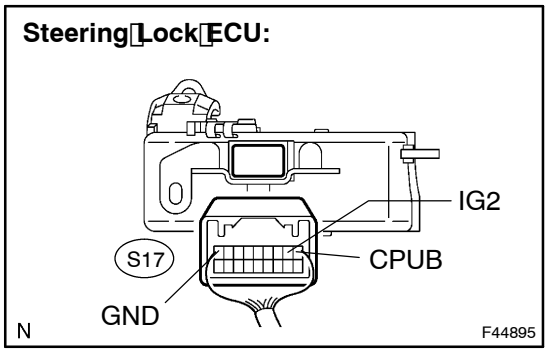
(b) Check for continuity of the fuses.

Standard: Continuity

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

OK

2 INSPECT STEERING LOCK ECU(CPUB, IG2 TERMINAL VOLTAGE)



(a) Disconnect the S17 connector from the steering lock ECU.

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

Standard:

Tester connection (Symbols)	Condition	Specified condition
S17–1 – S17–9 (CPUB – GND)	Always	10 to 14 V
S17–2 – S17–9 (IG2 – GND)	Ignition switch is in ON position	10 to 14 V

OK → **REPLACE STEERING LOCK ECU (SEE PAGE 50–26)**

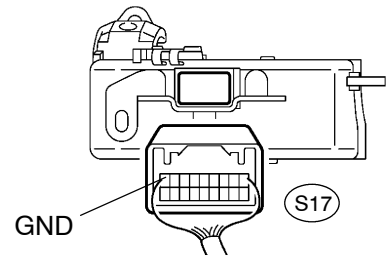
HINT:

Steering lock ECU is provided with the steering lock actuator.

NG

3	CHECK HARNESS AND CONNECTOR(STEERING LOCK ECU – BODY GROUND)

Steering Lock ECU:



(a) Disconnect the S17 connector from the steering lock ECU.

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

Standard:

Tester connection (Symbols)	Condition	Specified condition
S17–9 – (GND) – Body ground	Always	Below 1 Ω

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR (STEERING LOCK ECU – BODY GROUND)**

OK

REPAIR OR REPLACE HARNESS OR CONNECTOR (STEERING LOCK ECU – BATTERY)