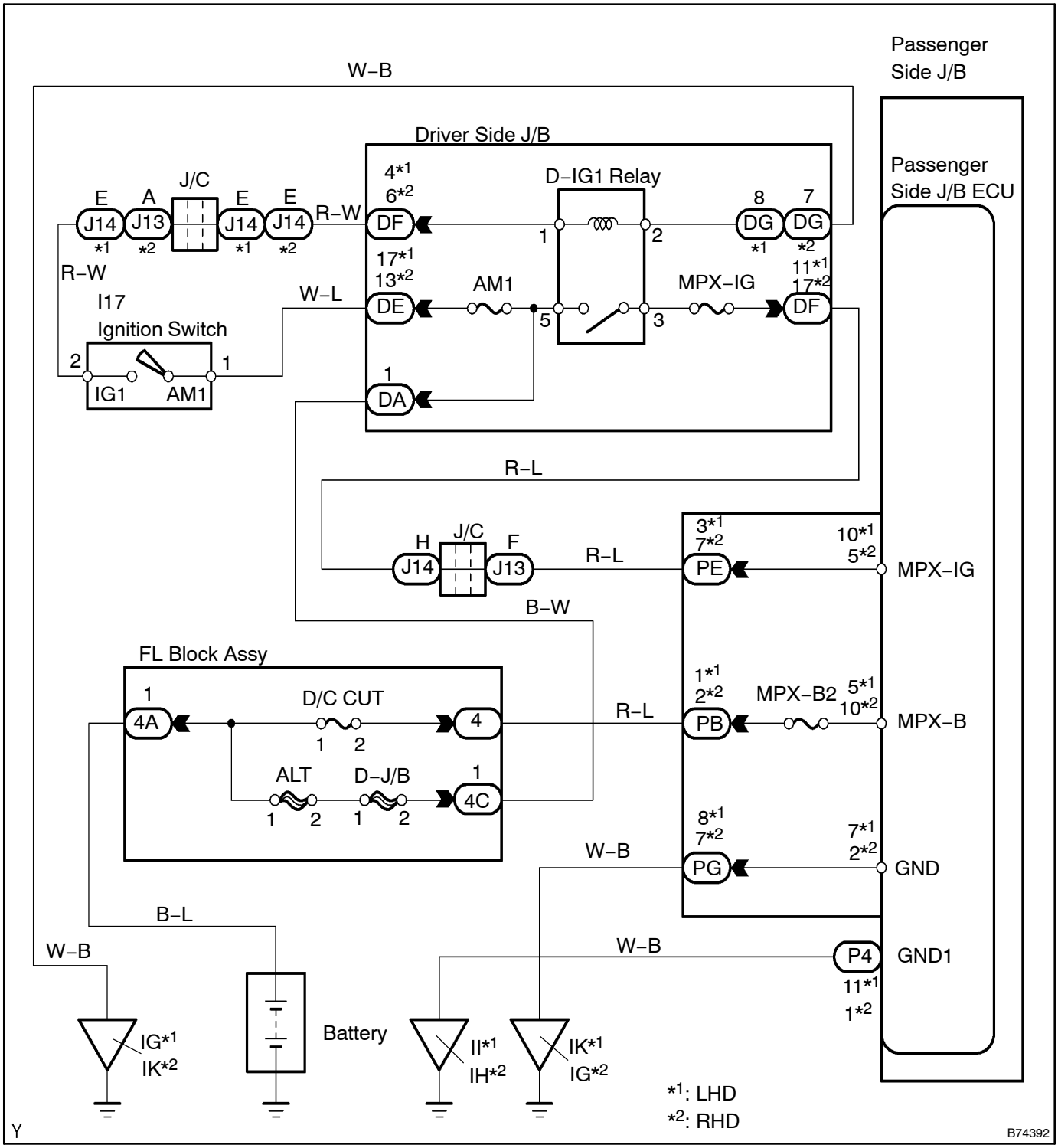
PASSENGER SIDE J/B ECU POWER SOURCE CIRCUIT

CIRCUIT DESCRIPTION

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

WIRING DIAGRAM



INSPECTION PROCEDURE

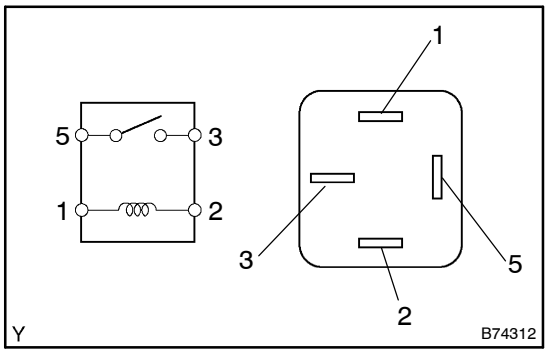
1	INSPECT FUSE (AM1, MPX–IG, MPX–B2)

(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:

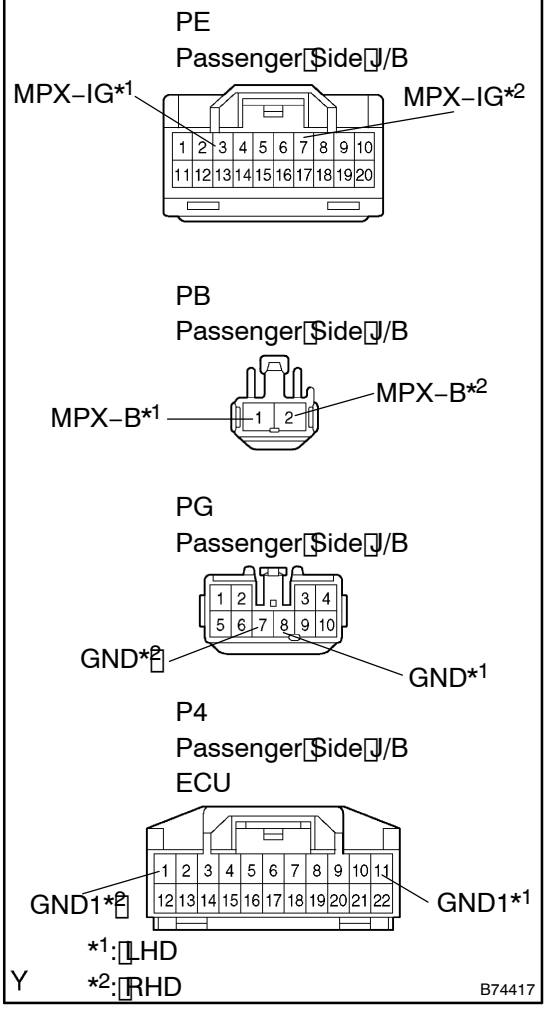
Tester Connection	Specified Condition
3 – 5	10k Ω or higher
3 – 5	Below 1 Ω (when battery voltage is applied to terminals 1 and 2)

NG → **REPLACE RELAY**

OK

3 CHECK WIRE HARNESS (REAR LH SEAT ECU – BODY GROUND)

Wire Harness Side



(a) Disconnect the PE, PB, PG J/B and P5 ECU connectors.

(b) Measure the voltage and resistanace 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)