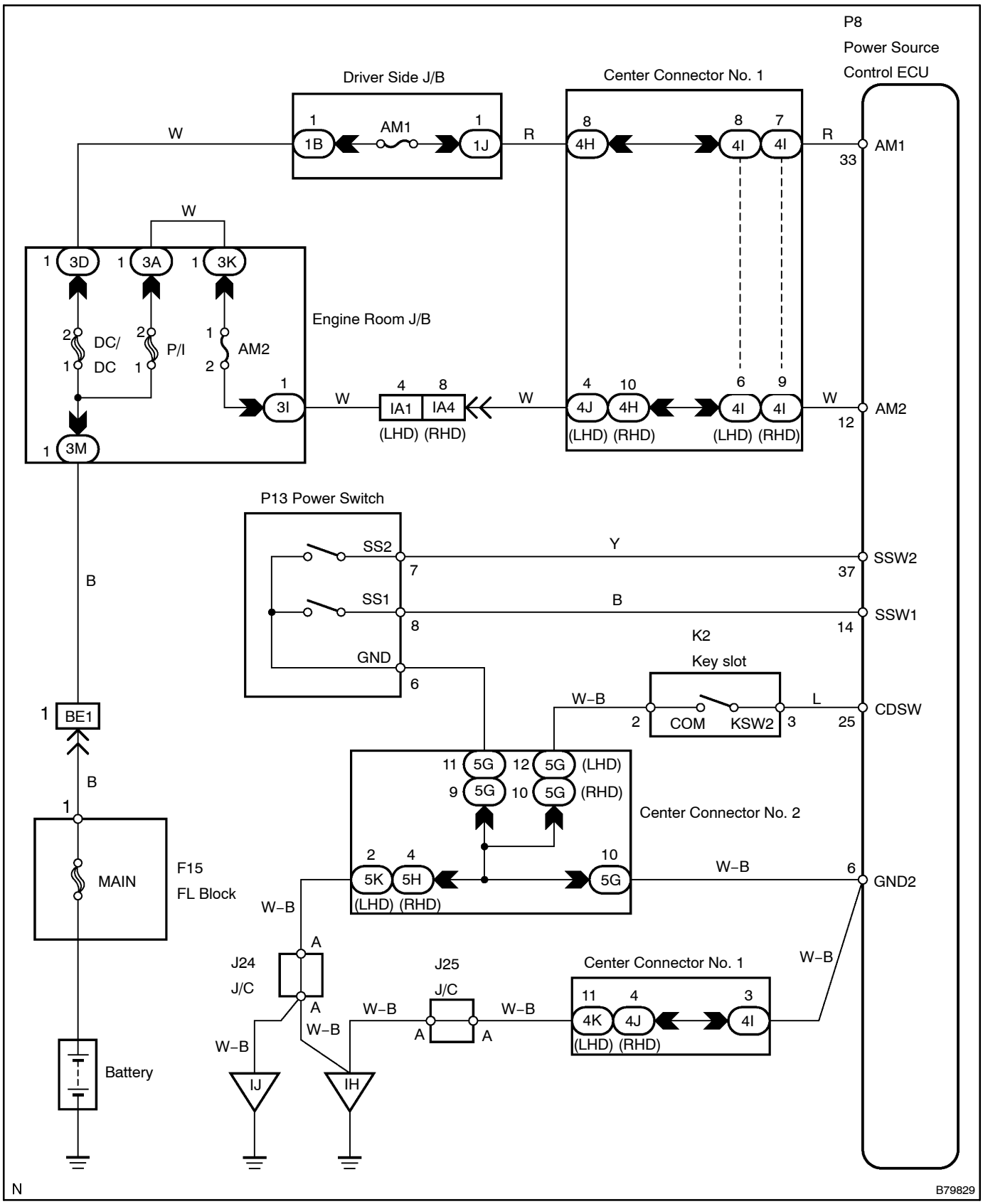
POWER MODE DOES NOT CHANGE TO ON (IG AND ACC)

CIRCUIT DESCRIPTION

When the key is inserted into the key slot and the power switch is pressed, signals are input to the power source control ECU and power switch mode changes to OFF, ON(IG) or ON (ACC) according to the inputs.

WIRING DIAGRAM



INSPECTION PROCEDURE

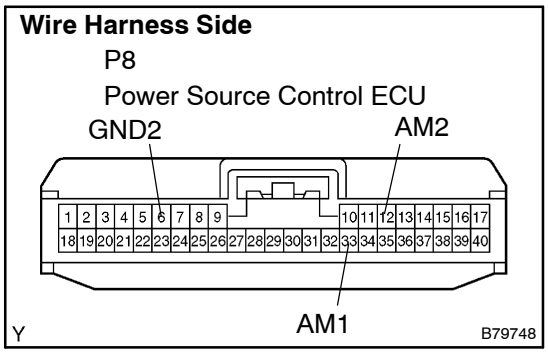
1 INSPECT FUSE (AM1, AM2)

(a) Remove the AM1 fuse from the driver side J/B.
(b) Remove the AM2 fuse from the engine room J/B.
(c) Measure the resistance.
Standard: Below 1 Ω

NG → **REPLACE FUSE**

OK

2 CHECK WIRE HARNESS (POWER SOURCE CONTROL ECU – BODY GROUND)



(a) Disconnect the P8 ECU connector.
(b) Measure the resistance and voltage between the wire harness side connector and body ground.
Standard:

Tester Connection	Specified Condition
P8–33 (AM1) – Body ground	10 to 14 V
P8–12 (AM2) – Body ground	10 to 14 V
P8–6 (GND2) – Body ground	Below 1 Ω

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

OK

3 CHECK FOR DTCS (POWER SOURCE CONTROL ECU)

(a) Check for DTCs of power source control ECU.
OK: DTCs of power source control ECU are not output.

NG → **Go to DIAGNOSIS TROUBLE CODE CHART** **(See page 05–2143)**

OK

4	CHECK FOR DTCS (TRANSPONDER KEY ECU)

(a) Check for DTCs of the transponder key ECU.

Result	Proceed to
DTCs of transponder key ECU are not output	A
DTCs of transponder key ECU are output (w/ smart entry system)	B
DTCs of transponder key ECU are output (w/o smart entry system)	C

OK: DTCs of the transponder key ECU are not output.

B → **Go to ENGINE IMMOBILIZER SYSTEM (w/ SMART ENTRY SYSTEM) (See page 05–2054)**

C → **Go to ENGINE IMMOBILIZER SYSTEM (w/o SMART ENTRY SYSTEM) (See page 05–2092)**

A

5	READ VALUE OF INTELLIGENT TESTER II

(a) Connect the intelligent tester II to the DLC3.
(b) Turn the power switch ON (IG).
(c) Read the DATA LIST according to the displays on the tester.

Standard (Power source control ECU):

Item	Measurement Item / Display (Range)	Normal Condition	Diagnostic Note
Str Unlock SW	States of steering Unlock Switch / ON or OFF	ON: Key is in key slot OFF: No key is in key slot	–

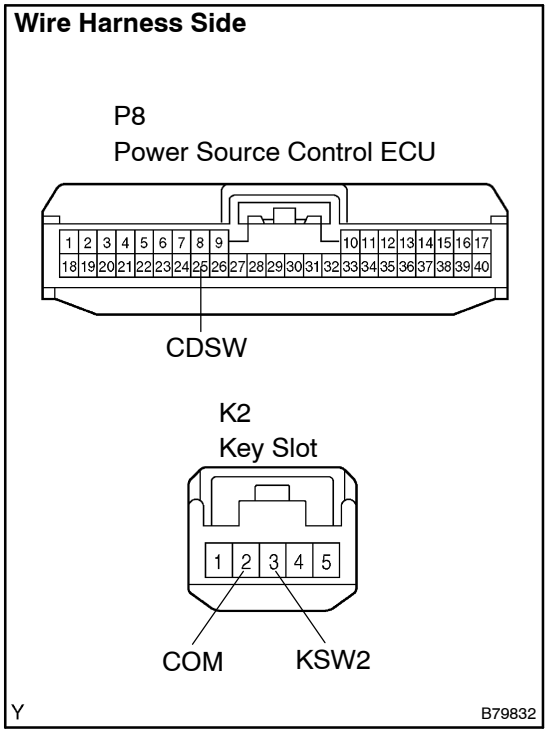
OK: ”ON” (key is in key slot) appears on the screen.

NG → **Go to step 6**

OK

Go to step 8

6 CHECK WIRE HARNESS (KEY SLOT – POWER SOURCE CONTROL ECU AND BODY GROUND)



(a) Disconnect the K2 key slot connector.
(b) Disconnect the P8 ECU connector.
(c) Measure the resistance and voltage between the wire harness side connectors and body ground.

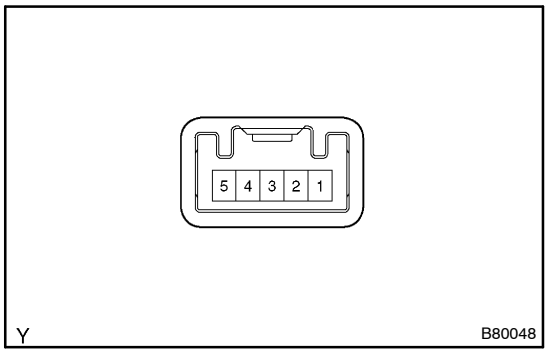
Standard:

Tester Connection	Specified Condition
K2–3 (KSW2) – P8–25 (CDSW)	Below 1 Ω
K2–2 (COM) – Body ground	Below 1 Ω

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

OK

7 INSPECT KEY SLOT



(a) Remove the K2 key slot.
(b) Measure the resistance between the terminal of the connector.

Standard:

Tester Connection	Condition	Specified Condition
K2–3 (KSW2) – K2–2 (COM)	Key is in key slot	10 kΩ or higher

NG → **REPLACE ENGINE KEY SLOT**

OK

REPLACE POWER SOURCE CONTROL ECU

8	READ VALUE OF INTELLIGENT TESTER II

(a) Connect the intelligent tester II to the DLC3.
(b) Turn the power switch ON (IG) and press the intelligent tester II main switch ON.
(c) Read the DATA LIST according to the displays on the tester.

Standard (Power source control ECU):

Item	Measurement Item / Display (Range)	Normal Condition	Diagnostic Note
St SW1	States of the Start Switch 1 / ON or OFF	ON: Power switch ON (IG) (Push power switch) OFF: Power switch OFF (Release power switch)	–
St SW2	States of the Start Switch2 / ON or OFF	ON: Power switch ON (IG) (Push power switch) OFF: Power switch OFF (Release power switch)	–

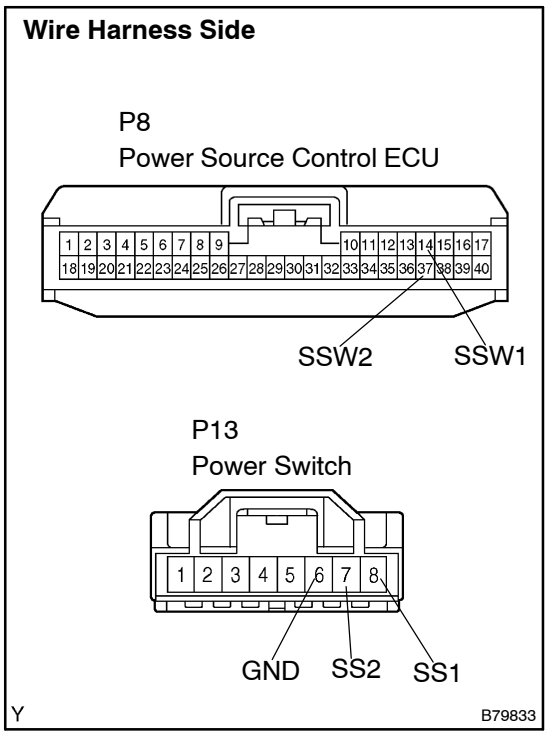
OK: ”ON” (power switch ON) appears on the screen.

NG → **Go to step 9**

OK

REPLACE POWER SOURCE CONTROL ECU

9	CHECK WIRE HARNESS (POWER SWITCH – POWER SOURCE CONTROL ECU)



(a) DIsconnect the P13 power switch connector.
(b) Disconnect the P8 ECU connector.
(c) Measure the resistance between the wire harness side connectors and body ground.

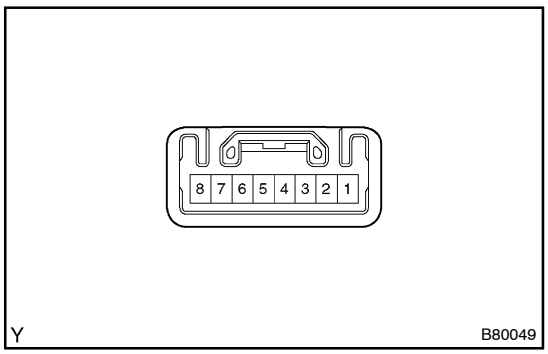
Standard:

Tester Connection	Specified Condition
P13–8 (SS1) – P8–14 (SSW1)	Below 1 Ω
P13–7 (SS2) – P8–37 (SSW2)	Below 1 Ω
P13–6 (GND) – Body ground	Below 1 Ω
P13–8 (SS1) or P8–14 (SSW1) – Body ground	10 κΩ or higher
P13–7 (SS2) or P8–37 (SSW2) – Body ground	10 κΩ or higher

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

OK

10	INSPECT POWER SWITCH



(a) Remove the P13 power switch.
(b) Measure the resistance between the terminals of the connectors.

Standard:

Tester Connection	Switch Condition	Specified Condition
P13–7 (SSW2) – P13–6 (GND)	Pushed	Below 1 Ω
P13–8 (SSW1) – P13–6 (GND)	Pushed	Below 1 Ω
P13–7 (SSW2) – P13–6 (GND)	Release	10 kΩ or higher
P13–8 (SSW1) – P13–6 (GND)	Release	10 kΩ or higher

NG → **REPLACE POWER SWITCH**

OK

REPLACE POWER SOURCE CONTROL ECU