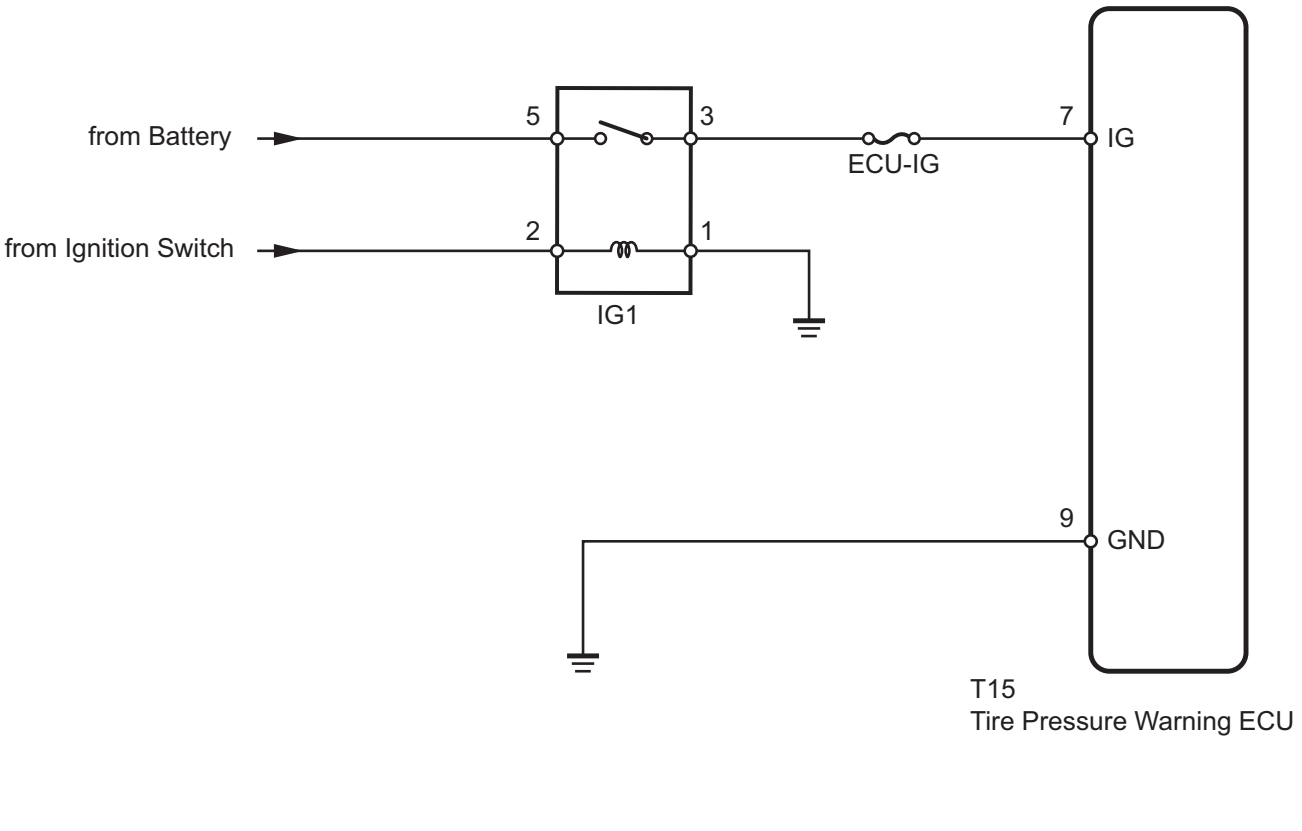
ECU Power Source Circuit

DESCRIPTION

This is the power source for the tire pressure warning ECU.

WIRING DIAGRAM



INSPECTION PROCEDURE

NOTICE:

When replacing the tire pressure warning ECU, read the transmitter IDs stored in the old ECU using the intelligent tester and write them down before removal.

It is necessary to register an ID code after replacing the tire pressure warning valve and transmitter and/or the tire pressure warning ECU (See page TW-20).

1	INSPECT FUSE (ECU-IG)

TW

(a) Remove the ECU-IG fuse from the instrument panel junction block.

(b) Measure the resistance of the fuse.

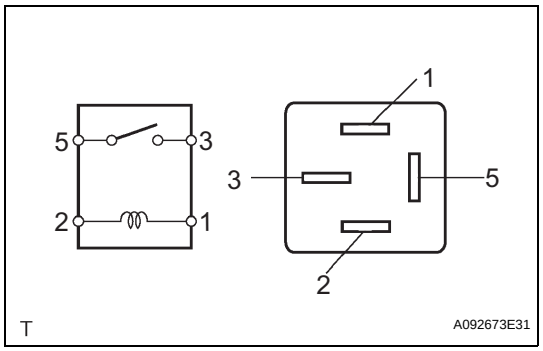
Standard resistance:

Below 1 Ω

NG	REPLACE FUSE

OK

2 INSPECT IGNITION RELAY NO. 1



(a) Remove the IG1 relay from the instrument panel junction block.
(b) Measure the resistance according to the value(s) in the table below.

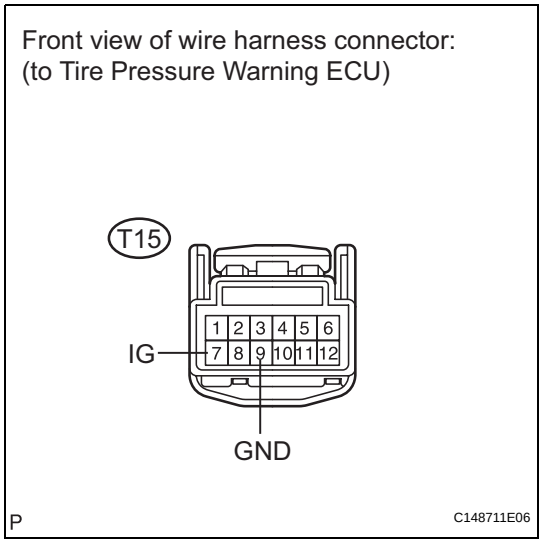
Standard resistance

Tester Connection	Condition	Specified Condition
3 - 5	Battery voltage is not applied to terminals 1 and 2)	10 kΩ or higher
	Battery voltage is applied to terminals 1 and 2)	Below 1 Ω

NG → REPLACE IGNITION RELAY NO. 1

OK

3 CHECK HARNESS AND CONNECTOR (ECU - BATTERY AND BODY GROUND)



(a) Disconnect the T15 ECU connector.
(b) Measure the voltage according to the value(s) in the table below.

Standard voltage

Tester Connection	Switch Condition	Specified Condition
T15-7 (IG) - Body ground	Ignition switch ON	10 to 16 V
	Ignition switch off	Below 1 V

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

Standard resistance

Tester Connection	Condition	Specified Condition
T15-9 (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 TW-28)