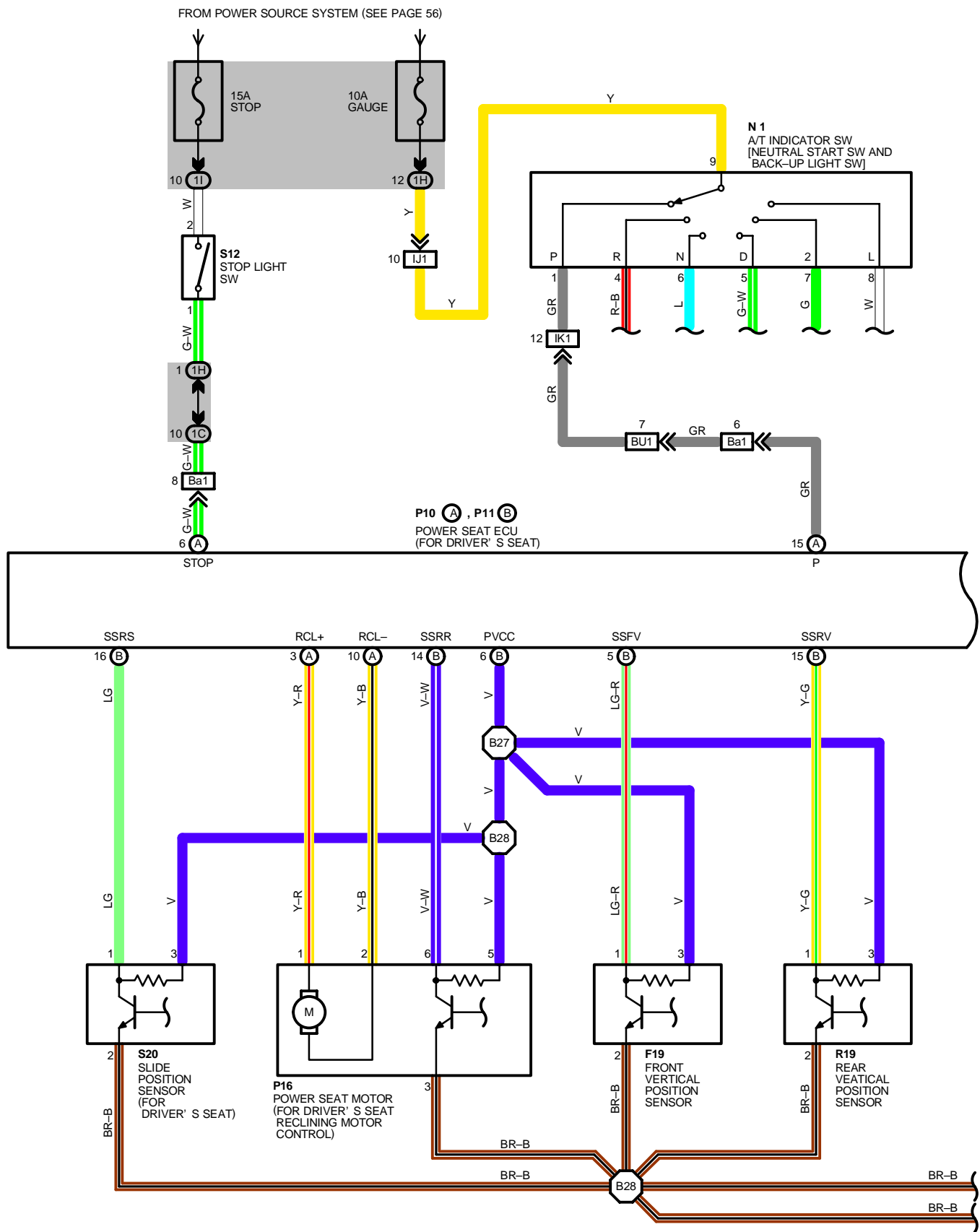
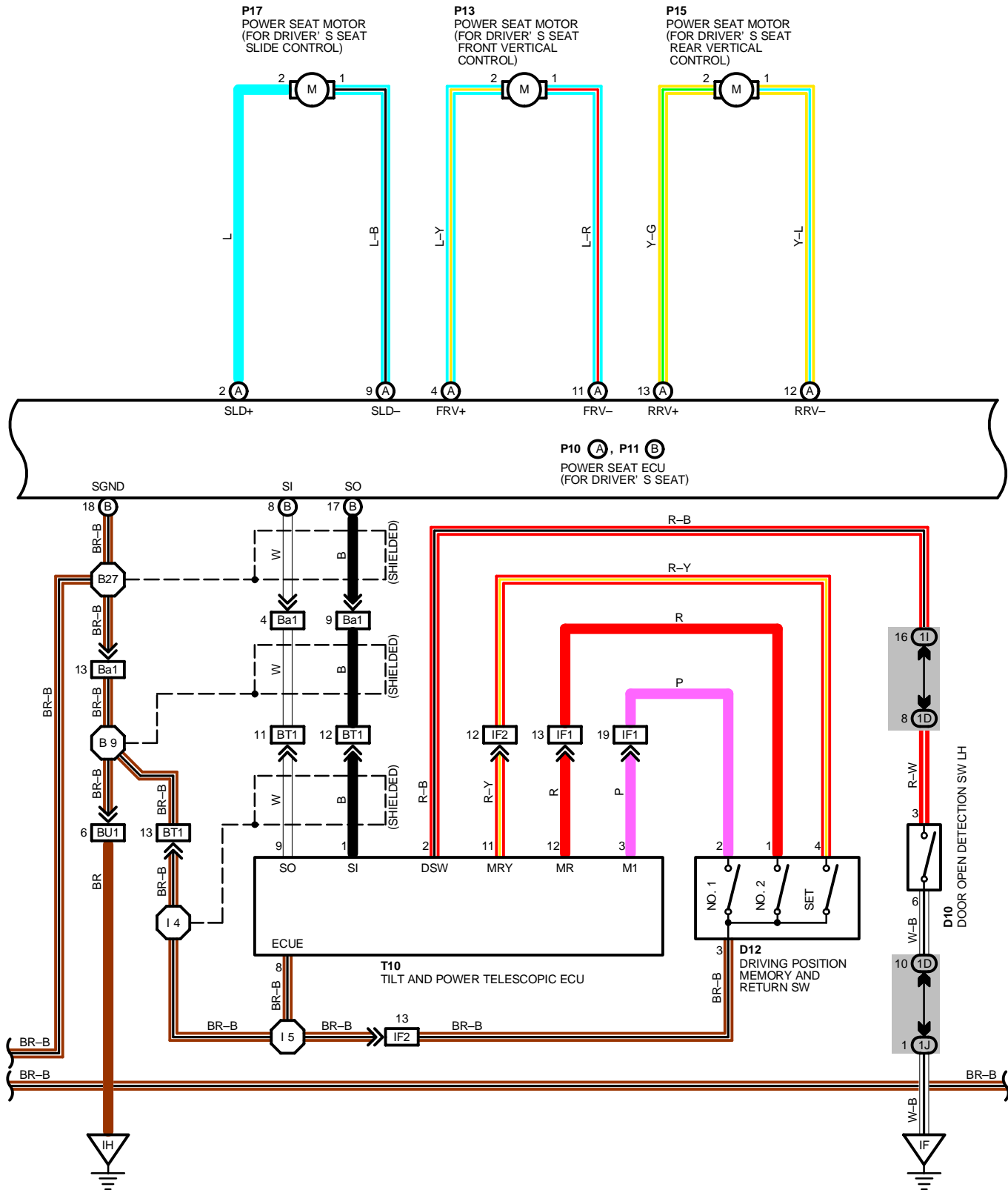
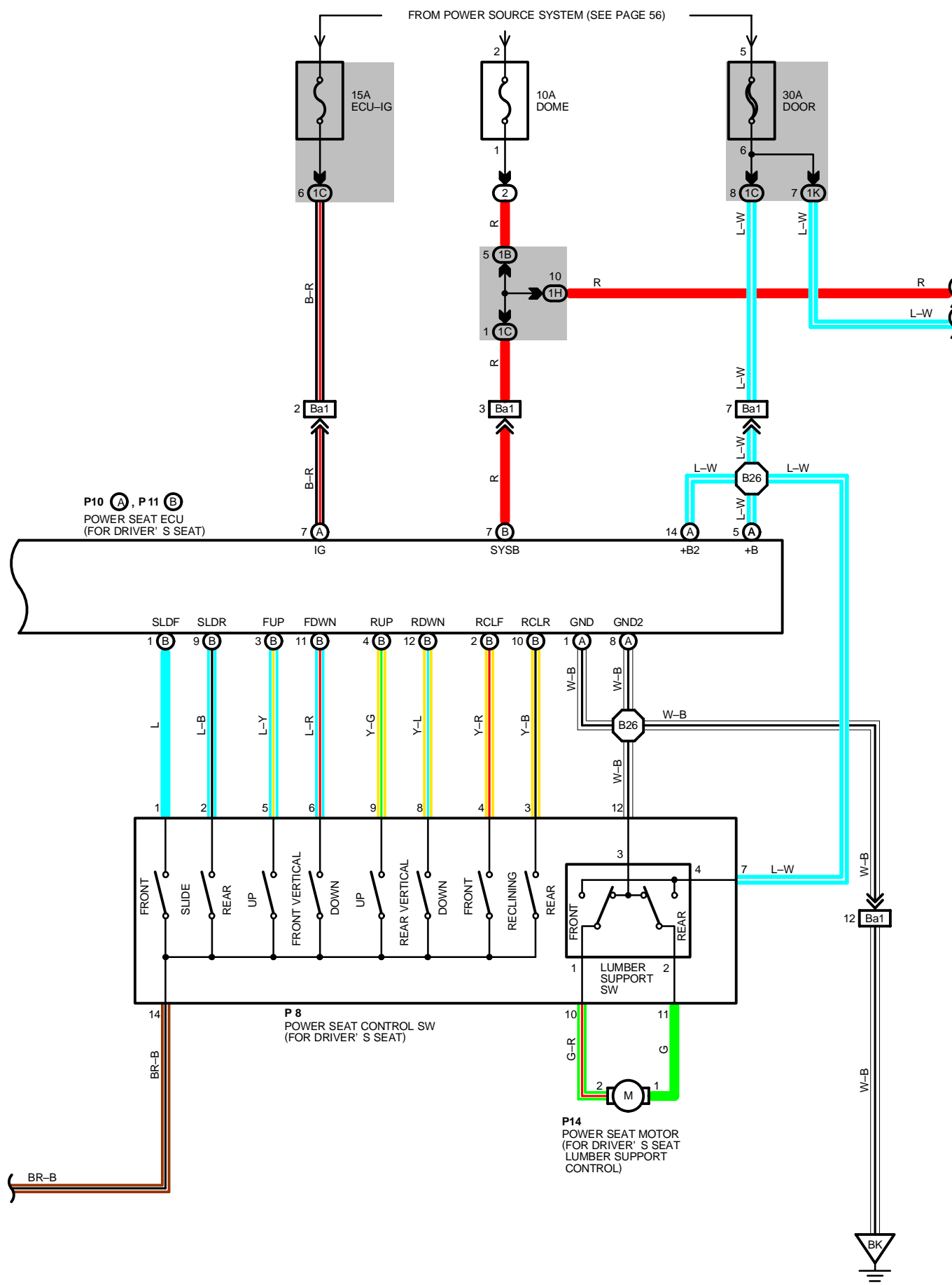


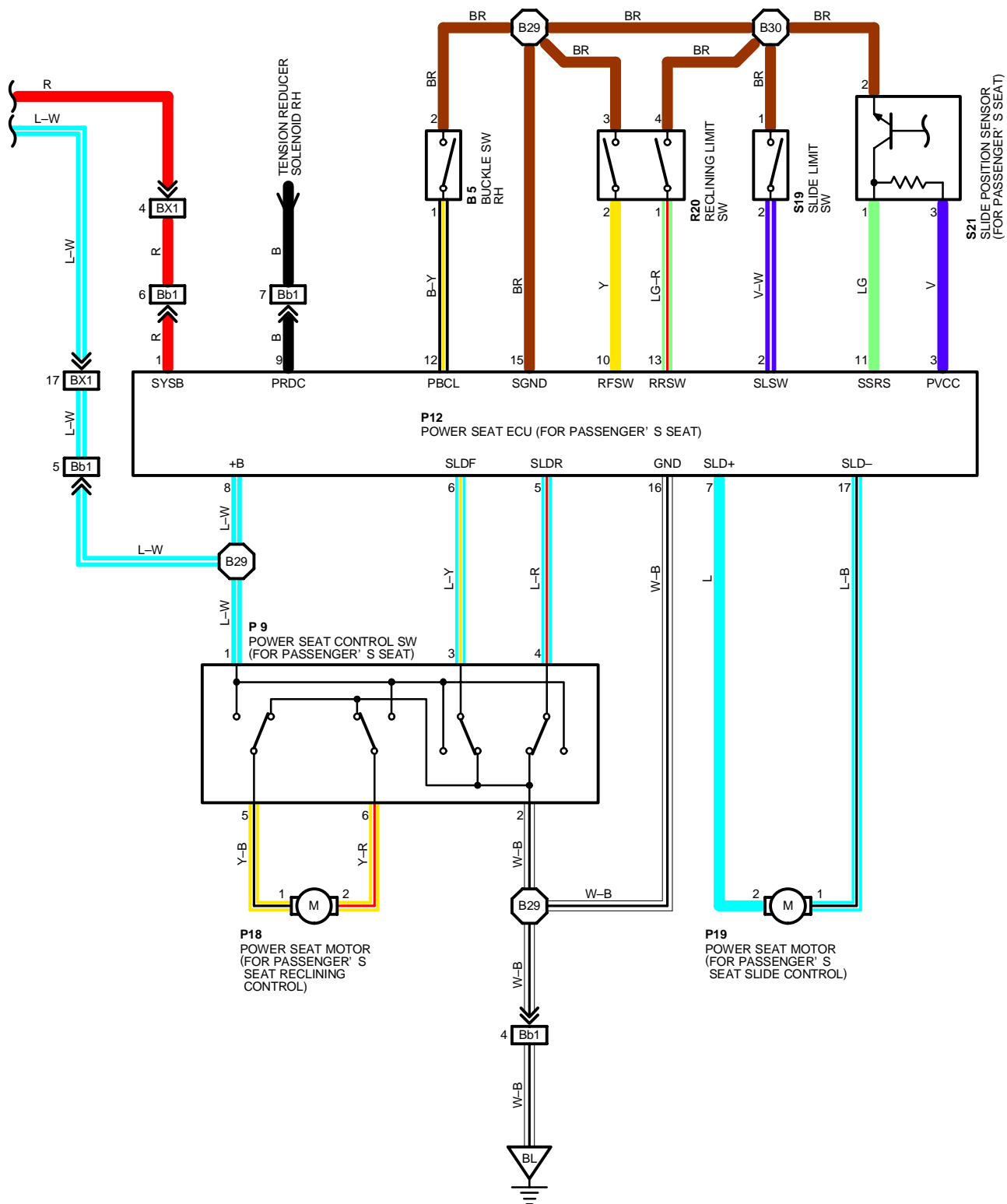
POWER SEAT





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POWER SEAT

SYSTEM OUTLINE

CURRENT IS ALWAYS APPLIED FROM THE **DOM**E FUSE TO **TERMINAL SYSB** OF POWER SEAT ECU, FROM **DOOR** FUSE TO **TERMINAL +B** OF POWER SEAT ECU AND FROM **STOP** FUSE TO **TERMINAL 2** OF THE STOP LIGHT SW.

WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS FROM **ECU-IG** FUSE TO **TERMINAL IG** OF THE POWER SEAT ECU AND FROM THE **GAUGE** FUSE TO **TERMINAL 9** OF A/T INDICATOR SW.

POWER SEAT OPERATION (FOR DRIVER'S SEAT)

CURRENT IS ALWAYS APPLIED TO **TERMINAL SYSB** AND **TERMINAL +B** OF POWER SEAT ECU SO THAT THE POWER SEAT ECU IS ALWAYS READY TO OPERATE.

WHEN THE POWER SEAT CONTROL SW IS PUSHED TO THE "FRONT SIDE POSITION" SIDE, A SIGNAL IS INPUT INTO **TERMINAL SLDF** OF POWER SEAT ECU, THE ECU OPERATES AND THE CURRENT TO **TERMINAL +B** OF POWER SEAT ECU FLOWS FROM **TERMINAL SLD+** OF POWER SEAT ECU → **TERMINAL 2** OF POWER SEAT MOTOR (FOR DRIVER'S SEAT SLIDE CONTROL) → MOTOR → **TERMINAL 1** → **TERMINAL SLD-** OF POWER SEAT ECU → **TERMINAL GND** → **GROUND**, ROTATING THE POWER SEAT MOTOR SO THAT THE SEAT SLIDES FORWARD WHILE THE POWER SEAT CONTROL SW IS BEING PRESSED.

TO SIDE THE DRIVER'S SEAT TO THE REAR, PUSHING THE POWER CONTROL SW TO THE "REAR SLIDE POSITION" SIDE, INPUTS A SIGNAL TO **TERMINAL SLDR** OF POWER SEAT ECU. THIS CAUSES THE CURRENT FLOWING FROM THE ECU TO THE MOTOR TO FLOW FROM **TERMINAL SLD-** OF POWER SEAT ECU → **TERMINAL 2** OF POWER SEAT MOTOR (FOR DRIVER'S SEAT SLIDE CONTROL) → MOTOR → **TERMINAL 1** → **TERMINAL SLD+** OF POWER SEAT ECU, FLOWING THE REVERSE TO FRONT SLIDE OPERATION AND CAUSING THE MOTOR TO ROTATE IN REVERSE, SO THAT THE DRIVER'S SEAT MOVES TO THE REAR.

THE MOVEMENT TO OTHER POSITIONS OCCURS SIMILARLY, SO ONLY THE FLOW OF CURRENT TO EACH MOTOR IS SHOWN:

FRONT VERTICAL CONTROL 'UP' OPERATION

TERMINAL +B OF POWER SEAT ECU → **TERMINAL FRV+** → **TERMINAL 2** OF POWER SEAT MOTOR → MOTOR → **TERMINAL 1** → **TERMINAL FRV-** OF ECU → **TERMINAL GND** → **GROUND**.

FRONT VERTICAL CONTROL 'DOWN' OPERATION

TERMINAL +B OF POWER SEAT ECU → **TERMINAL FRV-** → **TERMINAL 1** OF POWER SEAT MOTOR → MOTOR → **TERMINAL 2** → **TERMINAL FRV+** OF ECU → **TERMINAL GND** → **GROUND**.

REAR VERTICAL CONTROL 'UP' OPERATION

TERMINAL +B OF POWER SEAT ECU → **TERMINAL RRV+** → **TERMINAL 2** OF POWER SEAT MOTOR → MOTOR → **TERMINAL 1** → **TERMINAL RRV-** OF ECU → **TERMINAL GND** → **GROUND**.

REAR VERTICAL CONTROL 'DOWN' OPERATION

TERMINAL +B OF POWER SEAT ECU → **TERMINAL RRV-** → **TERMINAL 1** OF POWER SEAT MOTOR → MOTOR → **TERMINAL 2** → **TERMINAL RRV+** OF ECU → **TERMINAL GND** → **GROUND**.

LUMBAR SUPPORT CONTROL 'FRONT' OPERATION

TERMINAL 7 OF POWER SEAT CONTROL SW → **TERMINAL 4** OF LUMBAR SUPPORT SW → **TERMINAL 1** → **TERMINAL 10** OF POWER SEAT CONTROL SW → **TERMINAL 2** OF POWER SEAT MOTOR → MOTOR → **TERMINAL 1** → **TERMINAL 11** OF POWER SEAT CONTROL SW → **TERMINAL 2** OF LUMBAR SUPPORT SW → **TERMINAL 3** → **TERMINAL 12** OF POWER SEAT CONTROL SW → **GROUND**.

LUMBAR SUPPORT CONTROL 'REAR' OPERATION

TERMINAL 7 OF POWER SEAT CONTROL SW → **TERMINAL 4** OF LUMBAR SUPPORT SW → **TERMINAL 2** → **TERMINAL 11** OF POWER SEAT CONTROL SW → **TERMINAL 1** OF POWER SEAT MOTOR → MOTOR → **TERMINAL 2** → **TERMINAL 10** OF POWER SEAT CONTROL SW → **TERMINAL 1** OF LUMBAR SUPPORT SW → **TERMINAL 3** → **TERMINAL 12** OF POWER SEAT CONTROL SW → **GROUND**.

THE NUMBER OF TURNS OF EACH MOTOR (AMOUNT OF MOVEMENT OF EACH PART OF THE SEAT) IS DETECTED BY THE POSITION SENSORS AND INPUT TO THE ECU, MAKING IT POSSIBLE TO PERFORM MEMORY AND RETURN FUNCTIONS FOR THE SEAT POSITION USING THE DRIVING POSITION MEMORY AND RETURN SWITCH.

POWER WALK-IN OPERATION (FOR PASSENGER'S SEAT)

WALK-IN OPERATION

WHEN THE WALK-IN PEDAL IS DEPRESSED OR THE RECLINING HANDLE IS LIFTED UP, THE SEAT BACK RECLINES FULLY FORWARD AND RECLINING LIMIT SWITCH NO. 2 OPERATES, SO A SIGNAL IS INPUT TO **TERMINAL RFSW** OF THE POWER SEAT ECU → **TERMINAL SLD+** → **TERMINAL 1** OF THE POWER SEAT MOTOR (FOR PASSENGER'S SEAT SLIDE CONTROL) → MOTOR → **TERMINAL 2** → **TERMINAL SLD-** OF THE ECU → **TERMINAL GND** → **GROUND**. THIS CAUSES THE SEAT TO SLIDE FORWARD **100 MM** IN THE WALK-IN MODE. HOWEVER, WHEN THE INITIAL SLIDE POSITION IS **100 MM** OR LESS FROM THE MOST FORE POSITION, THE SEAT CAN ONLY SLIDE FORWARD AS FAR AS THE MOST FORE POSITION.

RETURN OPERATION

WHEN THE SEAT BACK IS RAISED UP FROM THE WALK-IN POSITION AND RETURNED TO THE UPRIGHT LOCK POSITION, RECLINING LIMIT SWITCH NO. 1 OPERATES AND A SIGNAL IS INPUT TO **TERMINAL RRSW** OF THE POWER SEAT ECU → **TERMINAL SLD-** → **TERMINAL 2** OF POWER SEAT MOTOR (FOR PASSENGER'S SEAT SLIDE CONTROL) → MOTOR → **TERMINAL 1** → **TERMINAL SLD+** OF ECU → **TERMINAL GND** → **GROUND**. THIS CAUSES THE SEAT TO SLIDE BACK TO A POSITION **120 MM** FROM THE MOST REAR POSITION, COMPLETING RETURN OPERATION. HOWEVER, IF THE SEAT IS POSITIONED WITHIN **120 MM** OF THE MOST REAR POSITION, RETURN OPERATION DOES NOT OCCUR, THUS MAINTAINING SUFFICIENT SPACE FOR THE REAR SEAT PASSENGER.

SERVICE HINTS

D10 DOOR LOCK MOTOR, DOOR UNLOCK DETECTION SW AND DOOR OPEN DETECTION SW LH

3-6 : CLOSED WITH FRONT LH DOOR OPEN

N 1 A/T INDICATOR SW [NEUTRAL START SW]

9-1 : CLOSED WITH SHIFT LEVER AT "P" POSITION

P10(A), P11(B) POWER SEAT ECU (FOR DRIVER'S SEAT)

(A) 6-GROUND : APPROX. 12 VOLTS WITH STOP LIGHT SW ON

(B) 7-GROUND : ALWAYS APPROX. 12 VOLTS

(A) 7-GROUND : APPROX. 12 VOLTS WITH IGNITION SW ON

(A) 15-GROUND : APPROX. 12 VOLTS WITH IGNITION SW ON AND SHIFT LEVER AT "P" RANGE

(A) 2-GROUND : APPROX. 12 VOLTS WITH DRIVER'S SEAT AT FRONT SLIDE OPERATION

(A) 9-GROUND : APPROX. 12 VOLTS WITH DRIVER'S SEAT AT REAR SLIDE OPERATION

(A) 4-GROUND : APPROX. 12 VOLTS WITH DRIVER'S SEAT AT FRONT VERTICAL UP OPERATION

(A) 11-GROUND : APPROX. 12 VOLTS WITH DRIVER'S SEAT AT FRONT VERTICAL DOWN OPERATION

(A) 13-GROUND : APPROX. 12 VOLTS WITH DRIVER'S SEAT AT REAR VERTICAL UP OPERATION

(A) 12-GROUND : APPROX. 12 VOLTS WITH DRIVER'S SEAT AT REAR VERTICAL DOWN OPERATION

(B) 18-GROUND : ALWAYS CONTINUITY

(A) 5, (A) 14-GROUND : ALWAYS APPROX. 12 VOLTS

(A) 1, (A) 8-GROUND : ALWAYS CONTINUITY

P 8 POWER SEAT CONTROL SW (FOR DRIVER'S SEAT)

4-14 : CLOSED WITH DRIVER'S SEAT AT FRONT RECLINING OPERATION

3-14 : CLOSED WITH DRIVER'S SEAT AT REAR RECLINING OPERATION

1-14 : CLOSED WITH DRIVER'S SEAT AT FRONT SLIDE OPERATION

2-14 : CLOSED WITH DRIVER'S SEAT AT REAR SLIDE OPERATION

5-14 : CLOSED WITH DRIVER'S SEAT AT FRONT VERTICAL UP OPERATION

6-14 : CLOSED WITH DRIVER'S SEAT AT FRONT VERTICAL DOWN OPERATION

9-14 : CLOSED WITH DRIVER'S SEAT AT REAR VERTICAL UP OPERATION

8-14 : CLOSED WITH DRIVER'S SEAT AT REAR VERTICAL DOWN OPERATION

P12 POWER SEAT ECU (FOR PASSENGER'S SEAT)

1-GROUND : ALWAYS APPROX. 12 VOLTS

8-GROUND : ALWAYS APPROX. 12 VOLTS

7-GROUND : APPROX. 12 VOLTS WITH PASSENGER'S SEAT AT FRONT SLIDE OPERATION

17-GROUND : APPROX. 12 VOLTS WITH PASSENGER'S SEAT AT REAR SLIDE OPERATION

S12 STOP LIGHT SW

2-1 : CLOSED WITH STOP LIGHT SW ON

POWER SEAT

: PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|--------------|--------------------|--------------|--------------------|------------|--------------------|
| B 5 | 32 | P11 B | 32 | P19 | 32 |
| D10 | 30 | P12 | 32 | R19 | 32 |
| D12 | 30 | P13 | 32 | R20 | 32 |
| F19 | 32 | P14 | 32 | S12 | 29 |
| N 1 | 27 | P15 | 32 | S19 | 32 |
| P 8 | 32 | P16 | 32 | S20 | 32 |
| P 9 | 32 | P17 | 32 | S21 | 32 |
| P10 A | 32 | P18 | 32 | T10 | 29 |

: RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|----------|--------------------|-------------------------------------|
| 2 | 19 | ENGINE COMPARTMENT LEFT |

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|-----------|--------------------|--|
| 1B | 20 | ENGINE ROOM MAIN WIRE |
| 1C | 20 | FLOOR WIRE |
| 1D | 20 | FRONT DOOR LH WIRE |
| 1H | 20 | COWL WIRE |
| 1I | | |
| 1J | | |
| 1K | | |

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------------|--------------------|---|
| IF1 | 36 | FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL) |
| IF2 | | |
| IJ1 | 36 | ENGINE WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IK1 | 36 | ENGINE WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| BT1 | 40 | FLOOR WIRE AND COWL WIRE (LEFT KICK PANEL) |
| BU1 | 40 | FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| BX1 | 40 | FLOOR NO. 3 WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| Ba1 | 40 | FLOOR WIRE AND FRONT SEAT LH WIRE (UNDER THE FRONT LH SEAT) |
| Bb1 | 40 | FLOOR NO. 3 WIRE AND FRONT SEAT RH WIRE (UNDER THE FRONT RH SEAT) |

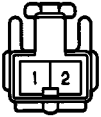
: GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|-----------|--------------------|----------------------------|
| IF | 36 | LEFT KICK PANEL |
| IH | 36 | UNDER THE ASHTRAY LH |
| BK | 40 | UNDER THE CENTER PILLAR LH |
| BL | 40 | UNDER THE CENTER PILLAR RH |

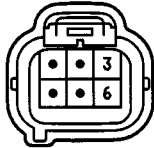
: SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------------|--------------------|---------------------------------|------------|--------------------|---------------------------------|
| I 4 | 38 | COWL WIRE | B27 | 42 | FRONT SEAT LH WIRE |
| I 5 | | | B28 | | |
| B 9 | 40 | FLOOR MAIN WIRE | B29 | 42 | FRONT SEAT RH WIRE |
| B26 | 42 | FRONT SEAT LH WIRE | B30 | | |

B 5 ORANGE



D10 GRAY



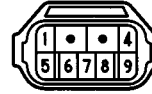
D12 BLACK



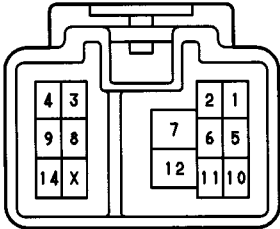
F19 BLUE



N 1 GRAY



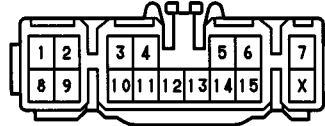
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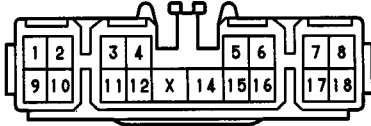
P 9



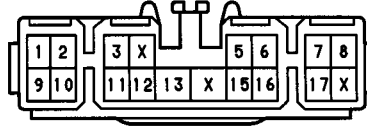
P10 A



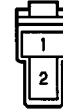
P11 B



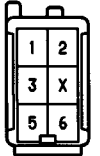
P12



P13, P15 ORANGE



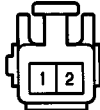
P16



P17, P19 GREEN



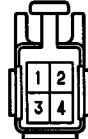
P18, S19



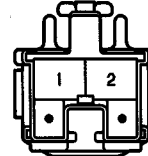
R19 GRAY



R20



S12



S20, S21



T10

