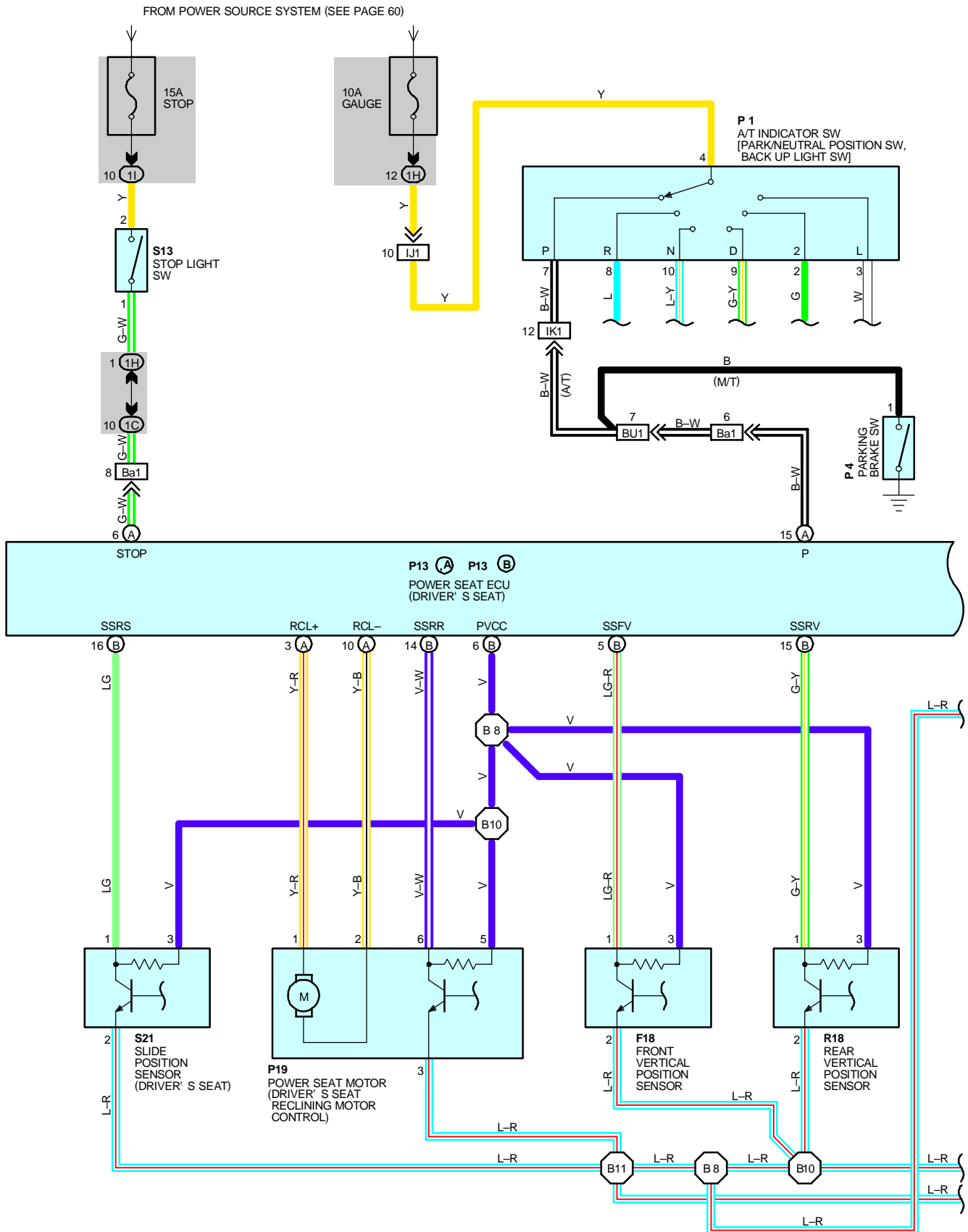
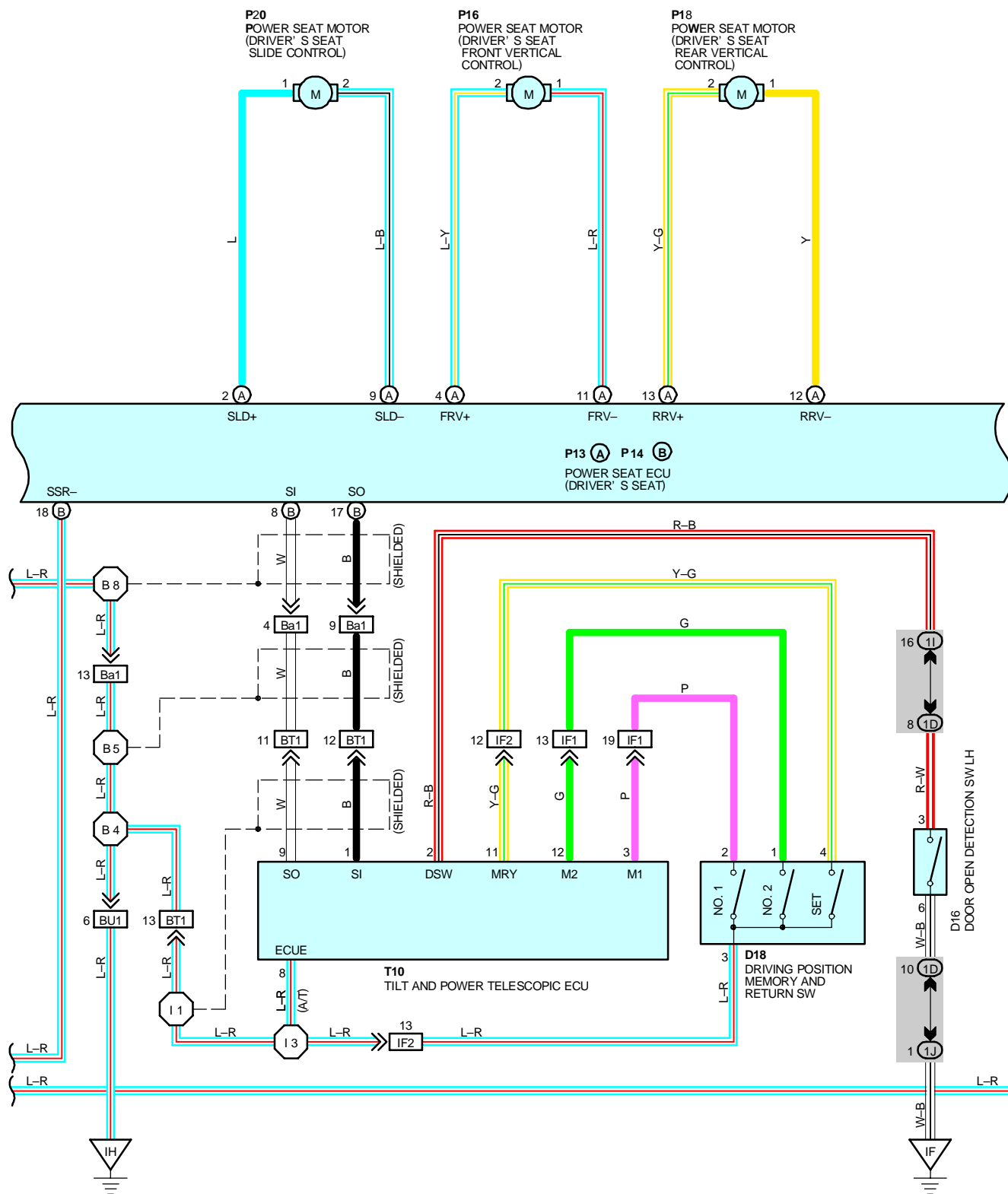


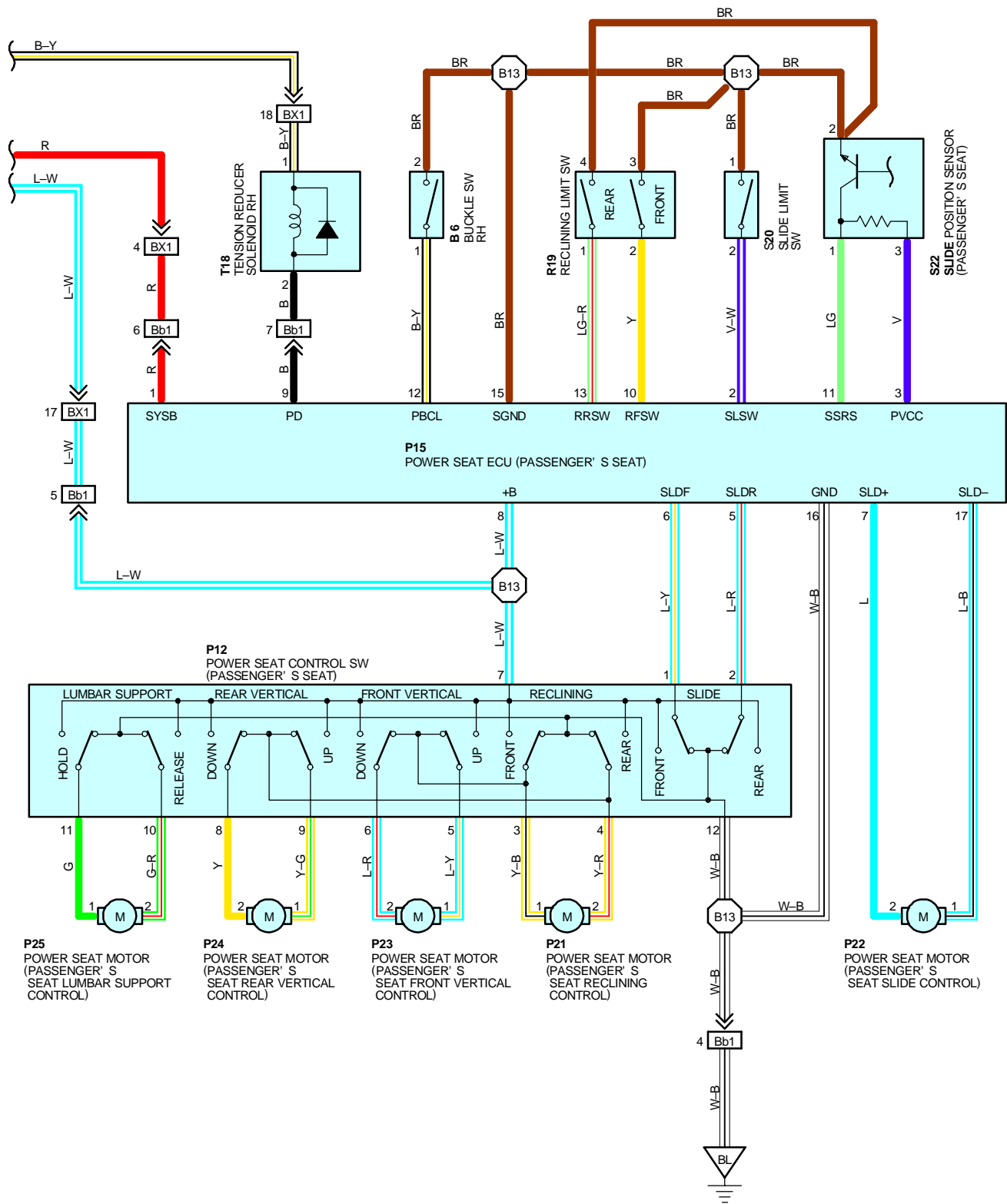


# POWER SEAT (w/ DRIVING POSITION MEMORY)











## POWER SEAT (w/ DRIVING POSITION MEMORY)

### SYSTEM OUTLINE

CURRENT IS ALWAYS APPLIED FROM THE **DOME** FUSE TO **TERMINAL SYSB** OF THE POWER SEAT ECU, FROM THE **DOOR** FUSE TO **TERMINAL +B** OF THE POWER SEAT ECU AND FROM THE **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 4** OF THE A/T INDICATOR SW.

#### POWER SEAT OPERATION (DRIVER'S SEAT)

CURRENT IS ALWAYS APPLIED TO **TERMINAL SYSB** AND **TERMINAL +B** OF THE 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 SLIDE** POSITION SIDE, A SIGNAL IS INPUT INTO **TERMINAL SLDF** OF THE POWER SEAT ECU, THE ECU OPERATES AND THE CURRENT TO **TERMINAL +B** OF THE POWER SEAT ECU FLOWS FROM **TERMINAL SLD+** OF THE POWER SEAT ECU TO **TERMINAL 1** OF THE POWER SEAT MOTOR (DRIVER'S SEAT SLIDE CONTROL) → **TERMINAL 2** → **TERMINAL SLD-** OF THE 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 SEAT CONTROL SW TO THE **REAR SLIDE** POSITION SIDE, INPUTS A SIGNAL TO **TERMINAL SLDR** OF THE POWER SEAT ECU. THIS CAUSES THE CURRENT FLOWING FROM THE ECU TO THE MOTOR TO FLOW FROM **TERMINAL SLD-** OF THE POWER SEAT ECU TO **TERMINAL 2** OF THE POWER SEAT MOTOR (DRIVER'S SEAT SLIDE CONTROL) → **TERMINAL 1** → **TERMINAL SLD+** OF THE 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 THE POWER SEAT ECU → **TERMINAL FRV+** → **TERMINAL 2** OF THE POWER SEAT MOTOR → **TERMINAL 1** → **TERMINAL FRV-** OF THE ECU → **TERMINAL GND** → **GROUND**.

#### FRONT VERTICAL CONTROL DOWN OPERATION

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

#### REAR VERTICAL CONTROL UP OPERATION

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

#### REAR VERTICAL CONTROL DOWN OPERATION

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

#### LUMBAR SUPPORT CONTROL FRONT OPERATION

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

#### LUMBAR SUPPORT CONTROL REAR OPERATION

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

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 SW.

## **POWER WALK –IN OPERATIOPN (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 SW NO. 2 OPERATES, SO A SIGNAL IS INPUT TO **TERMINAL RFSW** OF THE POWER SEAT ECU → **TERMINAL SLD+** → **TERMINAL 2** OF THE POWER SEAT MOTOR (PASSENGER’S SEAT SLIDE CONTROL) → MOTOR → **TERMINAL 1** → **TERMINAL SLD-** OF THE ECU → **TERMINAL GND** → **GROUND**. 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 SW NO. 1 OPERATES AND A SIGNAL IS INPUT TO **TERMINAL RRSW** OF THE POWER SEAT ECU → **TERMINAL SLD-** → **TERMINAL 1** OF THE POWER SEAT MOTOR (PASSENGER’S SEAT SLIDE CONTROL) → **TERMINAL 2** → **TERMINAL SLD+** OF THE 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**

### **D16 DOOR OPEN DETECTION SW LH**

3-6 : CLOSED WITH FRONT LH DOOR OPEN

### **P 1 PARK/NEUTRAL POSITION SW, BACK-UP LIGHT SW AND A/T INDICATOR SW**

4-7 : CLOSED WITH SHIFT LEVER AT “P” POSITION

### **P13 (A), P14(B) POWER SEAT ECU (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” POSITION

(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

### **P11 POWER SEAT CONTROL SW (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

### **P15 POWER SEAT ECU (PASSENGER’S SEAT)**

1-GROUND : ALWAYS APPROX. 12 VOLTS

8-GROUND : ALWAYS APPROX. 12 VOLTS

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

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

### **S13 STOP LIGHT SW**

2-1 : CLOSED WITH STOP LIGHT SW ON



# POWER SEAT (w/ DRIVING POSITION MEMORY)

## : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 6	34	P15	34	P25	34
D16	32	P16	34	R18	34
D18	32	P17	34	R19	34
F18	34	P18	34	S13	31
P 1	27(1UZ-FE),29(2JZ-GE)	P19	34	S20	34
P 4	31	P20	34	S21	34
P11	34	P21	34	S22	34
P12	34	P22	34	T10	31
P13	A 34	P23	34	T18	33
P14	B 34	P24	34		

## : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO.2 (ENGINE CONPARTMENT LEFT)

## : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	20	FLOOR MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1D	20	FRONT DOOR LH WIRE AND J/B NO.1 (LEFT KICK PANEL)
1H	20	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1I		
1J		
1K		

## : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IF1	40	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IF2		
IJ1	40	ENGINE WIRE AND COWL WIRE (RIGHT KICK PANEL)
IK1	40	ENGINE WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
BT1	44	FLOOR MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
BU1	44	INSTRUMENT PANEL WIRE AND FLOOR MAIN WIRE (LEFT KICK PANEL)
BX1	44	FLOOR NO. 3 WIRE AND COWL WIRE (RIGHT KICK PANEL)
Ba1	46	FLOOR MAIN WIRE AND FRONT SEAT LH WIRE (UNDER THE FRONT LH SEAT)
Bb1	46	FLOOR NO. 3 WIRE AND FRONT SEAT RH WIRE (UNDER THE FRONT RH SEAT)

## : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	40	LEFT KICK PANEL
IH	40	UNDER THE ASHTRAY LH
BK	44	UNDER THE CENTER PILLAR LH
BL	44	UNDER THE CENTER PILLAR RH

## : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 1	42	COWL WIRE	B 9	46	FRONT SEAT LH WIRE
I 3			B10		
B 4	44	FLOOR MAIN WIRE	B11	46	FRONT SEAT RH WIRE
B 5			B13		
B 8	46	FRONT SEAT LH WIRE			

