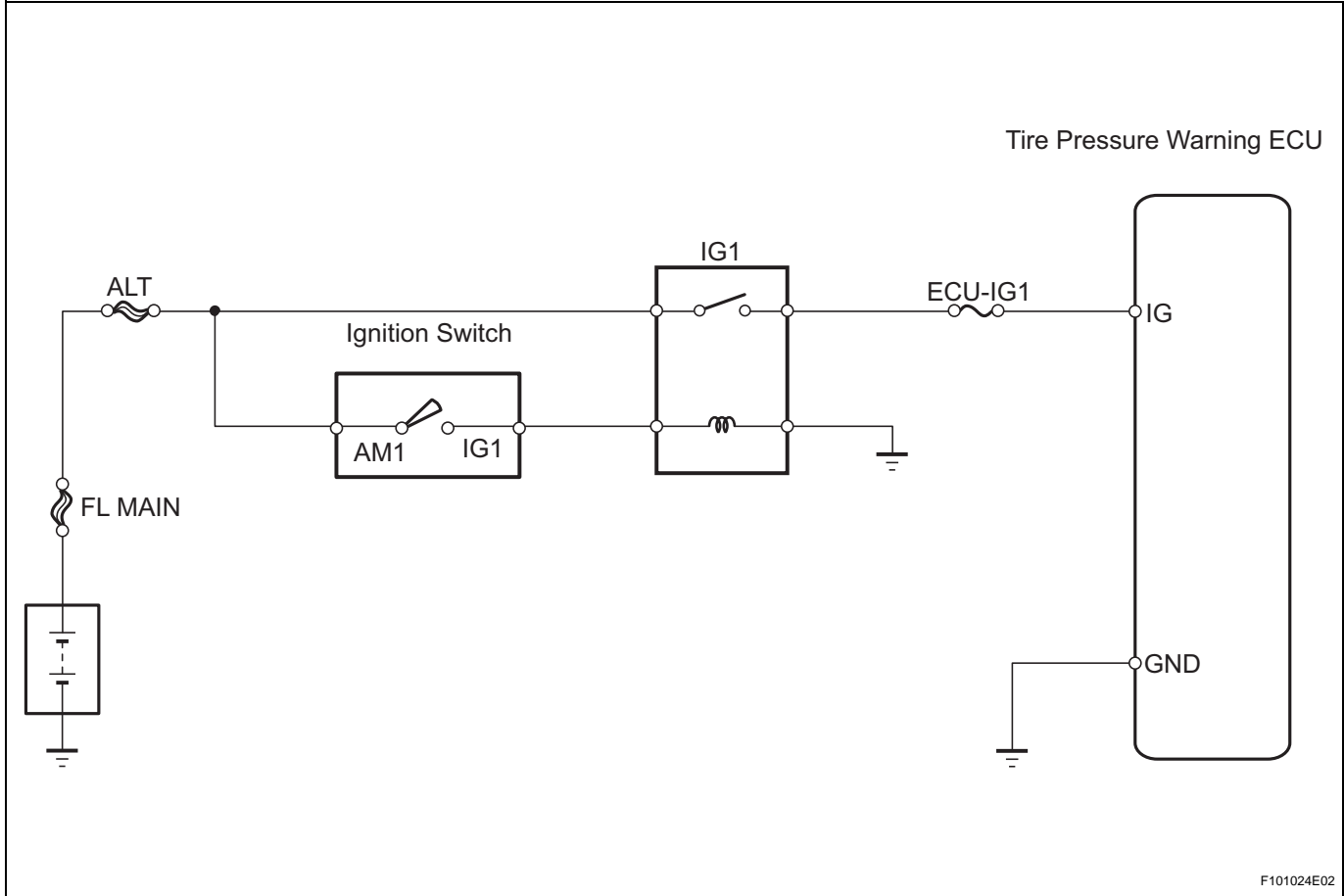


## ECU Power Source Circuit

### DESCRIPTION

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

### WIRING DIAGRAM



### INSPECTION PROCEDURE

#### NOTICE:

It is necessary to register an ID code after replacing the tire pressure monitor valve and/or the tire pressure warning ECU (see page [TW-9](#)).

#### 1 INSPECT FUSE (ECU-IG1)

- (a) Remove the ECU-IG1 fuse from the instrument panel junction block.
- (b) Measure the resistance of the fuse.

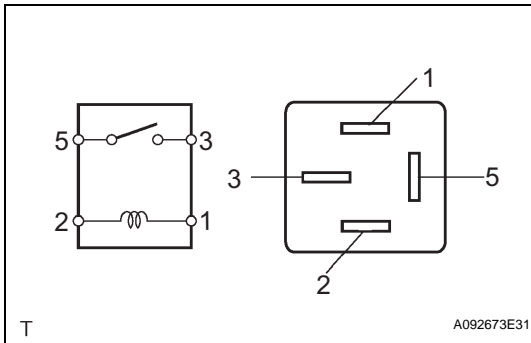
**Standard resistance:**

**Below 1  $\Omega$**

NG

REPLACE FUSE

OK

**2 INSPECT IG1 RELAY**

- (a) Remove the IG1 relay from the instrument panel junction block.

- (b) Measure the resistance of the relay.

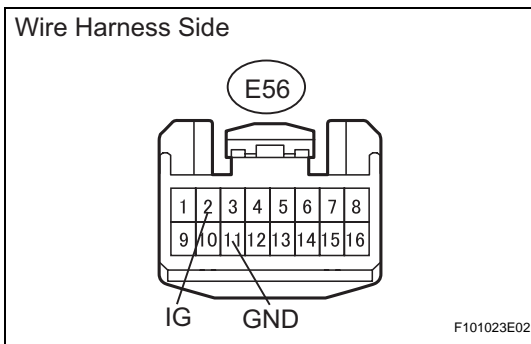
**Standard resistance**

Tester Connection	Specified Condition
3 - 5	10 k $\Omega$ or higher
	Below 1 $\Omega$ (When battery voltage is applied to terminals 1 and 2)

NG

**REPLACE IG1 RELAY**

OK

**3 INSPECT WIRE HARNESS (ECU - BATTERY AND BODY GROUND)**

- (a) Disconnect the E56 ECU connector.

- (b) Measure the voltage of the wire harness side connector.

**Standard voltage**

Tester Connection	Switch Condition	Specified Condition
E56-2 (IG) - Body ground	Ignition switch ON	10 to 14 V
	Ignition switch OFF	Below 1 V

- (c) Measure the resistance of the wire harness side connector.

**Standard resistance**

Tester Connection	Specified Condition
E56-11 (GND) - Body ground	Below 1 $\Omega$

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**REPAIR OR REPLACE HARNESS AND CONNECTOR**

OK

**PROCEED TO NEXT CIRCUIT INSPECTION SHOWN IN PROBLEM SYMPTOMS TABLE**

TW