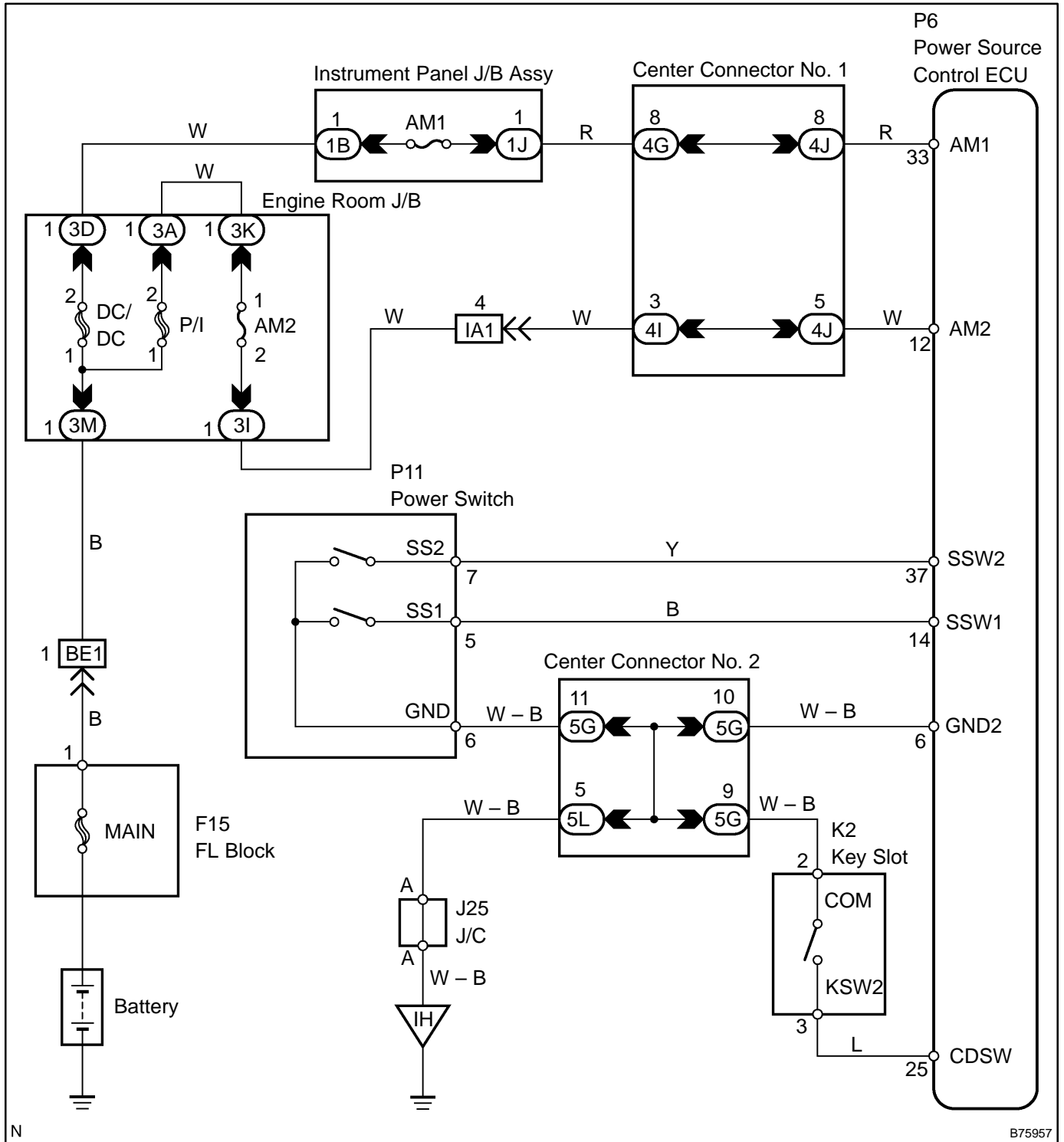


POWER MODE DOES NOT CHANGE TO ON (IG AND ACC)

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



N

B75957

INSPECTION PROCEDURE

1 INSPECT FUSE (AM1, AM2)

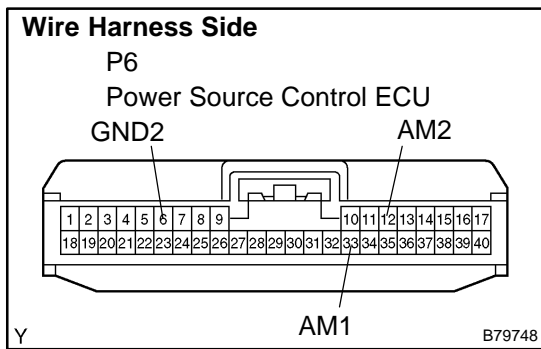
- (a) Remove the AM1 fuse from the instrument panel J/B.
- (b) Remove the AM2 fuse from the engine room J/B.
- (c) Measure the resistance.

Standard: Below 1 Ω

NG → REPLACE FUSE

OK

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



- (a) Disconnect the P6 ECU connector.
- (b) Measure the resistance and voltage of the wire harness side connectors.

Standard:

Tester Connection	Specified Condition
P6-33 (AM1) – Body ground	10 to 14 V
P6-12 (AM2) – Body ground	10 to 14 V
P6-6 (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 the power source control ECU.
- OK: DTCs of the power source control ECU are not output.**

NG → Go to **DIAGNOSIS TROUBLE CODE CHART**
(See page [05-2441](#))

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 [05-2325](#))

C

Go to **ENGINE IMMOBILIZER SYSTEM (w/o SMART ENTRY SYSTEM)** (See page [05-2375](#))

A

5 READ VALUE OF HAND-HELD TESTER

- (a) Connect the hand-held tester to (with CAN VIM) the DLC3.
 (b) Turn the power switch ON (IG) and press the hand-held tester main switch ON.
 (c) Read the DATA LIST according to the displays on the tester.

Standard (Power source control ECU):

Item	Measurement Item/Range (Display)	Normal Condition	Diagnostic Note
STR UNLK SW	States of the 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.

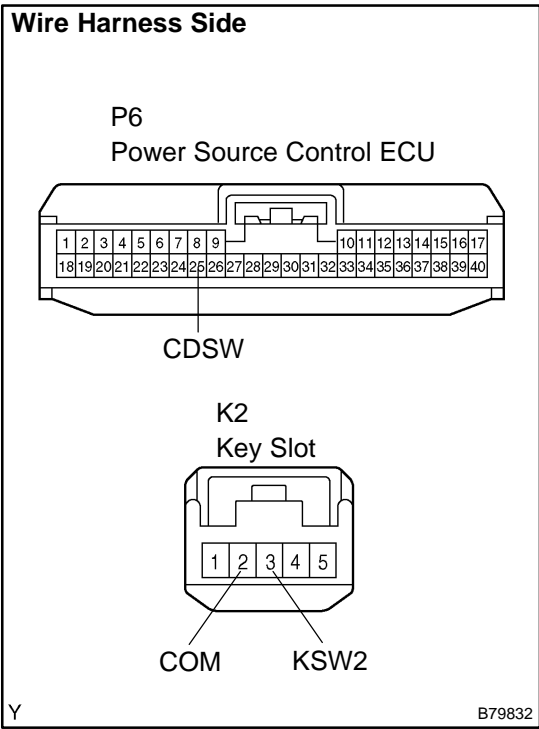
NG

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 P6 ECU connector.
- (c) Measure the resistance and voltage of the wire harness side connectors.

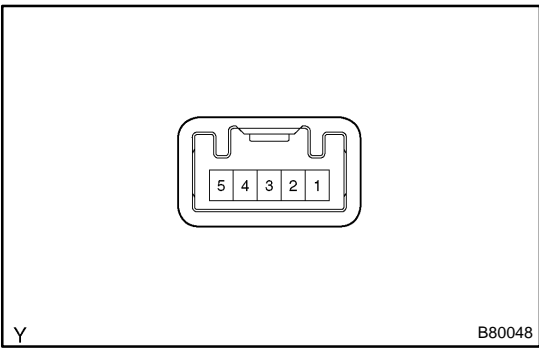
Standard:

Tester Connection	Specified Condition
K2-3 (KSW2) – P6-25 (CDSW)	Below 1 Ω
K2-2 (COM) – Body ground	Below 1 Ω
K2-3 (KSW2) or P6-25 (CDSW) – Body ground	10 kΩ or higher

NG REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

7 INSPECT KEY SLOT



- (a) Remove the key slot.
- (b) Measure the resistance of the terminals.

Standard:

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

NG REPLACE KEY SLOT

OK

REPLACE POWER SOURCE CONTROL ECU

8 READ VALUE OF HAND-HELD TESTER

- (a) Connect the hand-held tester (with CAN VIM) to the DLC3.
- (b) Turn the power switch ON (IG) and press the hand-held tester 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 Switch 2 / ON or OFF	ON: Power switch ON (IG) (Push power switch) OFF: Power switch OFF (Release power switch)	-

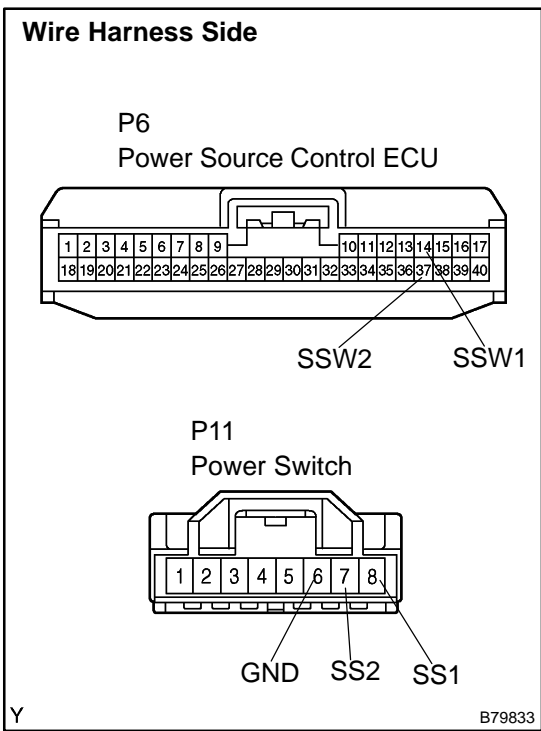
OK: "ON" (power switch ON) appears on the screen.

NG Go to step 9

OK

REPLACE POWER SOURCE CONTROL ECU

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



- (a) Disconnect the P11 power switch connector.
- (b) Disconnect the P6 ECU connector.
- (c) Measure the resistance between the wire harness side connectors and body ground.

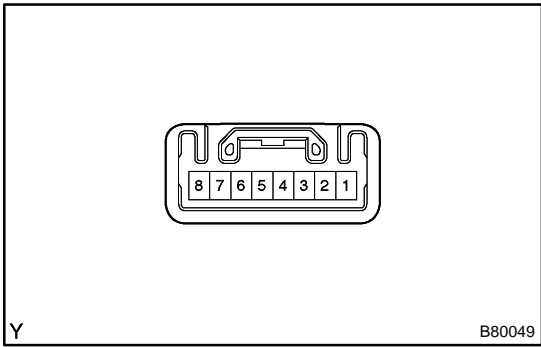
Standard:

Tester Connection	Specified Condition
P11-8 (SS1) - P6-14 (SSW1)	Below 1 Ω
P11-7 (SS2) - P6-37 (SSW2)	Below 1 Ω
P11-6 (GND) - Body ground	Below 1 Ω
P11-8 (SS1) or P6-14 (SSW1) - Body ground	10 kΩ or higher
P11-7 (SS2) or P6-37 (SSW2) - Body ground	10 kΩ or higher

NG REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

10 INSPECT POWER SWITCH



- (a) Remove the P11 power switch.
- (b) Measure the resistance between the terminals of the connectors.

Standard:

Tester Connection	Switch Condition	Specified Condition
P11-7 (SSW2) - P11-6 (GND)	Pushed	Below 1 Ω
P11-8 (SSW1) - P11-6 (GND)	Pushed	Below 1 Ω
P11-7 (SSW2) - P11-6 (GND)	Release	10 kΩ or higher
P11-8 (SSW1) - P11-6 (GND)	Release	10 kΩ or higher

NG REPLACE POWER SWITCH

OK

REPLACE POWER SOURCE CONTROL ECU