DTC	B1795	OCCUPANT CLASSIFICATION ECU MALFUNCTION

CIRCUIT DESCRIPTION

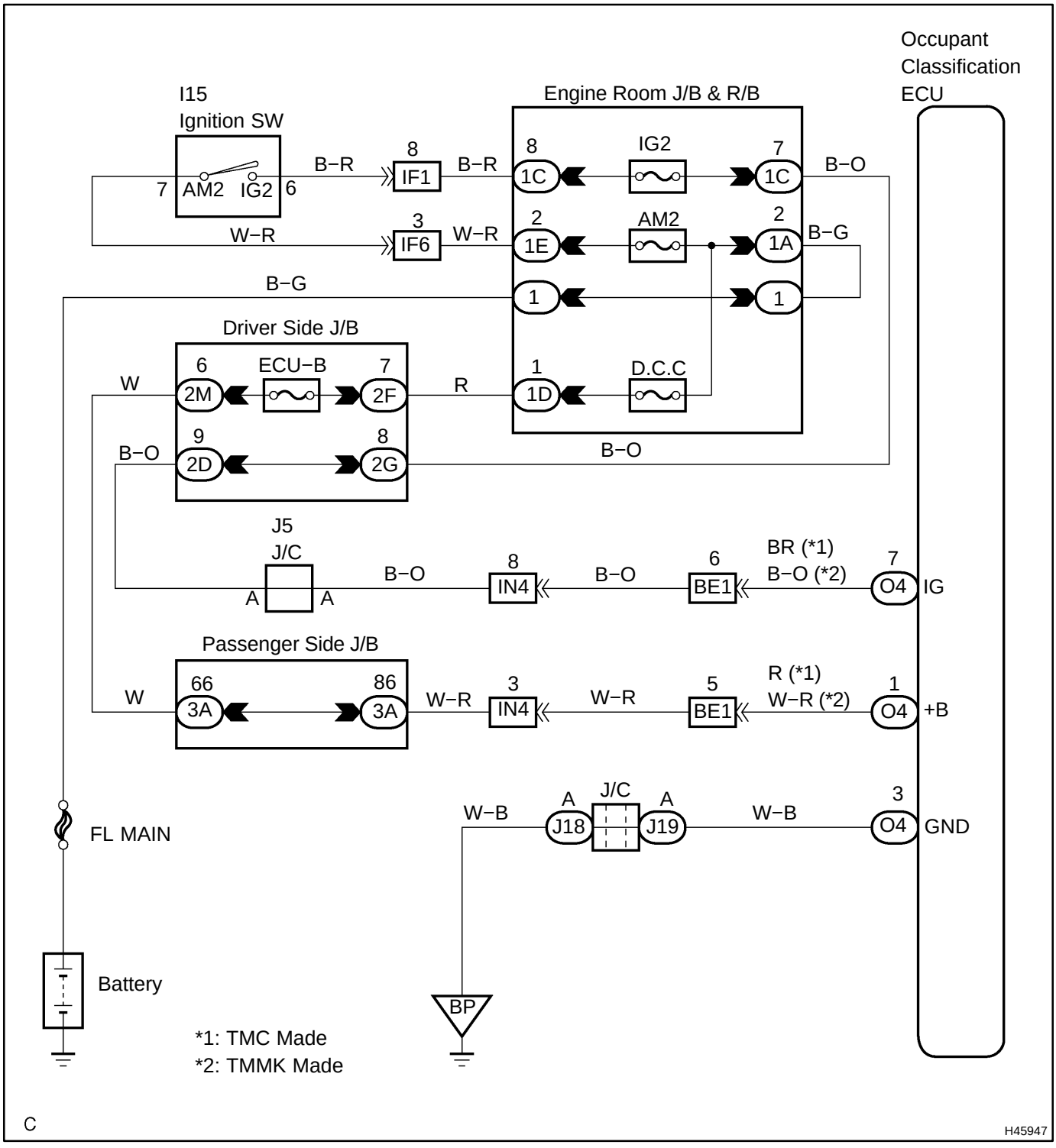
DTC B1795 is recorded when a malfunction is detected in the occupant classification ECU.
Troubleshoot DTC B1771 first when DTC B1771 and B1795 are output simultaneously.

DTC No.	DTC Detecting Condition	Trouble Area
B1795	• The occupant classification ECU receives a short circuit to ground signal in the passenger side buckle switch circuit for 2 seconds. • Occupant classification ECU circuit malfunction • w/ Power seat: The occupant classification ECU receives the ignition switch LOCK to ON signal 50 times in a row when a malfunction occurs in the power circuit for the occupant classification ECU (LOCK to ON to LOCK should be counted as once). • Occupant classification ECU malfunction	• Battery (w/ Power seat) • ECU−B Fuse (w/ Power seat) • Front seat wire RH (w/ Power seat) • Floor wire No.2 • Front seat inner belt assy RH (Buckle switch RH) • Occupant classification ECU

HINT:

- When DTC B1650/32 is detected as a result of troubleshooting for the supplemental restraint system, perform troubleshooting for DTC B1795 of the occupant classification sensor.
- Use the hand−held tester to check the DTC of the occupant classification ECU, otherwise the DTC cannot be read.

WIRING DIAGRAM



INSPECTION PROCEDURE

1	CHECK DTC

(a) Turn the ignition switch to the ON position, and wait for at least 10 seconds.
(b) Using the hand−held tester, check the DTCs (see page 05−1464).
Result:
A: DTC B1795 is output (w/ Power seat).
B: DTC B1795 is output (w/o Power seat).
C: DTC B1771 and B1795 are output.

HINT:
Codes other than code B1771 and B1795 may be output at this time, but they are not related to this check.

B → **Go to step 5**

C → **GO TO DTC B1771 (SEE PAGE 05−1478)**

A

2	CHECK BATTERY

(a) Measure the voltage of the battery.
Standard: 11 to 14 V

NG → **REPLACE BATTERY**

OK

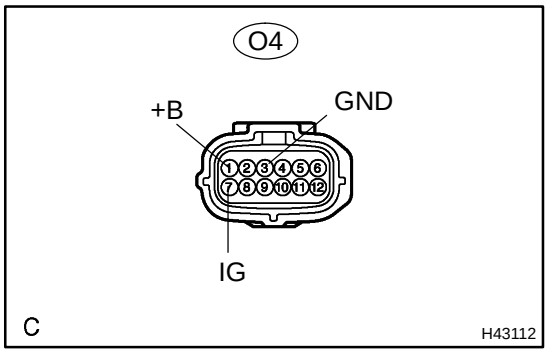
3	CHECK FUSE

(a) Check the ECU−B fuse.
Standard: Below 1 Ω

NG → **REPLACE FUSE**

OK

4 CHECK WIRE HARNESS (SOURCE VOLTAGE)



(a) Disconnect the negative (−) terminal cable from the battery, and wait for at least 90 seconds.
(b) Disconnect the connector from the occupant classification ECU.
(c) Connect the negative (−) terminal cable to the battery.
(d) Turn the ignition switch to the ON position.
(e) Measure the voltage and resistance according to the value(s) in the table below.

Standard:

Tester connection	Condition	Specified condition
O4−1 (+B) − Body ground	Ignition switch ON	10 to 14 V
O4−7 (IG) − Body ground	Ignition switch ON	10 to 14 V
O4−3 (GND) − Body ground	Always	Below 1 Ω

NG → **REPAIR OR REPLACE WIRE HARNESS**

OK

5 REPLACE OCCUPANT CLASSIFICATION ECU

(a) Turn the ignition switch to the LOCK position.
(b) Disconnect the negative (−) terminal cable from the battery, and wait for at least 90 seconds.
(c) Replace the occupant classification ECU (see page 60−72).

HINT:
Perform the inspection using parts from a normal vehicle if possible.

NEXT

6 PERFORM ZERO POINT CALIBRATION

(a) Connect the negative (−) terminal cable to the battery.
(b) Connect the hand−held tester to the DLC3.
(c) Turn the ignition switch to the ON position.
(d) Using the hand−held tester, perform ”Zero point calibration” (see page 05−1452).
OK:
The ”COMPLETED” is displayed.

NEXT

7 PERFORM SENSITIVITY CHECK

(a) Using the hand−held tester, perform ”Sensitivity check” (see page 05−1452).
Standard value: 27 to 33 kg (59.52 to 72.75 lb)

NEXT

END