

Master Index	Power Distribution	Ground Distribution	Harness Routing Views	Connector Views
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SEAT HEATER

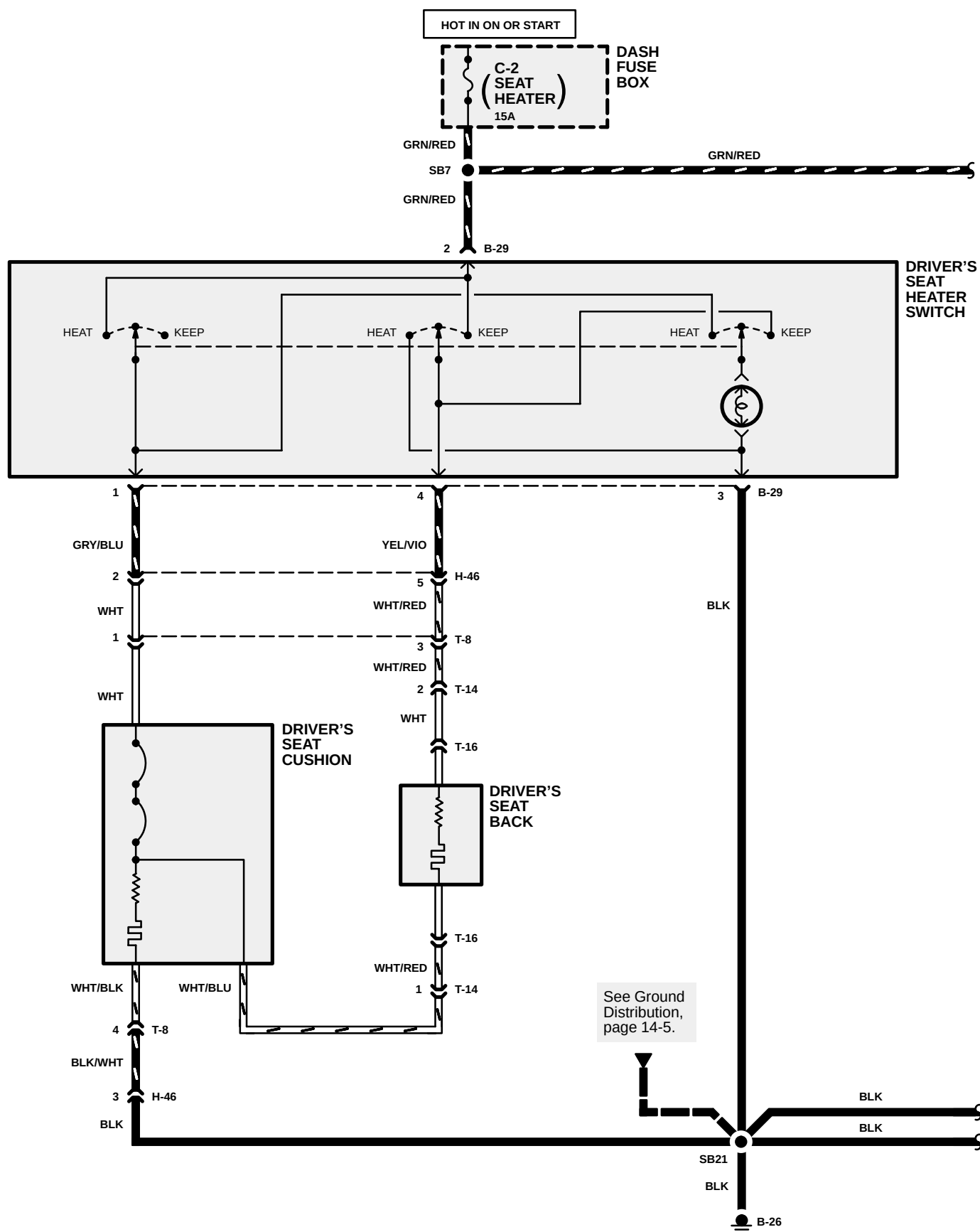
Component Index

[Dash Fuse Box](#)

Master Index	Power Distribution	Ground Distribution	Harness Routing Views	Connector Views	Contd
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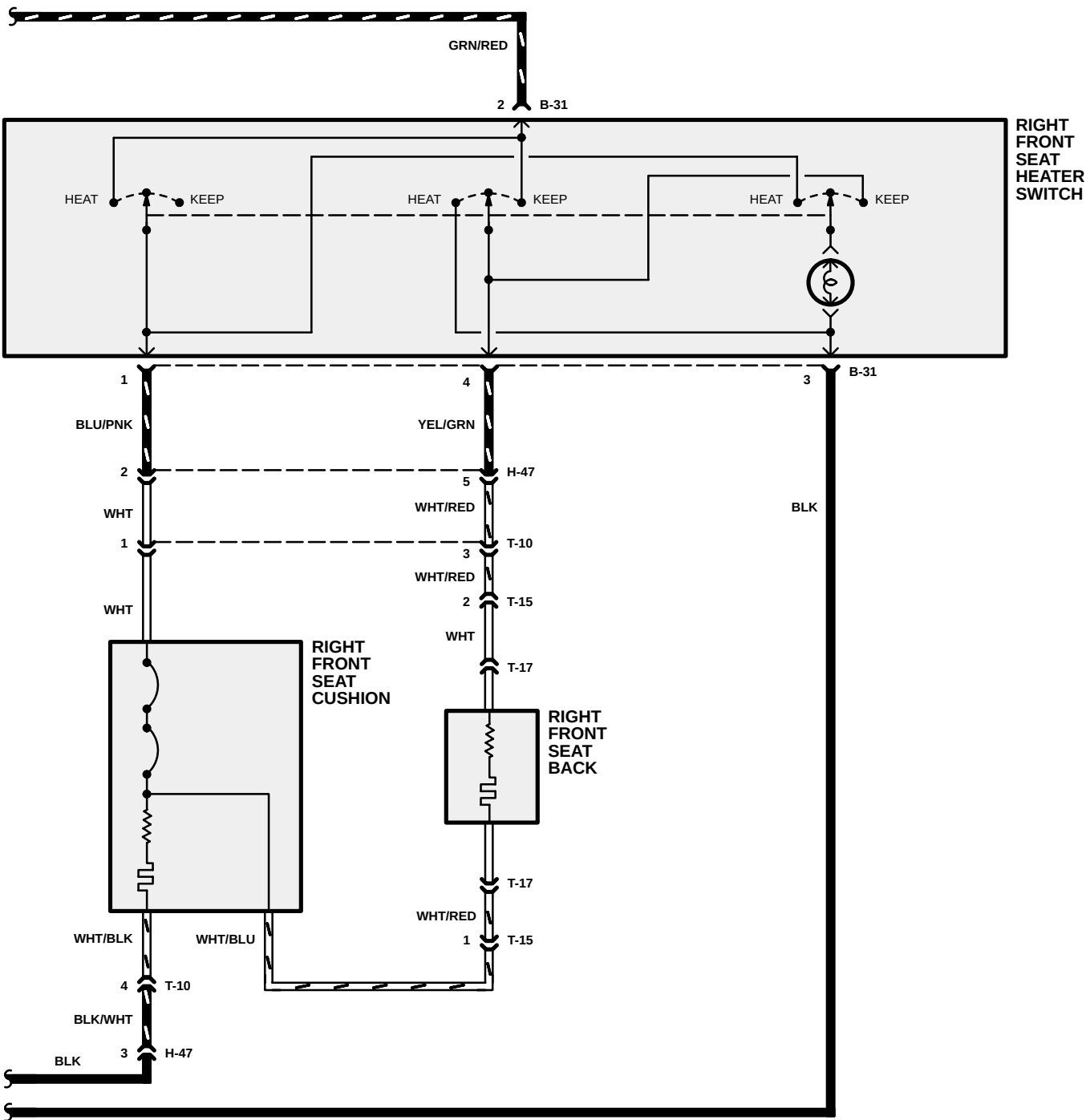
SEAT HEATER

Circuit Schematic



SEAT HEATER

Circuit Schematic



SEAT HEATER

Component Location Index

(Refer to Section 201 for photographs.)

Component	Photo No.
Dash Fuse Box Behind left dash side trim panel	51

Connector	
H-46 (6-WHT)	Below left side of left front seat 105
H-47 (6-WHT)	Below right side of right front seat 110
T-8 (4-WHT)	Underside of driver's seat 107
T-10 (4-WHT)	Underside of right front seat 111
T-14 (2-BLK)	Underside of driver's seat 109
T-15 (2-BLK)	Underside of right front seat 111
T-16 (2-WHT)	In driver's seat back 113
T-17 (2-WHT)	In right front seat back 113

Ground	
B-26	Below rear of center console 67

Circuit Operation

When the starter switch is on ON or START, fuse C-2 applies battery voltage to the driver's and right front seat heater switches.

Heat Operation

When the driver's or right front seat heater switch is moved to HEAT, battery voltage is applied through the circuit breakers in the respective seat cushion to both the seat cushion and seat back heating elements. The seat back is grounded through the seat heater switch to B-26 while the seat cushion is grounded directly to B-26. With battery voltage applied to the heating elements in this manner, they draw the maximum current causing them to heat up quickly and to a high temperature. When the temperature becomes too high the circuit breakers in the seat cushion open, removing the voltage to the circuit. When the temperature falls to a safe temperature, the circuit breakers close, supplying voltage to the circuit.

Keep Operation

When the driver's or right front seat heater switch is moved to KEEP, battery voltage is applied through the respective seat cushion heating element to the respective seat cushion heating element. The respective seat cushion is grounded directly to B-26. With battery voltage applied to the heating elements in this manner, they draw less current, and do not reach as high of a temperature as in the HEAT position.