## HOW TO PROCEED WITH TROUBLESHOOTING

The intelligent tester can be used in steps 2, 5, 6, 7 and 10.

## 1 VEHICLE BROUGHT TO WORKSHOP

## NEXT

AC $\square$
NEXT

3 PROBLEM SYMPTOM CONFIRMATION


4 SYMPTOM SIMULATION

## NEXT

5 CHECK BODY MULTIPLEX COMMUNICATION SYSTEM
(a) Check for DTC outputs.

| MULTIPLEX DTC OUTPUT (PROCEED TO |
| :--- |
| MUOL <br> "BODY MULTIPLEX COMMUNICATION <br> SYSTEM") |
| NO MULTIPLEX DTC (GO TO STEP 6) |

6 CHECK CAN COMMUNICATION SYSTEM
CAN DTC OUTPUTS (PROCEED TO "CAN
COMMUNICATION SYSTEM")

## 7 DTC CHECK (OTHER THAN MULTIPLEX DTC)



## 8 DTC CHART

$\square$ GO TO STEP 10
$9 \quad$ PROBLEM SYMPTOMS TABLE

NEXT

10 ACTUATOR CHECK

NEXT
11 CIRCUIT INSPECTION

## NEXT

## 12 TERMINALS OF ECU

## NEXT

## 13 IDENTIFICATION OF PROBLEM

## NEXT

14 REPAIR OR REPLACE

## NEXT

## 15 CONFIRMATION TEST

## NEXT

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END
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w/o LEXUS Navigation System:

w/ LEXUS Navigation System:


E109231E03

## ACTUATOR CHECK

## 1. ACTUATOR CHECK

(a) After entering the DTC check mode (Sensor Check Mode), press the "R/F" switch.
(b) At each damper, the motor and relay automatically operate the actuator check at 1 second intervals from step No. 1 to No. 10 continuously, check the temperature and air flow visually and by hand. If the slower display is desired, press the "UPDr" switch and change it to step operation. Each time the "UPDr" switch is pressed, the display changes by 1 step.
HINT:

- Codes are displayed from the smaller to the larger numbers in order.
- To cancel the check mode, press the "OFF" switch.

| Step No. | Display code | Conditions |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Blower level | Air flow vent | Air inlet damper | Air mix damper | A/C compressor revolution speed (rpm) |
| 1 | 0 | 0 | $\begin{aligned} & \text { FACE } \\ & (0 \%) \end{aligned}$ | $\begin{aligned} & \hline \text { FRESH } \\ & (109 \%) \end{aligned}$ | $\begin{gathered} \text { "COOL" side } \\ (-5 \%) \end{gathered}$ | 0 |
| 2 | 1 | 1 | $\begin{aligned} & \text { FACE } \\ & \text { (0\%) } \end{aligned}$ | $\begin{aligned} & \text { FRESH } \\ & (109 \%) \end{aligned}$ | $\begin{gathered} \text { "COOL" side } \\ (-5 \%) \end{gathered}$ | 0 |
| 3 | 2 | 17 | FACE (0\%) | $\begin{gathered} \hline \text { R/F } \\ (50 \%) \end{gathered}$ | $\begin{gathered} \text { "COOL" side } \\ (-5 \%) \\ \hline \end{gathered}$ | 8,600 |
| 4 | 3 | 17 | FACE (0\%) | $\begin{gathered} \text { RECIRCULATION } \\ (-9 \%) \end{gathered}$ | $\begin{gathered} \text { "COOL" side } \\ (-5 \%) \end{gathered}$ | 8,600 |
| 5 | 4 | 17 | $\begin{gathered} \text { B/L } \\ (33.5 \%) \end{gathered}$ | $\begin{aligned} & \text { FRESH } \\ & (109 \%) \end{aligned}$ | "COOL"/"HOT" <br> (50.0\% opened) | 8,600 |
| 6 | 5 | 17 | $\begin{aligned} & \text { FOOT (AUTO) } \\ & (53.5 \%) \end{aligned}$ | $\begin{aligned} & \hline \text { FRESH } \\ & (109 \%) \end{aligned}$ | "COOL"/"HOT" <br> (50.0\% opened) | 5,000 |
| 7 | 6 | 17 | FOOT (MANUAL) (53.5\%) | $\begin{aligned} & \text { FRESH } \\ & (109 \%) \end{aligned}$ | "COOL"/"HOT" <br> (50.0\% opened) | 5,000 |
| 8 | 7 | 17 | FOOT (MANUAL) (53.5\%) | $\begin{aligned} & \text { FRESH } \\ & (109 \%) \end{aligned}$ | $\begin{gathered} \text { "HOT" side } \\ (105 \%) \end{gathered}$ | 5,000 |
| 9 | 8 | 17 | $\begin{gathered} \text { F/D } \\ (73.5 \%) \end{gathered}$ | $\begin{aligned} & \hline \text { FRESH } \\ & (109 \%) \end{aligned}$ | "HOT" side (105\%) | 5,000 |
| 10 | 9 | 31 | $\begin{gathered} \hline \text { DEF } \\ (100 \%) \end{gathered}$ | $\begin{aligned} & \hline \text { FRESH } \\ & (109 \%) \end{aligned}$ | "HOT" side $(105 \%)$ | 5,000 |

