

HOW TO TROUBLESHOOT ECU CONTROLLED SYSTEMS

INOSY-25

GENERAL INFORMATION

A large number of ECU controlled systems are used in the LEXUS GS430/GS300. In general, the ECU controlled system is considered to be a very intricate system requiring a high level of technical knowledge and expert skill to troubleshoot. However, the fact is that if you proceed to inspect the circuits one by one, troubleshooting of these systems is not complex. If you have adequate understanding of the system and a basic knowledge of electricity, accurate diagnosis and necessary repair can be performed to locate and fix the problem. This manual is designed through emphasis of the above standpoint to help service technicians perform accurate and effective troubleshooting, and is compiled for the following major ECU controlled systems:

The troubleshooting procedure and how to make use of it are described on the following pages.

System	Page
1. Engine 2JZ-GE	DI-1
2. Engine 3UZ-FE	DI-71
3. Automatic Transmission 2JZ-GE	DI-218
4. Automatic Transmission 3UZ-FE	DI-276
5. ABS & Hydraulic Brake Booster Power Supply System	DI-346
6. Vehicle Stability Control (VSC) System	DI-354
7. Supplemental Restraint System	DI-367
8. Cruise Control System	DI-551
9. Engine Immobiliser System	DI-583
10.Body No. 1 Control System	DI-600
11.Body No. 2 Control System	DI-619
12.Driver Door Control System	DI-628
13.Passenger Door Control System	DI-662
14.Rear Left Door Control System	DI-692
15.Rear Right Door Control System	DI-712
16.Multiplex Communication System	DI-732
17.LEXUS Navigation System	DI-807
18.Air Conditioning System	DI-922

FOR USING HAND-HELD TESTER

- Before using the hand-held tester, the hand-held tester's operator manual should be read thoroughly.
- If the hand-held tester cannot communicate with ECU controlled systems when you have connected the cable of the hand-held tester to DLC3, turned the ignition switch ON and operated the scan tool, there is a problem on the vehicle side or tool side.
 - (1) If communication is normal when the tool is connected to another vehicle, inspect the diagnosis data link line (Bus $\oplus$ line) or ECU power circuit of the vehicle.
 - (2) If communication is still not possible when the tool is connected to another vehicle, the problem is probably in the tool itself, so perform the Self Test procedures outline in the Tester Operator's Manual.