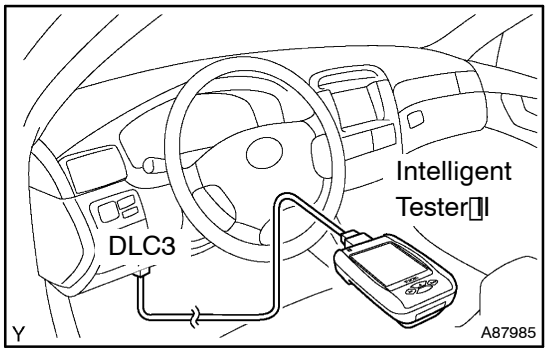
05HN1–02

CHECK MODE PROCEDURE

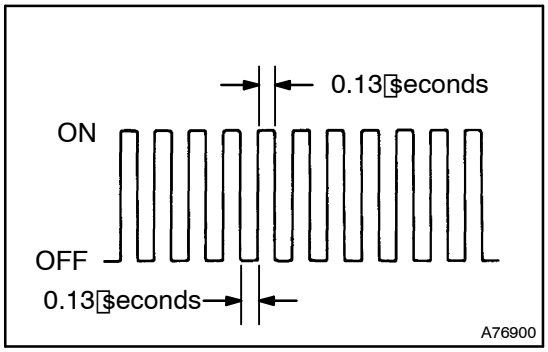
DESCRIPTION

Check mode has a higher sensitivity to malfunctions and can detect malfunctions that normal mode cannot detect. Check mode can also detect all the malfunctions that normal mode can detect. In check mode, DTCs are detected with 1 –tirp detection logic.



CHECK MODE PROCEDURE

(a) Make sure that the items below are true:
  (1) Battery positive voltage 11 V or more
  (2) Throttle valve fully closed
  (3) Transmission in the P or N position
  (4) A/C switched OFF
(b) Turn the ignition switch OFF.
(c) Connect the Intelligent Tester II to the DLC3.
(d) Turn the ignition switch ON.
(e) Enter the following menues: Utility/Check Mode.



(f) Change the ECM to check mode. Make sure the MIL flashes as shown in the illustration.

NOTICE:

All DTCs and freeze frame data recorded will be erased if: 1) the intelligent tester II is used to change the ECM from normal mode to check mode or vice versa; or 2) during check mode, the ignition switch is turned from ON to ACC or LOCK.

Before check mode, make notes of the DTCs and freeze frame data.

(g) Start the engine. The MIL should turn off after the engine starts.
(h) Perform ”MONITOR DRIVE PATTERN” for the ECT test (see page 05–537).
  (Or, simulate the conditions of the malfunction described by the customer).
(i) After simulating the malfunction conditions, use the Intelligent Tester II diagnosis selector to check the DTC and freeze frame data.