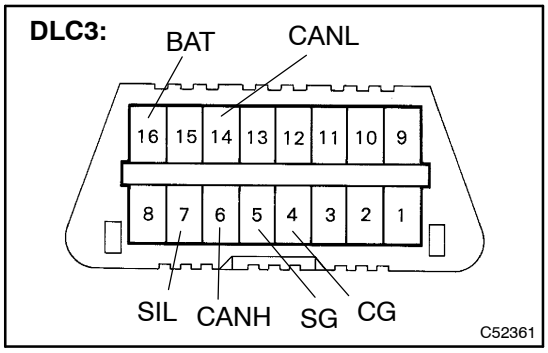
05HO4–01

DIAGNOSIS SYSTEM



1. DIAGNOSIS SYSTEM

(a) Inspect the battery voltage.

Battery voltage: 11 to 14 V

If the voltage is below 11 V, recharge the battery before proceeding.

(b) Check DLC3.

The skid control ECU uses CAN system and the ISO 9141–2 for communication. The terminal arrangement of the DLC3 complies with ISO15031–03 and matches the ISO 9141–2 format.

Verify the conditions listed in the table below:

Symbols (Terminals No.)	Terminal Description	Condition	Specified Condition
SIL(7) – SG(5)	Bus "+" line	During communication	Pulse generation
CG(4) – Body ground	Chassis ground	Always	Below 1 Ω
SG(5) – Body ground	Signal ground	Always	Below 1 Ω
BAT(16) – Body ground	Battery positive	Always	11 to 14 V
CANH(6) – CANL (14)	HIGH–level CAN bus line	IG switch OFF	54 to 67 Ω
CANH(6) – Battery positive	HIGH–level CAN bus line	IG switch OFF	1 MΩ or higher
CANH(6) – CG(4)	HIGH–level CAN bus line	IG switch OFF	3 KΩ or higher
CANL(14) – Battery positive	LOW–level CAN bus line	IG switch OFF	1 MΩ or higher
CANL(14) – CG(4)	LOW–level CAN bus line	IG switch OFF	3 KΩ or higher

HINT:

If the intelligent tester II displays "UNABLE TO CONNECT TO VEHICLE" when the cable of the intelligent tester II is properly connected to the DLC3, the ignition switch is turned to the ON position and the tester is operated, there is a problem either on the vehicle side or tester side.

- If communication is normal when the tester is connected to another vehicle, inspect the DLC3 on the original vehicle.
- If communication is still in possible when the tester is connected to another vehicle, the problem is probably in the tester itself. In this case, consult the Service Department listed in the tester's instruction manual.

2. TIRE PRESSURE WARNING INDICATOR CHART:

Priority	Condition	Tire Pressure Warning Indicator Output Pattern
1	Ignition switch is in the ON position.	Tire pressure warning indicator does not come on.
2	**System abnormal** ABS system malfunction Speed sensor malfunction Stop lamp switch assy malfunction HINT: The skid control ECU monitors the speed sensor signal and the stop lamp switch signal, and the tire pressure warning indicator comes on.	"Check System" indicator comes on. HINT: (When the skid control ECU detects the system is abnormal, check for ABS DTCs and proceed to the pages the ABS DTCs are described.)
3 (When in test mode)	Tire pressure warning reset switch is turned on during test mode. (Press the tire pressure warning reset switch.)	"Pressure Initial" indicator come on for 3 seconds.
4	Enters Initialization mode. HINT: See page 05–350 for initialization procedure.	"Pressure Initial" indicator comes on.
5	Failure to initialize when driving the vehicle. HINT: 3 conditions will indicate this pattern: 1. New vehicle from factory 2. ECM replacement 3. Failure to initialize	"Pressure Initial" indicator comes on.
6	Output tire air pressure check result. HINT: The result is output only when driving at 30 km/h (19 mph) or more.	Tire pressure is judged to be normal: Tire pressure warning indicator does not come on. Tire pressure is judged to be low: "Low Tire" indicator comes on.

HINT:
When the skid control ECU does not operate properly, the ABS warning lamp comes on as an ABS system malfunction.