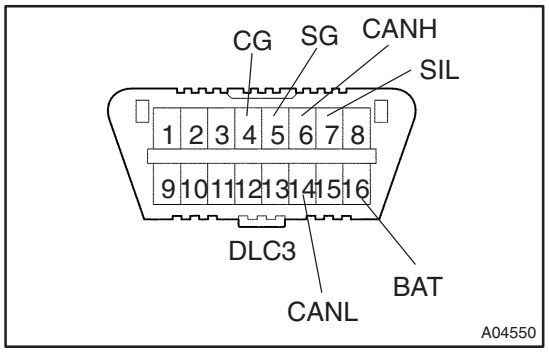
05MN9–01

DIAGNOSIS SYSTEM

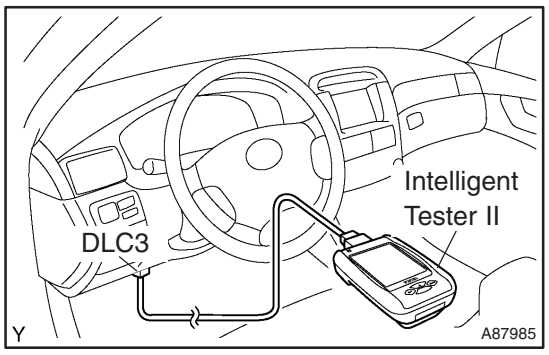


1. CHECK DLC3

(a) The vehicle's ECM uses ISO 9141–2 (Eure–OBO) and ISO 14230 (M–OBD) communication protocol. The terminal arrangement of the DLC3 complies with ISO 15031–03 and matches the ISO 9141–2 and ISO 14230 format.

Symbols (Terminal No.)	Terminal Description	Condition	Specified Condition
SIL (7) – SG (5)	Bus "+" line	During transmission	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	Ignition switch OFF	54 to 67 Ω
CANH (6) – Battery positive	HIGH–level CAN bus line	Ignition switch OFF	1 MΩ or higher
CANH (6) – CG (4)	HIGH–level CAN bus line	Ignition switch OFF	3 kΩ or higher
CANL (14) – Battery positive	LOW–level CAN bus line	Ignition switch OFF	1 MΩ or higher
CANL (14) – CG (4)	LOW–level CAN bus line	Ignition switch OFF	3 kΩ or higher

If the result is not as specified, the DLC3 may have a malfunction. Repair or replace the harness and connector.



HINT:

Connect the cable of the intelligent tester II to the DLC3, turn the ignition switch ON and attempt to use the tester. If the display indicates that a communication error has occurred, there is a problem either with the vehicle or with the tester.

If communication is normal when the tester is connected to another vehicle, inspect the DLC3 on the original vehicle.

If communication is still not possible when the tester is connected to another vehicle, the problem is probably in the tester itself. Consult the Service Department listed in the tester's instruction manual.

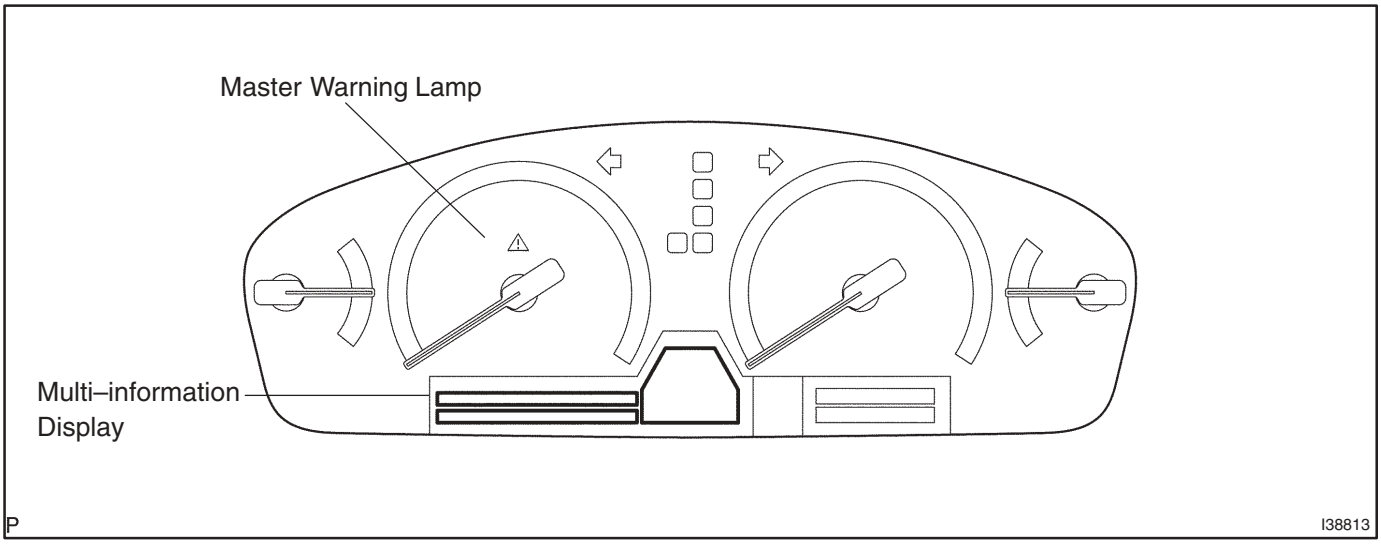
2. CHECK BATTERY VOLTAGE

Standard: 11 to 14 V

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

3. FUNCTION OF WARNING LAMP AND MESSAGE

(a) If the pre–crash safety system is not functioning properly, the driver is warned through the combination meter's master warning lamp and multi–information display warning message.



(b) Initial check

(1) The initial check occurs when the ignition switch is OFF for more than 2 seconds, and then the ignition switch is turned ON. The initial check consists of a pre–crash safety system diagnostic check with a duration of approximately 3 seconds.

(2) If a malfunction is detected during the initial check, the multi–information display will output "Check PCS system" or "PCS not Available Now".

(c) Continuous check

(1) After the initial check has ended, the continuous check begins. During the continuous check, the seat belt control ECU and cruise control ECU continuously monitor the pre–crash safety system for malfunctions.

(2) If a malfunction is detected during the continuous check, the multi–information display will output "Check PCS system" or "PSC not Available Now".

(d) Review.

Master Warning Lamp	Warning Message	Detail	DTC
Illuminates	Check PCS system	This message appears when seat belt control ECU detects a system malfunction	DTC is output
Illuminates	PCS not Available Now	This message appears when seat belt control ECU is in fail–safe mode (see page 05–97)	DTC is not output