05L1Z–01

CHECK MODE PROCEDURE

HINT:

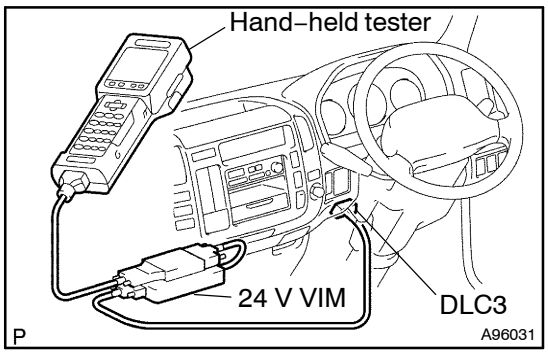
Hand–held tester only:

Check mode has a higher sensitivity to malfunctions and can detect malfunction that normal mode cannot detect. Check mode can also detect all the malfunctions that normal mode can detect.

1. Using the hand–held tester:
CHECK MODE PROCEDURE

(a) Make sure that the items below are true:
- Battery positive voltage 18 V or more.
- Throttle valve (intake shutter) fully closed.
- Transmission in neutral.
- A/C switched OFF.

(b) Turn the ignition switch OFF.

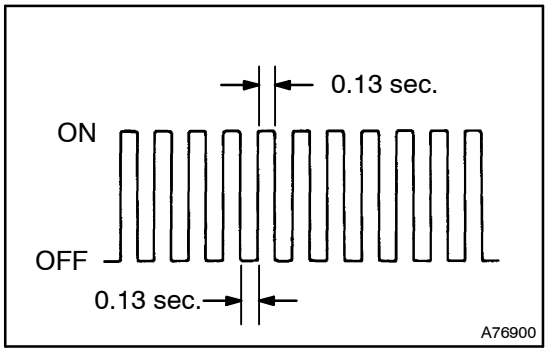


(c) Connect the hand–held tester (with 24 V VIM) to the DLC3.

NOTICE:

Be sure to use the 24 V VIM, because the hand–held tester will be damaged if you do not use the 24 V VIM.

(d) Turn the ignition switch ON and turn the hand–held tester ON.



(e) Change the ECM to check mode with the hand–held tester. Make sure the MIL blinks at 0.13 second intervals as shown in the illustration.

NOTICE:

All DTCs and freeze frame data recorded will be erased if: 1) the hand–held tester 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 OFF.

(f) Start the engine. The MIL should turn off after the engine starts.

(g) Simulate the conditions of the malfunction described by the customer.

(h) After simulating the malfunction conditions, use the hand–held tester diagnosis selector to check the DTCs, freeze frame data and other data.

(i) After checking the DTCs, inspect the applicable circuit.

2. Using the hand–held tester:
CLEAR DTC

(a) Connect the hand–held tester (with 24 V VIM) to the DLC3.

(b) Turn the ignition switch ON.

(c) Erase DTCs and freeze frame data with the hand–held tester (see the hand–held tester instruction manual for operating procedures).

3. Not using the hand–held tester:
CLEAR DTC

(a) Disconnect the battery terminal or remove the E/G fuse from the R/B No. 2 for more than 60 seconds.

