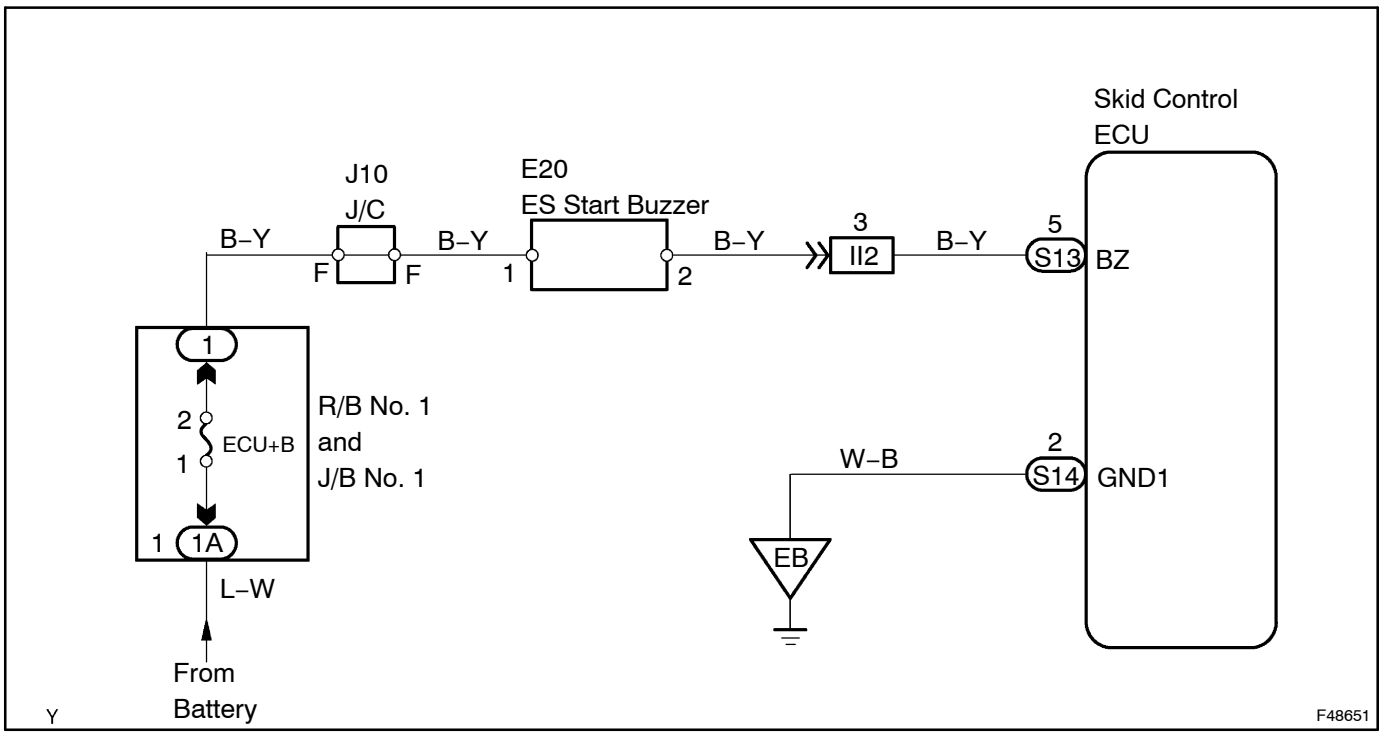
ES BUZZER CIRCUIT

CIRCUIT DESCRIPTION

The skid control ECU operates the ES start buzzer.

WIRING DIAGRAM



INSPECTION PROCEDURE

HINT:

As the ES starting system is controlled by the skid control ECU, a malfunction in the ABS & BA system may affect ES starting system operation. Before proceeding to the flowchart below, check for ABS & BA system's DTCs. If any of the ABS & BA system's DTCs is present, troubleshoot those DTCs first (see page 05–191).

1	INSPECT FUSE (ECU+B)

(a) Remove the ECU+B fuse from the R/B No. 1 and J/B No. 1.

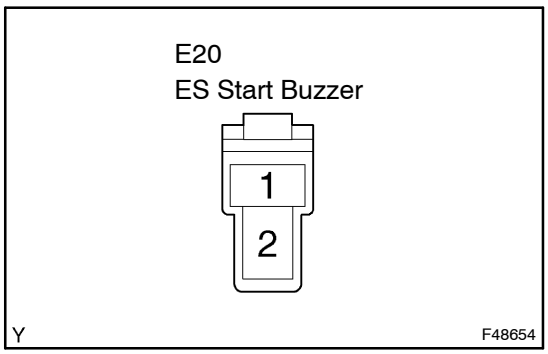
(b) Measure the resistance.

Standard: Below 1 Ω

NG → **REPLACE FUSE**

OK

2 CHECK ES START BUZZER (BATTERY VOLTAGE)



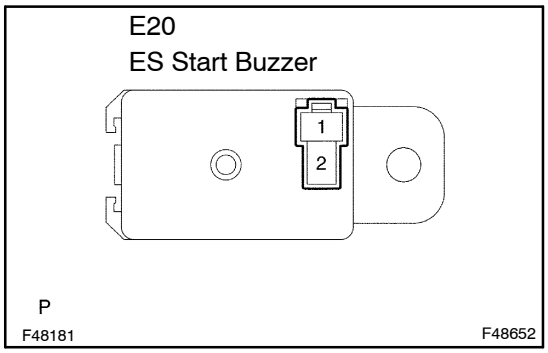
(a) Disconnect the E20 buzzer connector.
(b) Measure the vlotage of the buzzer.
Standard:

Tester Connection	Specified Condition
E20–1 – Body ground	20 to 28 V

NG → **REPAIR OR REPLACE HARNESS AND CONNECTOR**

OK

3 CHECK ES START BUZZER

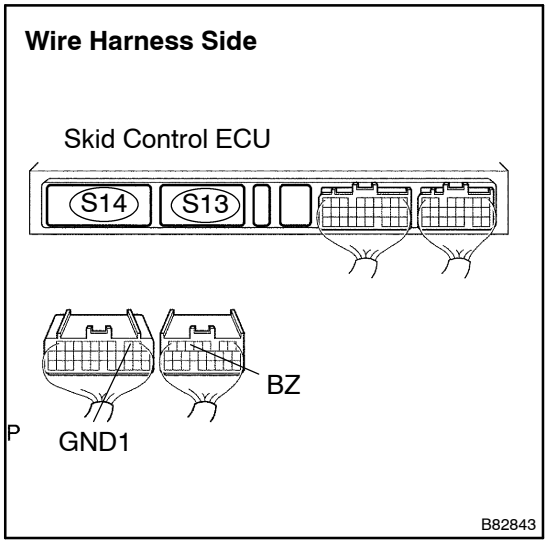


(a) Ground terminal E20–2 of the buzzer connector.
(b) Check that the buzzer sounds.
OK: Buzzer sounds

NG → **REPLACE ES START BUZZER**

OK

4	CHECK WIRE HARNESS (SKID CONTROL ECU – ES START BUZZER AND BODY GROUND)



(a) Disconnect the S13 and S14 ECU connectors.
(b) Disconnect the E20 buzzer connector.
(c) Measure the resistance of the wire harness side connectors.

Standard:

Tester Connection	Specified Condition
S13–5 (BZ) – E20–2	Below 1 Ω
S14–2 (GND1) – Body ground	Below 1 Ω

NG → **REPAIR OR REPLACE HARNESS AND CONNECTOR**

OK

REPLACE SKID CONTROL ECU