■SYSTEM OPERATION

1. General

The operation of the tire pressure warning system includes a warning function, initial check operation, initialization mode operation, and a diagnosis function.

2. Warning Operation

- After registering the tire pressure warning valve and transmitter ID numbers, the tire pressure warning light will operate until the tire pressure warning system starts to function normally. For this function, when an ID number is registered, the tire pressure warning light will blink for 1 minute and then stay on until the system starts operating normally.
- The Tire Pressure Warning ECU has two warning methods, depending on the condition detects.

Tire Pressure Warning Light	Detection Condition
Turns ON*1	The Tire Pressure Warning ECU detects that a tire inflation pressure becomes lower than the threshold.
Stays on after blinking for 1 minute*2	The Tire Pressure Warning ECU detects a malfunction in the system.

*1: If the tire pressure warning light turns ON, adjust the tire inflation pressure.

*2: If the warning light stays ON after blinking for 1 minute, it can be turned OFF by repairing the malfunction in the system.

3. Initial Check Operation

After the ignition switch is changed to IG-ON, the Tire Pressure Warning ECU lights up the tire pressure warning light for 3 seconds to check the warning light circuits and the Tire Pressure Warning ECU.

4. Diagnosis

If the Tire Pressure Warning ECU detects a malfunction in the system, the Tire Pressure Warning ECU will make the tire pressure warning light blink at 1 Hz for 1 minute then remain on to warn the driver. It will also store the DTCs (Diagnostic Trouble Codes) in memory.

- 5-igit DTCs can be read by connecting Techstream to the DLC3.
- 2-digit DTCs can be read by connecting SST (09843-18040) to the TC and CG terminals of the DLC3 and monitoring the blinking of the tire pressure warning light.
- Test mode can be selected using Techstream.

For details, see the 2008 FJ CRUISER Repair Manual (Pub. No. RM07C0U).