HOW TO TROUBLESHOOT ECU CONTROLLED SYSTEMS

010RB–01

GENERAL INFORMATION

A large number of ECU controlled systems are used in the PRIUS. In general, ECU controlled systems are considered to be very intricate, requiring a high level of technical knowledge to troubleshoot. However, most problem checking procedures only involve inspecting the ECU controlled system's circuits one by one. An adequate understanding of the system and a basic knowledge of electricity is enough to perform effective troubleshooting, accurate diagnoses and necessary repairs. Detailed information and troubleshooting procedures on major ECU controlled systems in this vehicle are outlined below:

System	Page
1. SFI System	05–1
2. Hybrid Control System	05–213
3. Hybrid Battery System	05–637
4. Electronically Controlled Brake System	05–705
5. Shift Control System (Parking Lock Contlol)	05–908
6. Electronic Power Steering System	05–973
7. Air Conditioning System	05–1014
8. Supplemental Restraint System	05–1151
9. Audio System	05–1450
10. Navigation System	05–1538
11. Combination Meter	05–1673
12. Power Window Control System	05–1718
13. Power Door Lock Control System	05–1770
14. Smart Entry System	05–1857
15. Wireless Door Lock Control System (w/ Smart Entry System)	05–1937
16. Wireless Door Lock Control System (w/o Smart Entry System)	05–1985
17. Key Reminder Warning System	05–2026
18. Engine Immobilizer System (w/ Smart Entry System)	05–2045
19. Engine Immobilizer System (w/o Smart Entry System)	05–2084
20. Push Button Start System	05–2121
21. Theft Deterrent System	05–2199
22. Multiplex Communication System	05–2238
23. Can Communication System	05–2304
24. Cruise Control System	05–2440

FOR USING INTELLIGENT TESTER II

- Before using the tester, the intelligent tester II's instruction book or tester's operator manual should be read thoroughly.
- If the tester cannot communicate with the ECU controlled systems when you have connected the cable of the tester to the DLC3 with the power switch and tester turned ON, there is a problem on the vehicle side or tester side.
  (1) If communication is normal when the tester is connected to another vehicle, inspect the diagnosis data link line (Bus⊕line) or ECU power source circuit of the vehicle.
  (2) If communication is still impossible when the tester is connected to another vehicle, the problem is probably in the tester itself. Perform the Self Test procedures outlined in the Tester Operator's Manual.