05IM1–02

HOW TO PROCEED WITH TROUBLESHOOTING

The hand–held tester can be used during steps 3, 8 and 11.

1	VEHICLE BROUGHT TO WORKSHOP

2	CUSTOMER PROBLEM ANALYSIS (SEE PAGE 05–919)

3	CHECK AND CLEAR DTCs (SEE PAGE 05–924)

4	PROBLEM SYMPTOM CONFIRMATION

(a) Turn the power switch on (IG).
(b) Turn the P position switch on, or move the selector lever to the R, N, or D position with the brake pedal depressed to see if any problem symptom occurs.

SYMPTOM DOES NOT OCCUR (Go to step 5)

SYMPTOM OCCURS (Go to step 6)

5	SYMPTOM SIMULATION (SEE PAGE 01–36)

6	CHECK MULTIPLEX COMMUNICATION SYSTEM (SEE PAGE 05–2250)

HINT:
The steering lock ECU is connected to the multiplex communication system. Therefore, be sure to check that there are no problems in the multiplex communication system before performing troubleshooting.

7	CHECK CAN COMMUNICATION SYSTEM (SEE PAGE 05–2312)

HINT:
This ECU is connected to the CAN communication system. Therefore, be sure to check that there are no troubles in the CAN communication system before performing troubleshooting.

8	DTC CHECK (SEE PAGE 05–924)

DTC IS NOT OUTPUT (Go to step 9)

DTC IS OUTPUT (Go to step 10)

9	PROBLEM SYMPTOMS TABLE (SEE PAGE 05–920)

→ Go to step 11

10	DTC CHART (SEE PAGE 05–929)

11	CIRCUIT INSPECTION (SEE PAGE 05–931 to 05–969)

12	PROBLEM IDENTIFICATION

13	REPAIR OR REPLACEMENT

14	CONFIRMATION TEST

END