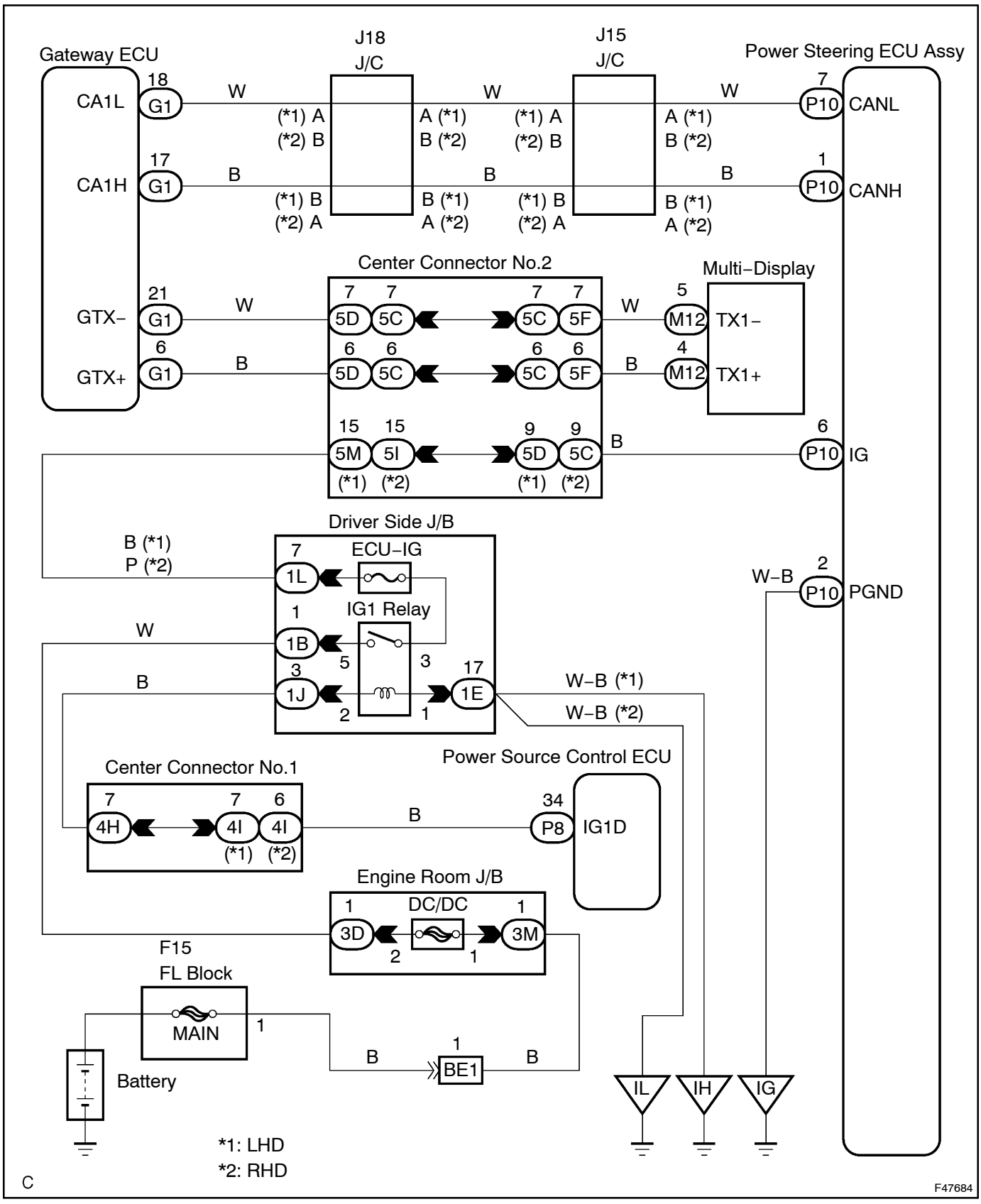
PS WARNING IS ALWAYS SHOWN ON MULTI–DISPLAY

CIRCUIT DESCRIPTION

Troubleshooting procedure for a situation when no DTCs are output but PS warning is always indicated is specified here. The PS warning remains on when there is an open in the IG circuit inputting power source voltage to the power steering ECU assy.

WIRING DIAGRAM



INSPECTION PROCEDURE

1	CHECK HARNESS AND CONNECTOR

(a) Check the indication condition of the PS warning while by wiggling the power steering ECU assy connector and wire harness up and down, and right and left.
OK:
PS warning indication does not change.

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

OK

2	INSPECT CAN COMMUNICATION SYSTEM

(a) Using the intelligent tester II, check for DTCs and confirm that there are no problems in the CAN communication system.
OK:
DTCs are not output.

NG → **GO TO CAN COMMUNICATION SYSTEM (SEE PAGE 05–2312)**

OK

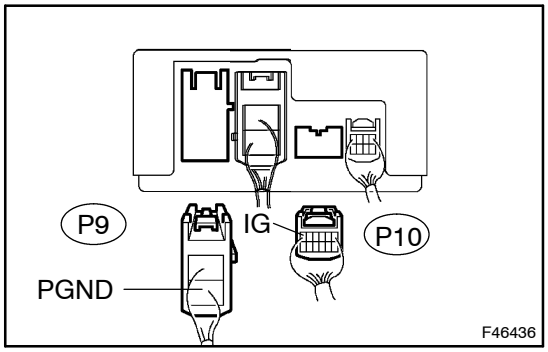
3	INSPECT MULTIPLEX COMMUNICATION SYSTEM(BEAN)

(a) Using the intelligent tester II, check for DTCs and confirm that there are no problems in the multiplex communication system (BEAN).
OK:
DTCs are not output.

NG → **GO TO MULTIPLEX COMMUNICATION SYSTEM (SEE PAGE 05–2250)**

OK

4 INSPECT POWER STEERING ECU ASSY



(a) Disconnect the "P9" and "P10" connectors from the power steering ECU assy.
(b) Turn the power switch on (IG).
(c) Measure the voltage according to the value(s) in the table below.

Standard:

Tester Connection	Condition	Specified Condition
P10–6 (IG) – P9–2 (PGND)	Power switch is on (IG)	10 to 16 V

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

OK

5 REPLACE POWER STEERING ECU ASSY (SEE PAGE 50–17)

6 CHECK PS WARNING ON MULTI DISPLAY

(a) Check for the PS warning indication on the multi–display.

Standard:

The PS warning is not indicated.

OK → **END**

NG

REPLACE MULTI DISPLAY (SEE PAGE 67–7)