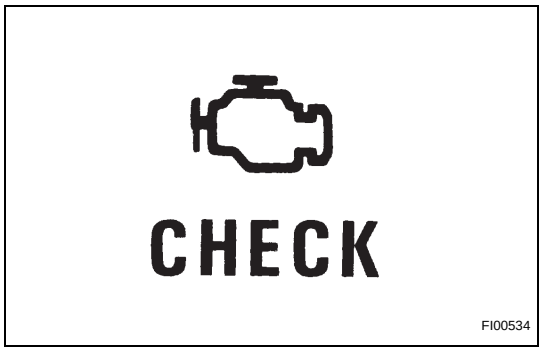
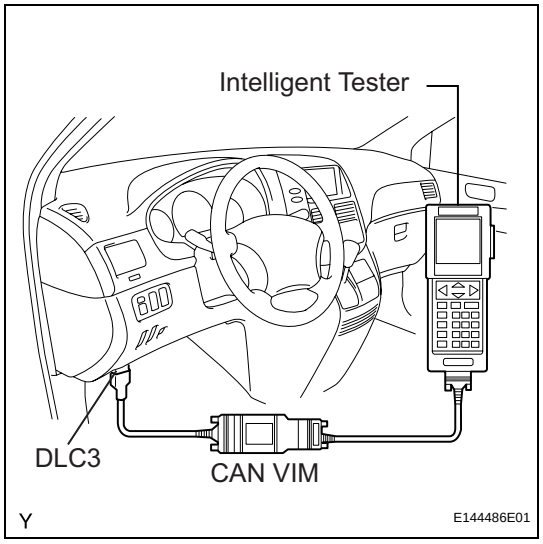
DIAGNOSIS SYSTEM

1. DESCRIPTION

(a) When troubleshooting OBD II (On-Board Diagnostics) vehicles, an intelligent tester (complying with SAE J1987) must be connected to the DLC3 (Data Link Connector 3) of the vehicle. Various data in the vehicle's ECM (Engine Control Module) can be then read.

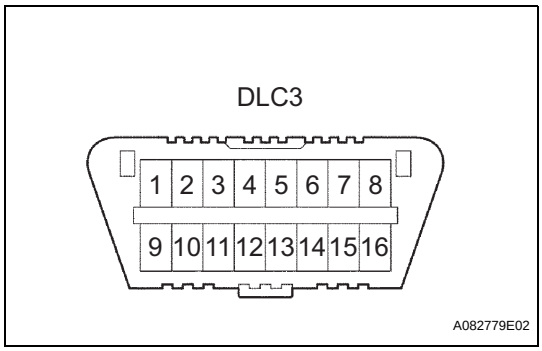


(b) OBD II regulations require that the vehicle's on-board computer illuminates the MIL (Malfunction Indicator Lamp) on the instrument panel when the computer detects a malfunction in:
(1) The emission control systems and components
(2) The power train control components (which affect vehicle emissions)
(3) The computer itself
In addition, the applicable DTCs (Diagnostic Trouble Codes) prescribed by SAE J2012 are recorded on 3 consecutive trips, the MIL turns off automatically but the DTCs remain recorded in the ECM memory.



(c) To check for DTCs, connect an intelligent tester to the DLC3. The tester displays DTCs, freeze frame data, and a variety of engine data. The DTCs and freeze frame data can be erased with the tester (See page ES-39).

ES



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In order to enhance OBD function on vehicles and develop the Off-Board diagnosis system, CAN communication is introduced in this system (CAN: Controller Area Network). It minimizes a gap between technician skills and vehicle technology. CAN is a network, which uses a pair of data transmission lines, spanning multiple computers and sensors. It allows a high speed communication between the systems and to simplify the wire harness connection.
Since this system is equipped with the CAN communication, connecting the CAN VIM (VIM: Vehicle Interface Module) with an intelligent tester is necessary to display any information from the ECM. (Also the communication between the intelligent tester and the ECM uses CAN communication signal.) When confirming the DTCs and any data of the ECM, connect the CAN VIM between the DLC3 and the intelligent tester.

2. NORMAL MODE AND CHECK MODE

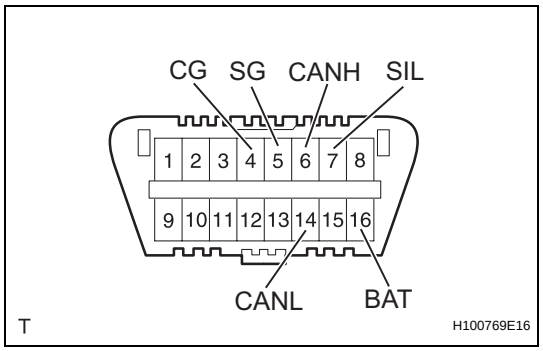
(a) The diagnosis system operates in normal mode during normal vehicle use. In normal mode, 2 trip detection logic is used to ensure accurate detection of malfunctions. Check mode is also available as an option for technicians. In check mode, 1 trip detection logic is used for simulating malfunction symptoms and increasing the system's ability to detect malfunctions, including intermittent problems (intelligent tester only) (See page ES-43).

3. 2 TRIP DETECTION LOGIC

(a) When a malfunction is first detected, the malfunction is temporarily stored in the ECM memory (1st trip). If the same malfunction is detected during the next subsequent drive cycle, the MIL is illuminated (2nd trip).

4. FREEZE FRAME DATA

(a) The ECM records vehicle and driving condition information as freeze frame data the moment a DTC is stored. When troubleshooting, freeze frame data can be helpful in determining whether the vehicle was running or stopped, whether the engine was warmed up or not, whether the air-fuel ratio was lean or rich, as well as other data recorded at the time of a malfunction.



5. DLC3 (Data Link Connector 3)

(a) The vehicle's ECM uses ISO 15765-4 for communication protocol. The terminal arrangement of the DLC3 complies with SAE J1962 and matches the ISO 15765-4 format.

Symbols	Terminal No.	Names	Reference terminals	Results	Conditions
SIL	7	Bus "+" line	5 - Signal ground	Pulse generation	During transmission
CG	4	Chassis ground	Body ground	Below 1 Ω	Always
SG	5	Signal ground	Body ground	Below 1 Ω	Always
BAT	16	Battery positive	Body ground	10 to 14 V	Always
CANH	6	CAN "High" line	14 - CANL	54 to 69 Ω	Ignition switch off*
CANH	6	CAN "High" line	Battery positive	200 Ω or more	Ignition switch off*
CANH	6	CAN "High" line	4 - CG	200 Ω or more	Ignition switch off*
CANL	14	CAN "Low" line	Battery positive	6 kΩ or higher	Ignition switch off*
CANL	14	CAN "Low" line	4 - CG	6 kΩ or higher	Ignition switch off*

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NOTICE:

***: Before measuring the resistance, leave the vehicle as is for at least 1 minute and do not operate the ignition switch, any other switches or the doors.**

HINT:

The DLC3 is the interface prepared for reading various data from the vehicle's ECM. After connecting the cable of an intelligent tester, turn the ignition switch to the ON position and turn the tester ON.

- If a communication failure message is displayed on the tester screen (on the tester: UNABLE TO CONNECT TO VEHICLE), a problem exists in either the vehicle or tester. In order to identify the location of the problem, connect the tester to another vehicle.
- If communication is normal: Inspect the DLC3 on the original vehicle.
- If communication is impossible: The problem is probably in the tester itself. Consult the Service Department listed in the instruction manual.

6. BATTERY VOLTAGE

Battery Voltage:

11 to 14 V

If the voltage is below 11 V, recharge the battery before proceeding to the next step.

7. MIL (Malfunction Indicator Lamp)

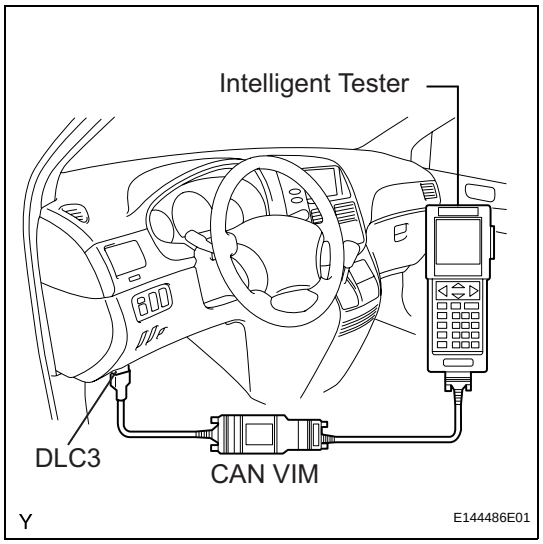
(a) The MIL is illuminated when the ignition switch is first turned to the ON position (the engine is not running).

(b) The MIL should turn off when the engine is started. If the MIL remains illuminated, the diagnosis system has detected a malfunction or abnormality in the system.
HINT:
If the MIL is not illuminated when the ignition switch is first turned to the ON position, check the MIL circuit (See page ES-478).

DTC CHECK / CLEAR

NOTICE:
All the stored DTCs and freeze frame data are erased if: 1) the ECM is changed from normal mode to check mode or vice versa; or 2) the ignition switch is turned from ON to ACC or off while in check mode.
Before changing modes, always check and make a note of any DTCs and freeze frame data.
HINT:

- DTCs which are stored in the ECM can be displayed on an intelligent tester. An intelligent tester can display current and pending DTCs.
- Some DTCs are not set if the ECM does not detect the same malfunction again during the second consecutive driving cycle. However, such malfunctions, detected on only one occasion, are stored as pending DTCs.



1. CHECK DTC (Using an intelligent tester)
(a) Connect the intelligent tester to the DLC3.
(b) Turn the ignition switch to the ON position.
(c) Turn the tester ON.
(d) Select the following menu items: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES.
(e) Check for the DTC(s) and freeze frame data, and then write them down.
(f) Check the details of the DTC(s) (See page ES-56).

2. CLEAR DTC (Using the intelligent tester)
(a) Connect the intelligent tester to the DLC3.
(b) Turn the ignition switch to the ON position.
(c) Turn the tester ON.
(d) Select the following menu items: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CLEAR CODES.
(e) Press the YES button.

3. CLEAR DTC (Without using an intelligent tester)
(a) Perform either one of the following operations:
(1) Disconnect the negative battery cable for more than 1 minute.
(2) Remove the EFI No. 1 and ETCS fuses from the Relay Block (R/B) located inside the engine compartment for more than 1 minute.