DTC U3003:08/U3003:16/U3003:17 [DYNAMIC STABILITY CONTROL (DSC)]

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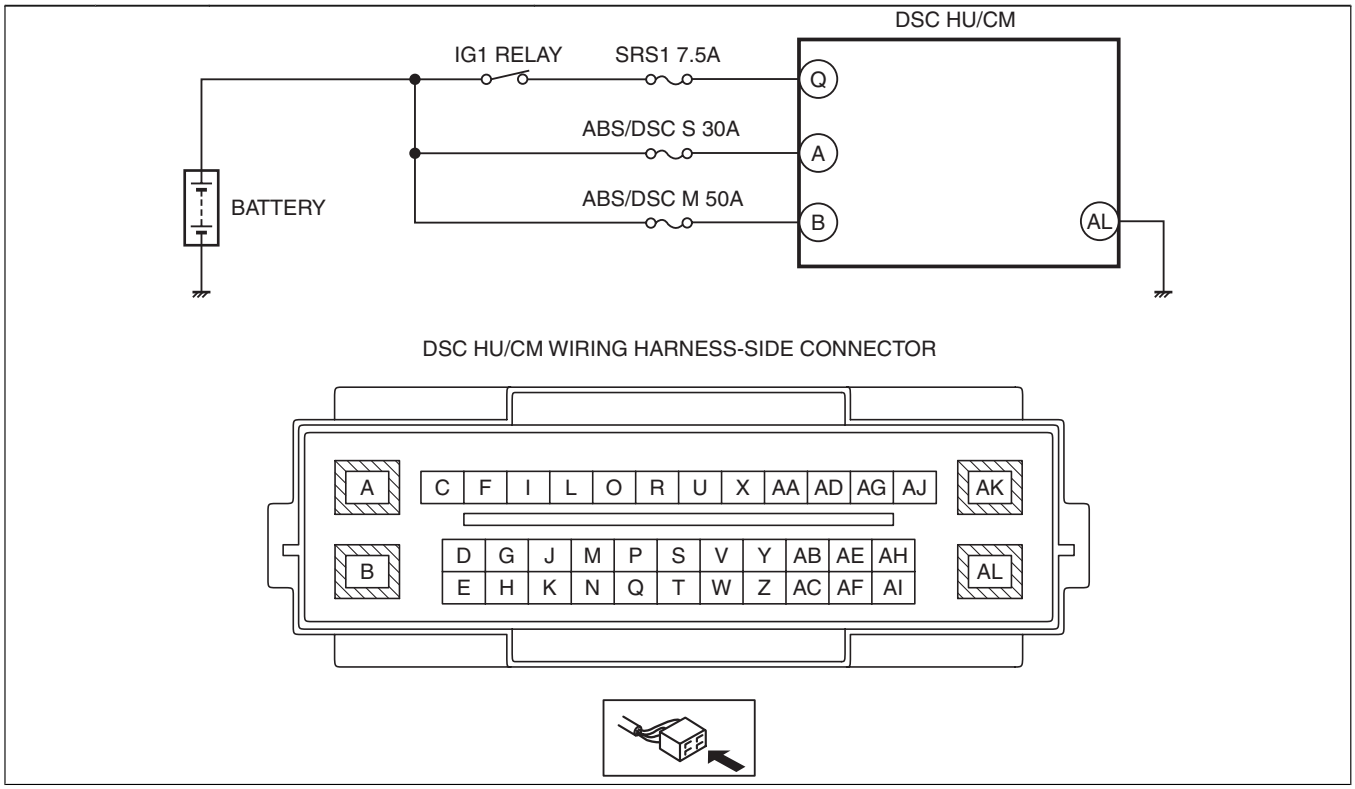
DTC	U3003:08, U3003:16, U3003:17	Power supply system
DETECTION CONDITION	• U3003:08 — While the vehicle is traveling at a speed of **10km/h {6.2 mph} or more**, a CAN signal error caused by low power supply voltage is detected. • U3003:16 — Low ignition voltage (**7.9—9.6 V**) is detected at the voltage monitor of the solenoid valve or motor monitor. (Except engine cranking condition) — Low ignition voltage (**6.0—7.9 V**) is detected at the voltage monitor of the solenoid valve or motor monitor. — Low ignition voltage (**below 6.0 V**) is detected at the voltage monitor of the solenoid valve or motor monitor. • U3003:17 — High ignition voltage (**17 V or more**) is detected at the voltage monitor of the solenoid valve or motor monitor.	
FAIL-SAFE FUNCTION	• U3003:08 — Permits the control and does not illuminate each warning/indicator light. • U3003:16 — Illuminates the ABS warning light, TCS/DSC indicator light and master warning light*1. — Does not illuminate the brake warning light.*2 — Illuminates the brake warning light.*3*4 — Tire pressure monitoring system warning light illuminates after flashes. — Inhibits the ABS, TCS, DSC, roll over mitigation (ROM), brake assist control, vehicle roll prevention function*5, hill launch assist (HLA), TPMS, smart city brake support (SCBS)*1, and secondary collision reduction (SCR) controls. — Permits the EBD control.*2 — Inhibits the EBD control.*3*4 • U3003:17 — Illuminates the ABS warning light, brake system warning light, TCS/DSC indicator light, and master warning light*1. — Tire pressure monitoring system warning light illuminates after flashes. — Inhibits the ABS, EBD, TCS, DSC, roll over mitigation (ROM), brake assist control, vehicle roll prevention function*5, hill launch assist (HLA), TPMS, smart city brake support (SCBS)*1, and secondary collision reduction (SCR) controls. *1: Vehicles with smart city brake support (SCBS) *2: When power supply voltage is **7.9—9.6 V** for **550 ms or more**. *3: When power supply voltage is **6.0—7.9 V** for **630 ms or more**. *4: When power supply voltage is **below 6 V** for **50 ms or more**. *5: ATX only	
POSSIBLE CAUSE	• Battery deterioration • Generator malfunction • Fuse (SRS1 7.5A, ABS/DSC S 30A, ABS/DSC M 50A) malfunction • Open or short circuit in wiring harness between DSC HU/CM terminal A and battery • Open or short circuit in wiring harness between DSC HU/CM terminal B and battery • Open or short circuit in wiring harness between DSC HU/CM terminal Q and battery • Open circuit in wiring harness between DSC HU/CM terminal AL and body ground • Poor connection at connectors (female terminal)	



Diagnostic procedure

STEP	INSPECTION		ACTION
1	**INSPECT BATTERY VOLTAGE** • Is the battery positive terminal voltage normal?	Yes	Inspect for normal connection of the battery terminals. Go to the next step.
		No	Charge or replace the battery, then go to Step 7. (See BATTERY RECHARGING [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) (See BATTERY RECHARGING [SKYACTIV-G 2.0, SKYACTIV-G 2.5 (WITHOUT i-stop)].) (See BATTERY RECHARGING [SKYACTIV-D 2.2].) (See BATTERY REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) (See BATTERY REMOVAL/INSTALLATION [SKYACTIV-D 2.2].)
2	**INSPECT BATTERY GRAVITY** • Is battery specific gravity as specified?	Yes	Go to the next step.
		No	Replace the battery, then go to Step 7. (See BATTERY REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) (See BATTERY REMOVAL/INSTALLATION [SKYACTIV-D 2.2].)
3	**INSPECT CHARGING SYSTEM** • Are the generator and the drive belt tensions normal?	Yes	Go to the next step.
		No	Replace the generator and/or drive belt if necessary. (See GENERATOR REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) (See GENERATOR REMOVAL/INSTALLATION [SKYACTIV-D 2.2].) (See DRIVE BELT REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) (See DRIVE BELT REMOVAL/INSTALLATION [SKYACTIV-D 2.2].) Go to Step 7.
4	**INSPECT FUSE CONDITION** • Inspect the following fuses. — SRS1 7.5A — ABS/DSC S 30A — ABS/DSC M 50A • Is the fuse normal?	Yes	Go to the next step.
		No	Replace the fuse, then go to Step 7.

STEP	INSPECTION		ACTION
5	**INSPECT DSC HU/CM POWER SUPPLY FOR OPEN CIRCUIT** • Disconnect the DSC HU/CM connectors. • Switch the ignition ON (engine off). • Measure the voltage between following connector terminals of the DSC HU/CM (vehicle harness-side) and body ground: — DSC HU/CM: A—Body ground — DSC HU/CM: B—Body ground — DSC HU/CM: Q—Body ground • Is the voltage **10 V or more**?	Yes	Go to the next step.
		No	Repair or replace the wiring harness, then go to Step 7.
6	**INSPECT DSC HU/CM GROUND FOR POOR GROUND OR OPEN CIRCUIT** • Switch the ignition to off. • Measure the resistance between the DSC HU/CM terminal AL (vehicle harness-side) and body ground. • Is the resistance **within 0—1 ohm**?	Yes	Go to the next step.
		No	If there is open circuit: • Repair or replace the wiring harness, then go to the next step. If resistance is not within specification: • Repair or replace the poor ground part, then go to the next step.
7	**VERIFY THAT THE SAME DTC IS NOT PRESENT** • Reconnect all disconnected connectors. • Clear the DTCs from the memory. (See ON-BOARD DIAGNOSIS [DYNAMIC STABILITY CONTROL (DSC)].) • Start the engine and drive the vehicle at **20 km/h {12 mph} or more**. • Are the same DTCs present?	Yes	Repeat the inspection from Step 1.
		No	Go to the next step.
8	**VERIFY THAT NO OTHER DTCS ARE PRESENT** • Are any other DTCs output?	Yes	Go to the applicable DTC inspection. (See ON-BOARD DIAGNOSIS [DYNAMIC STABILITY CONTROL (DSC)].)
		No	DTC troubleshooting completed.