

## HOW TO PROCEED WITH TROUBLESHOOTING

### 1 VEHICLE BROUGHT TO WORKSHOP

### 2 CUSTOMER PROBLEM ANALYSIS (SEE PAGE 05-1912)

### 3 CHECK AND CLEAR DTCs (SEE PAGE 05-1923, 05-1926)

### 4 PROBLEM SYMPTOM CONFIRMATION

SYMPTOM DOES NOT OCCUR (Go to step 5)

SYMPTOM OCCURS (Go to step 6)

### 5 SYMPTOM SIMULATION (SEE PAGE 01-34)

### 6 CHECK MULTIPLEX COMMUNICATION SYSTEM (SEE PAGE 05-3140)

#### 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 05-3306)

#### HINT:

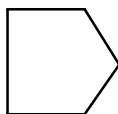
This ECU is connected to the CAN communication system. Therefore, be sure to check that there is no trouble in the CAN communication system before performing troubleshooting.

### 8 CHECK DTC (SEE PAGE 05-1923)

DTC IS OUTPUT (Go to step 12)

DTC IS NOT OUTPUT (Go to step 9)

# 9 CHECK IF THE SAME SYMPTOM APPEARS IN THE NAVIGATION SYSTEM (SEE PAGE 05-1771)

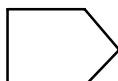


The symptom appears (Follow the navigation symptom chart to perform troubleshooting)  
(see page 05-1771)

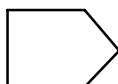


The symptom does not appear (Go to step 10)

## 10 PROBLEM SYMPTOMS TABLE (SEE PAGE 05-1917)



The corresponding symptom exists  
(Go to step 12)



The corresponding symptom does not exist  
(Go to step 11)

## 11 BASED ON THE MALFUNCTION SYMPTOM, PERFORM TROUBLESHOOTING BELOW

(a) Terminals of ECU (see page 05-1918)



## 12 ADJUSTMENT, REPAIR OR REPLACE



## 13 CONFIRMATION TEST



END