

HOW TO PROCEED WITH TROUBLESHOOTING

The Intelligent Tester II can be used during steps 3, 8 and 11.

1 VEHICLE BROUGHT TO WORKSHOP



2 CUSTOMER PROBLEM ANALYSIS (SEE PAGE 05-732)



3 CHECK AND CLEAR DTCs (SEE PAGE 05-737)



4 PROBLEM SYMPTOM CONFIRMATION



SYMPTOM DOES NOT OCCUR (Go to step 5)



SYMPTOM OCCURS (Go to step 5)

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:

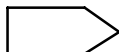
This ECU is connected to the CAN communication system. Therefore, be sure to check that there are no troubles in the CAN communication system before performing troubleshooting.



8 DTC CHECK (SEE PAGE 05-737)




DTC IS NOT OUTPUT (Go to step 9)



DTC IS OUTPUT (Go to step 10)

9	PROBLEM SYMPTOMS TABLE (SEE PAGE 05-733)
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Go to step 11

10	DTC CHART (SEE PAGE 05-740)
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11	CIRCUIT INSPECTION (SEE PAGE 05-742 to 05-760)
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12	PROBLEM IDENTIFICATION
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13	REPAIR OR REPLACEMENT
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14	CONFIRMATION TEST
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END
