05DY3−10

SYSTEM DESCRIPTION

1. BRIEF DESCRIPTION

(a) CAN (Controller Area Network) is a serial data communication system for real time application. It is a vehicle multiplex communication system which has a high communication speed (500 kbps) and the ability to detect malfunctions.

(b) The CAN performs the communication based on the differential voltage by pairing the CANH bus line and CANL bus line.

(c) This vehicle uses the CAN communication system for communication between the components in the ABS with EBD & BA & TRC & VSC system.

(d) The CAN has two resistors of 120 Ω that are necessary for communication to the main bus line.

2. DEFINITION OF TERMS

(a) Main bus line

(1) Main bus line is a wire harness between the two terminus circuits on the bus (communication line). This is the main bus in the CAN communication system.

(b) Sub bus line

(1) Sub bus line is a wire harness which diverges from the main bus line, which is the main bus of the CAN bus, to an ECU or sensor.

3. COMPONENTS WHICH COMMUNICATE THROUGH THE CAN COMMUNICATION SYSTEM

(a) Skid Control ECU

(b) Steering Sensor

(c) Yaw Rate Sensor

(d) ECM (2AZ−FE)

4. DIAGNOSTIC CODES FOR THE CAN COMMUNICATION SYSTEM

(a) DTCs for the CAN communication system are as follows:
U0073/94, U0123/62, U0124/95, U0126/63, U0100/65 (2AZ−FE)

5. REMARKS FOR TROUBLESHOOTING

(a) Trouble in the CAN bus (communication line) can be checked from the DLC3 (except a wire break other than in the DLC3 sub bus line).

(b) By using the hand−held tester, DTCs for the CAN communication system can be checked through the DTC ISO 9141K−Line.

(c) The CAN communication system cannot detect trouble in the DLC3 sub bus line even though the DLC3 is also connected to the CAN communication system.