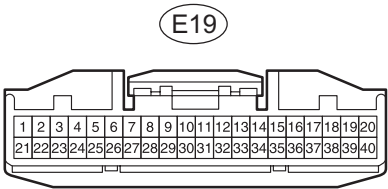


TERMINALS OF ECU

1. CHECK COMBINATION METER ASSEMBLY

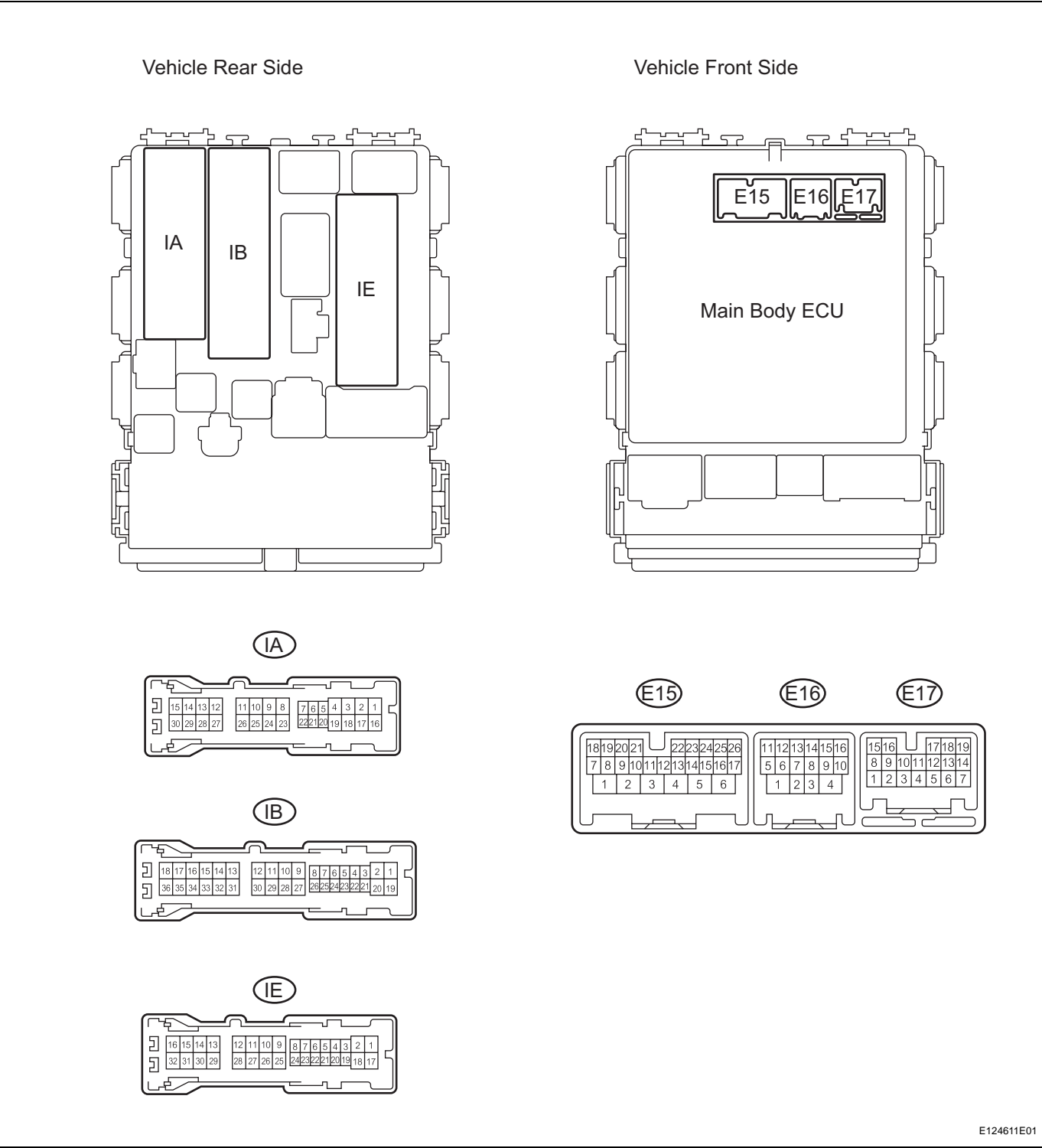


E124610E01

(a) Measure the voltage and resistance of the connector.

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
IG+ (E19-21) - Body ground	B - Body ground	Ignition switch signal	Ignition switch OFF	Below 1 V
			Ignition switch ON	10 to 14 V
B (E19-22) - Body ground	R - Body ground	Battery	Always	10 to 14 V
CANH (E19-32) - Body ground	G - Body ground	CAN communication line	Ignition switch ON	Pulse generation
CANL (E19-31) - Body ground	W - Body ground	CAN communication line	Ignition switch ON	Pulse generation
ET (E19-33) - Body ground	BR - Body ground	Ground	Always	Below 1 Ω

2. CHECK INSTRUMENT PANEL JUNCTION BLOCK (MAIN BODY ECU)



E124611E01

(a) Measure the voltage and resistance of the connectors.

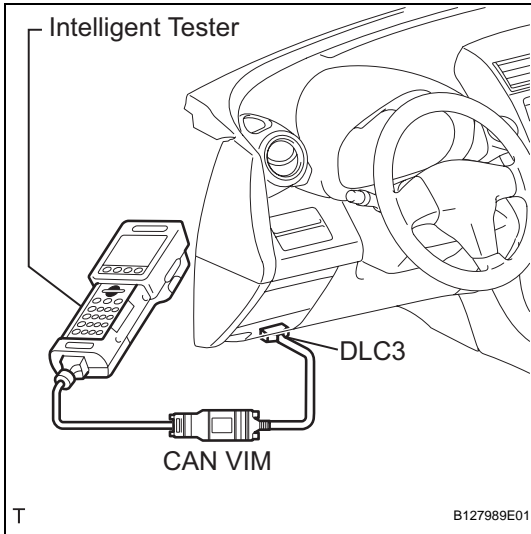
Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
KSW (IE-26) - Body ground	L - Body ground	Key unlock warning switch input	Key inserted	Below 1 V
			Key removed from ignition key cylinder	10 to 14 V
GND (IE-17) - Body ground	W-B - Body ground	Ground	Always	Below 1 Ω

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
B (IB-30) - Body ground	R - Body ground	Battery	Always	10 to 14 V
DTCY (IA-21) - Body ground	W - Body ground	Driver door courtesy switch input	Driver door closed	10 to 14 V
			Driver door open	Below 1 V
CANL (E17-16) - Body ground	W - Body ground	CAN communication line	Ignition switch ON	Pulse generation
CANH (E17-15) - Body ground	R - Body ground	CAN communication line	Ignition switch ON	Pulse generation

DIAGNOSIS SYSTEM

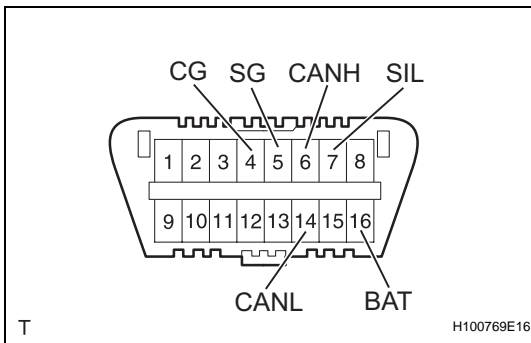
1. DESCRIPTION

- (a) Key reminder warning system data can be read through the Data Link Connector 3 (DLC3) of the vehicle. When the system seems to be malfunctioning, use the intelligent tester (with CAN VIM) to check for malfunctions and perform repairs.



2. CHECK DLC3

The vehicle's ECM uses ISO 15765-4 communication protocol. The terminal arrangement of the DLC3 complies with ISO 15031-03 and matches the ISO 15765-4 format.



Symbols (Terminal No.)	Terminal Description	Condition	Specified Condition
SIL (7) - SG (5)	Bus "+" line	During transmission	Pulse generation
CG (4) - Body ground	Chassis ground	Always	Below 1 Ω
SG (5) - Body ground	Signal ground	Always	Below 1 Ω
BAT (16) - Body ground	Battery positive	Always	10 to 14 V
CANH (6) - CANL (14)	HIGH-level CAN bus line	Ignition switch OFF*	54 to 69 Ω
CANH (6) - Battery positive	HIGH-level CAN bus line	Ignition switch OFF*	1 M Ω or higher
CANL (6) - CG (4)	HIGH-level CAN bus line	Ignition switch OFF*	200 M Ω or higher
CANH (14) - Battery positive	LOW-level CAN bus line	Ignition switch OFF*	1 M Ω or higher
CANL (14) - CG (4)	LOW-level CAN bus line	Ignition switch OFF*	200 M Ω or higher

NOTICE:

*: Before measuring the resistance, leave the vehicle as is for at least 1 minute and do not operate the ignition switch, other switches or doors. If the result is not as specified, the DLC3 may have a malfunction. Repair or replace the harness and connector.

HINT:

Connect the cable of the intelligent tester (with CAN VIM) to the DCL3, turn the ignition switch ON and attempt to use the tester. If the display indicates that a communication error has occurred, there is a problem either with the vehicle or with the tester.

- If communication is normal when the tester is connected to another vehicle, inspect the DLC3 on the original vehicle.
- If communication is still not possible when the tester is connected to another vehicle, the problem may be in the tester itself. Consult the Service Department listed in the tester's instruction manual.