

## HOW TO PROCEED WITH TROUBLESHOOTING

The hand-held tester can be used during steps 3, 8 and 11.

### 1 VEHICLE BROUGHT TO WORKSHOP



### 2 CUSTOMER PROBLEM ANALYSIS (SEE PAGE 05-1149)



### 3 CHECK AND CLEAR DTCs (SEE PAGE 05-1154)



### 4 PROBLEM SYMPTOM CONFIRMATION

- (a) Turn the power switch on (IG).
- (b) Turn the P position switch on, or move the selector lever to the R, N, or D position with the brake pedal depressed to see if any problem symptom occurs.

SYMPTOM DOES NOT OCCUR (Go to step 5)

SYMPTOM OCCURS (Go to step 6)

### 5 SYMPTOM SIMULATION (SEE PAGE 01-37)



### 6 CHECK MULTIPLEX COMMUNICATION SYSTEM (SEE PAGE 05-2549)

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 05-2602)

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 05-1154)

DTC IS NOT OUTPUT (Go to step 9)

DTC IS OUTPUT (Go to step 10)

**9** | **PROBLEM SYMPTOMS TABLE (SEE PAGE 05-1150)**

 **Go to step 11**

**10** | **DTC CHART (SEE PAGE 05-1159)**



**11** | **CIRCUIT INSPECTION (SEE PAGE 05-1161 to 05-1199)**



**12** | **PROBLEM IDENTIFICATION**



**13** | **REPAIR OR REPLACEMENT**



**14** | **CONFIRMATION TEST**



**END**