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 is probably in the tester itself. Consult the Service Department listed in the tester's instruction manual.

6. CHECK MIL
    (a) Check that the MIL illuminates when turning the ignition switch ON.
        If the MIL does not illuminate, there is a problem in the MIL circuit (see page ES-386).
    (b) When the engine is started, the MIL should turn off.

7. ALL READINESS
    (a) For this vehicle, using the intelligent tester allows readiness codes corresponding to all DTCs to be read. When the diagnosis (normal or malfunctioning) has been completed, readiness codes are set. Enter the following menus: ENHANCED OBD II / MONITOR STATUS.
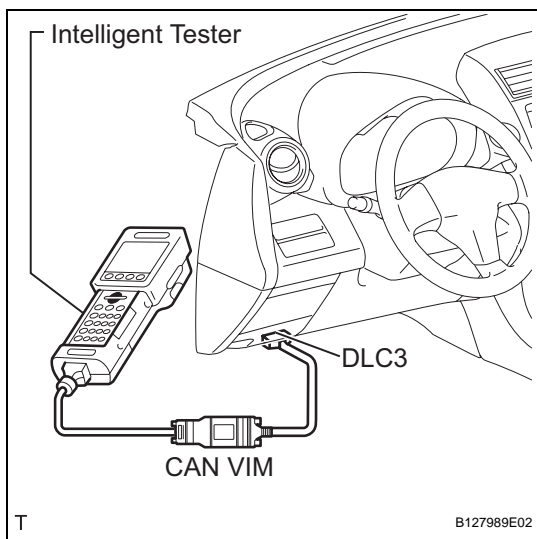
DTC CHECK / CLEAR

1. CHECK DTC
    (a) DTCs which are stored in the ECM can be displayed with the intelligent tester.
        The intelligent tester can display pending DTCs and current DTCs. Some DTCs are not stored unless a malfunction is detected in consecutive driving cycles. When a malfunction is detected in only one driving cycle, it is stored as a pending DTC.
        (1) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
        (2) Turn the ignition switch ON and turn the tester ON.
        (3) Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES (or PENDING CODE).
        (4) Confirm the DTCs and freeze frame data and then write them down.
        (5) Confirm the details of the DTCs (see page AX-35).
            NOTICE:
            When simulating a symptom with the scan tool to check for DTCs, use normal mode. For codes on the DIAGNOSTIC TROUBLE CODE CHART subject to "2 trip detection logic", perform the following actions. Turn the ignition switch OFF after the symptom is simulated once. Then repeat the simulation process again. When the symptom has been simulated twice, the MIL illuminates and the DTCs are recorded in the ECM.

Intelligent Tester

DLC3

CAN VIM

T   B127989E02

AX

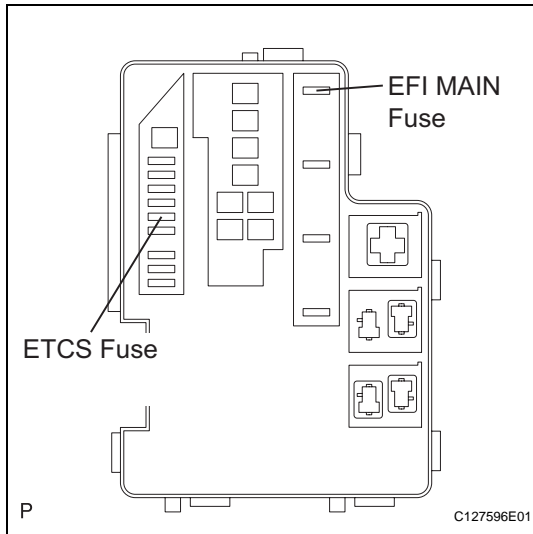**2. CLEAR DTC**

(a) When using the intelligent tester:

   (1) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.

   (2) Turn the ignition switch ON and turn the tester ON.

   (3) Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CLEAR CODES. Then and press YES.
     HINT:
     When operating the tester to erase the codes, the DTCs and freeze frame data will be erased.

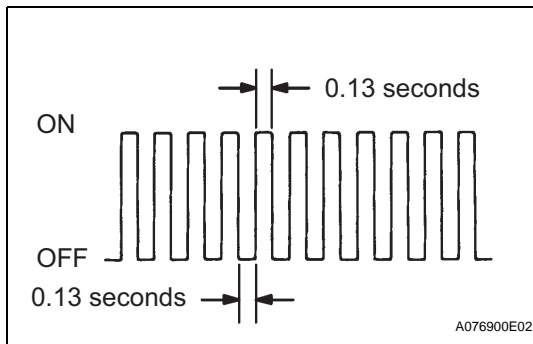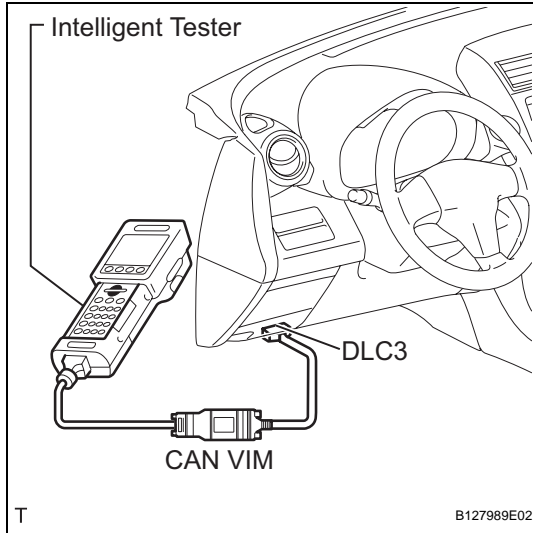(b) When not using the intelligent tester:

   (1) Disconnect the battery terminal or remove the EFI MAIN and ETCS fuses from the engine room No. 1 relay block and engine room No. 1 junction block for 60 seconds or more. However, if you disconnect the battery terminal, perform the "INITIALIZATION" procedure (see page AX-18).

EFI MAIN Fuse

ETCS Fuse

P   C127596E01

AX

CHECK MODE PROCEDURE

1. DESCRIPTION

(a) Check mode has a higher sensitivity to malfunctions and can detect malfunctions that normal mode cannot detect. Check mode can also detect all the malfunctions that normal mode can detect. In check mode, DTCs are detected with 1 trip detection logic.

2. CHECK MODE PROCEDURE

(a) Make sure that the following conditions below are met:
    (1) Battery positive voltage 11 V or more
    (2) Throttle valve fully closed
    (3) Transaxle in the P or N position
    (4) A/C OFF

(b) Turn the ignition switch OFF.

(c) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.

(d) Turn the ignition switch ON and turn the tester ON.

(e) Enter the following menus: DIAGNOSIS / ENHANCED OBD II / CHECK MODE.

(f) Change the ECM to check mode. Make sure the MIL flashes as shown in the illustration.
NOTICE:
All DTCs and freeze frame data recorded will be erased if: 1) the intelligent tester is used to change the ECM from normal mode to check mode or vice versa; or 2) during check mode, the ignition switch is turned from ON to ACC or OFF.
Before check mode, make notes of the DTCs and freeze frame data.

(g) Start the engine. The MIL should turn off after the engine starts.

(h) Perform "MONITOR DRIVE PATTERN" for the ECT test (see page).
(Or, simulate the conditions of the malfunction described by the customer.)

(i) After simulating the malfunction conditions, use the tester to check the DTC and freeze frame data.

AX