

HOW TO TROUBLESHOOT ECU CONTROLLED SYSTEMS

IN00Z-21

GENERAL INFORMATION

A large number of ECU controlled systems are used in the CENTURY. In general, the ECU controlled system is considered to be a very intricate system requiring a high level of technical knowledge and expert skill to troubleshoot. However, the fact is that if you proceed to inspect the circuits one by one, troubleshooting of these systems is not complex. If you have adequate understanding of the system and a basic knowledge of electricity, accurate diagnosis and necessary repair can be performed to locate and fix the problem. This manual is designed through emphasis of the above standpoint to help service technicians perform accurate and effective troubleshooting, and is compiled for the following major ECU controlled systems:

The troubleshooting procedure and how to make use of it are described on the following pages.

System	Page
1. Automatic Transmission	DI-1
2. Electronic Modulated Air Suspension	DI-64
3. Anti-Lock Brake System	DI-151
4. Power Tilt and Power Telescopic Steering Column	DI-199
5. Supplemental Restraint System	DI-227
6. Power Seat Control System (Rear Seat)	DI-380
7. Cruise Control System	DI-407
8. Engine Immobilizer System	DI-428
9. Combination Meter System	DI-450
10. Body Control System	DI-480
11. Driver Door Control System	DI-548
12. Passenger Door Control System	DI-578
13. Rear Left Door Control System	DI-609
14. Rear Right Door Control System	DI-634
15. Rear Junction Block System	DI-660
16. Rear Light Control System	DI-687
17. Multiplex Communication System	DI-706
18. Air Conditioning System	DI-766

FOR USING HAND-HELD TESTER

- Before using the tester, the tester's operator manual should be read thoroughly.
- If the tester cannot communicate with ECU controlled systems when you have connected the cable of the tester to DLC3, turned the ignition switch ON and operated the scan tool, there is a problem on the vehicle side or tool side.
 - (1) If communication is normal when the tool is connected to another vehicle, inspect the diagnosis data link line (Bus \oplus line) or ECU power circuit of the vehicle.
 - (2) If communication is still not possible when the tool is connected to another vehicle, the problem is probably in the tool itself, so perform the Self Test procedures outline in the Tester Operator's Manual.