DI0WE–05

DTC	51	Continuous Electric Current to Height Control Compressor

CIRCUIT DESCRIPTION

DTC No.	DTC Detecting Condition	Trouble Area
51*1	With the height control relay activated, the vehicle does not go down to the standard vehicle height after the 7 minutes have elapsed.	• Height control compressor motor • Height control compressor circuit • Height control sensor link • Height control sensor • Relief valve • Height control relay comes off • Air leakage from the air tube or each valve • Clogging in the air tube or each valve • Suspension control ECU

*1: Since the relief pressure of the compressed air is 980 kPa (10 kgf/cm², 142 psi), if vehicle height control is attempted on a steeply sloping road, when the vehicle is overloaded, or when the vehicle is jacked up with the engine running, the compressor motor operates continuously to raise vehicle height, and causes electric current to flow to height control relay for 7 minutes or longer. Thus DTC 51 may be output and vehicle height control may be suspended. (This is not abnormal.) However, in this case, when detecting the first error, approx. 10 minutes after the ignition switch was turned ON, vehicle height control is resumed. When detecting the following errors it takes 70 minutes until the control is resumed.

INSPECTION PROCEDURE

1	Inspect the height control compressor circuit (See page DI–109).

NG → Go to troubleshooting shown on page DI–109.

OK

2	Inspect for air leakage (See page SA–115).

NG → Repair air leakage.

OK

3	**Check whether height control solenoid valve is stuck closed, and exhaust valve is stuck open (check operation sound) (See page DI–99).**

NG → **Repair or replace height control solenoid valve, exhaust valve.**

OK

4	**Does malfunction disappear by adjusting height control sensor link (See page SA–119)?**

YES → **Adjust height control sensor link.**

NO

5	**Check and repair, or replace parts of the malfunction causes.**

(a) Air tube clogged
(b) Compressor faulty
(c) Relief valve faulty
(d) Height control sensor malfunction
(e) Foreign material entered into height control solenoid valve and exhaust solenoid valve
(f) ECU malfunction