

HOW TO TROUBLESHOOT ECU CONTROLLED SYSTEMS

GENERAL INFORMATION

IN04S-28

A large number of ECU controlled systems are used in the LEXUS GS430/GS300. 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. Engine 2JZ – GE	DI-1
2. Engine 3UZ – FE	DI-171
3. Automatic Transmission 2JZ-GE	DI-344
4. Automatic Transmission 3UZ-FE	DI-415
5. ABS & Hydraulic Brake Booster Power Supply System	DI-482
6. Vehicle Skid Control (VSC) & Brake Assist (BA) System	DI-568
7. Power Tilt and Power Telescopic Steering Column	DI-615
8. Supplemental Restraint System	DI-648
9. Power Seat Control System	DI-832
10.Cruise Control System	DI-853
11.Engine Immobiliser System	DI-876
12.Combination Meter System	DI-894
13.Sliding Roof System	DI-914
14.Body No. 1 Control System	DI-927
15.Body No. 2 Control System	DI-973
16.Driver Door Control System	DI-1007
17.Passenger Door Control System	DI-1042
18.Rear Left Door Control System	DI-1076
19.Rear Right Door Control System	DI-1093
20.Multiplex Communication System	DI-1110
21.LEXUS Navigation System	DI-1184
22.Air Conditioning System	DI-1299

FOR USING OBDII SCAN TOOL OR LEXUS HAND-HELD TESTER

- Before using the scan tool or tester, the scan tool's instruction book or tester's operator manual should be read thoroughly.
- If the scan tool or tester cannot communicate with ECU controlled systems when you have connected the cable of the scan tool or 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.