

HOW TO TROUBLESHOOT ECU CONTROLLED SYSTEMS

GENERAL INFORMATION

IN05Q-04

A large number of ECU controlled systems are used in the LEXUS SC400/SC300. 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:

System	Page
1. 2JZ-GE Engine	DI-1
2. 1UZ-FE Engine	DI-148
3. 2JZ-GE Automatic Transmission	DI-298
4. 1UZ-FE Automatic Transmission	DI-348
5. Anti-Lock Brake System	DI-406
6. ABS & Traction Control System	DI-459
7. Power Tilt and Power Telescopic Steering Column	DI-492
8. Supplemental Restraint System	DI-538
9. Power Seat Control System (Driver)	DI-592
10. Power Seat Control System (Passenger)	DI-628
11. Power Door Lock Control System	DI-659
12. Wireless Door Lock Control System	DI-690
13. Theft Deterrent System	DI-723
14. Cruise Control System	DI-758
15. Air Conditioning System	DI-811

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

FOR USING OBDII SCAN TOOL OR LEXUS HAND-HELD TESTER

- Before using the OBDII scan tool or LEXUS hand-held tester, the OBDII scan tool's instruction book or LEXUS hand-held tester's operator manual should be read thoroughly.
- If the OBDII scan tool or LEXUS hand-held tester cannot communicate with ECU controlled systems when you have connected the cable of the OBDII scan tool or LEXUS hand-held 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 outlined in the Tester Operator's Manual.