

HOW TO TROUBLESHOOT ECU CONTROLLED SYSTEMS

GENERAL INFORMATION

IN03M-03

A large number of ECU controlled systems are used in the LEXUS LS400. 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	DI-1
2. Automatic Transmission	DI-171
3. Electronic Modulated Air Suspension	DI-235
4. Anti-Lock Brake System	DI-305
5. Vehicle Skid Control (VSC) & Brake Assist System	DI-364
6. Power Tilt and Power Telescopic Steering Column	DI-408
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8. Power Seat Control System (w/ Driving Position Memory)	DI-582
9. Cruise Control System	DI-600
10. Engine Immobilizer System	DI-615
11. Combination Meter System	DI-631
12. Sliding Roof System	DI-650
13. Body Control System	DI-661
14. Driver Door Control System	DI-727
15. Passenger Door Control System	DI-760
16. Rear Left Door Control System	DI-792
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18. Multiplex Communication System	DI-838
19. LEXUS Navigation System	DI-900
20. Air Conditioning System	DI-931

FOR USING OBD II 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.