
BODY ELECTRICAL

COMBINATION METER	BE-1
POWER DOOR LOCK	
CONTROL SYSTEM	BE-4
DOUBLE LOCKING SYSTEM	BE-11
AUDIO SYSTEM	BE-16

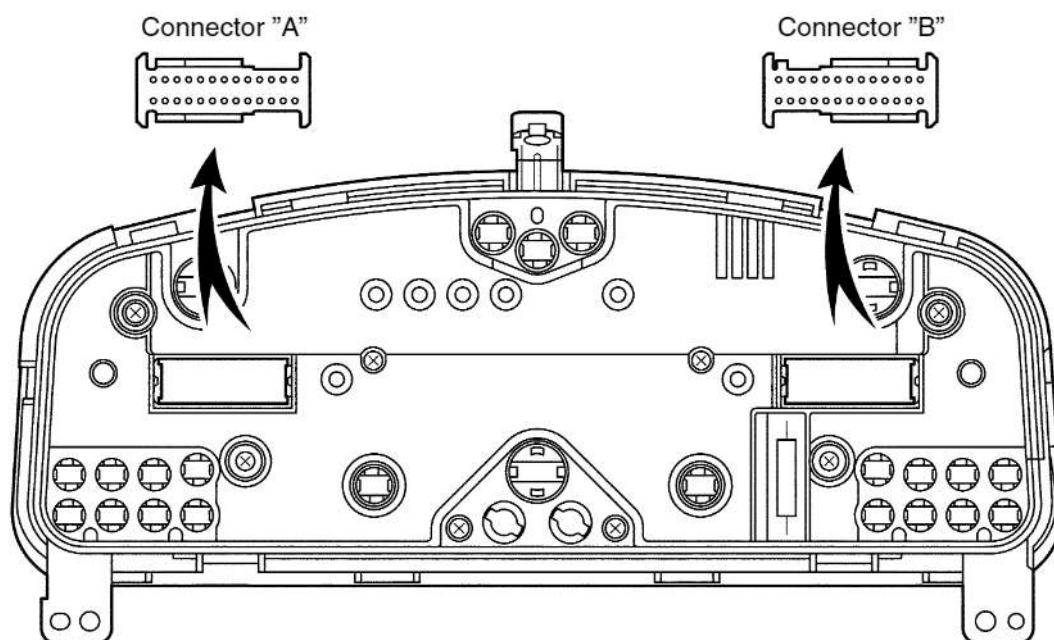
REFER TO FOLLOWING REPAIR MANUALS:

Manual Name	Pub. No.
AVENSIS/CORONA Chassis and Body Repair Manual	RM599E
AVENSIS/CORONA Chassis and Body Repair Manual Supplement (Aug., 1999)	RM698E

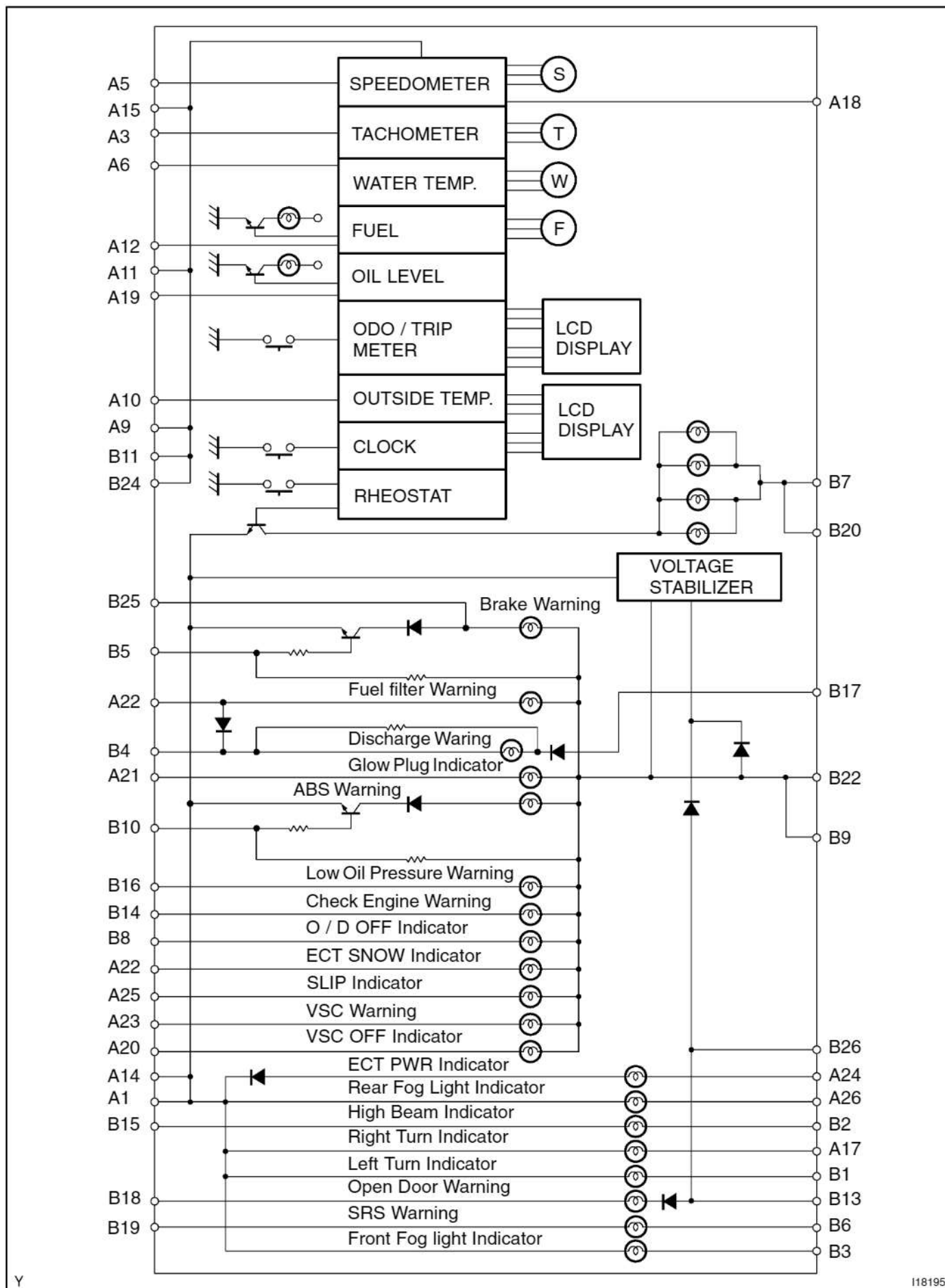
NOTE: The above pages contain only the points which differ from the above listed manuals.

COMBINATION METER CIRCUIT

BE028-03



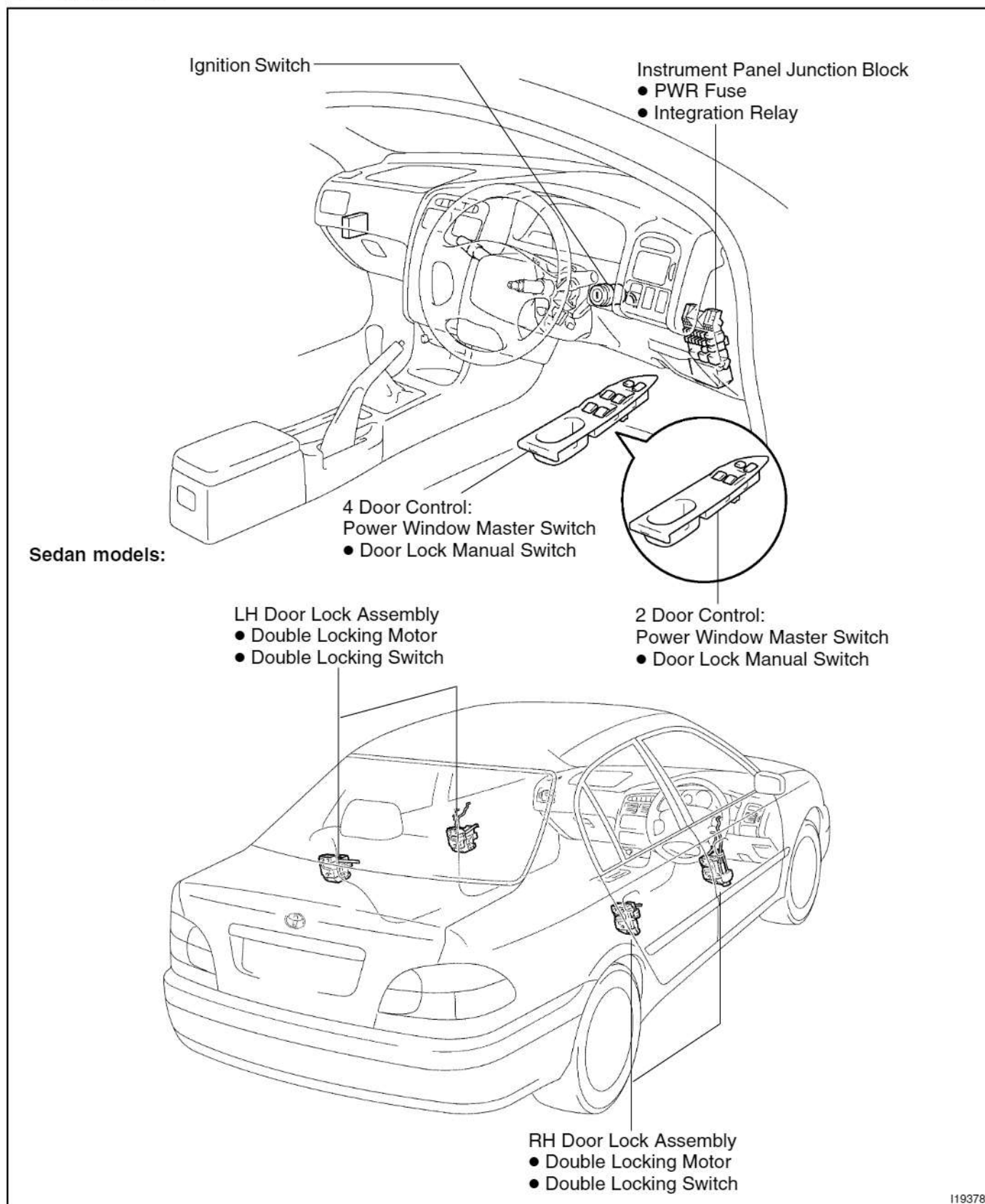
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No.	Wire Harness Side
A	1 Ground (Power)
	3 Engine ECU (M/T) or Engine and ECT ECU (A/T)
	5 Vehicle Speed Sensor
	6 Engine ECU (M/T) Engine and ECT ECU (A/T)
	9 Ground
	10 Outside Temperature Sender Gauge
	11 Ground (Fuel)
	12 Fuel Sender Gauge
	14 Ground (Power)
	15 Ground (Speed)
	17 Turn Signal Switch (Right)
	18 Other Parts
	19 Oil Level Warning Switch
	20 ABS & BA & TRC & VSC ECU (w/ ABS & BA & TRC & VSC)
	21 Engine ECU (1CD-FTV Glow)
	22 Engine and ECT ECU (Gasoline Engine) or Fuel Filter Warning Switch (Diesel Engine)
	23 ABS & BA & TRC & VSC ECU (w/ ABS & BA & TRC & VSC)
	24 ECT Pattern Select Switch
	25 ABS & BA & TRC & VSC ECU (w/ ABS & BA & TRC & VSC)
	26 Rear Fog Light Switch
B	1 Turn Signal Switch (Left)
	2 H-LP Fuse
	3 Front Fog Light Switch
	4 Alternator L Terminal
	5 ABS, VSC System (w/ ABS) or Ground (w/o ABS)
	6 ECU+B Fuse
	7 Taillight Relay
	8 O/D Main Switch (A/T)
	9 GAUGE Fuse
	10 ABS ECU
	11 Ground (Signal)
	13 DOOR Fuse
	14 EFI ECU (Gasoline Engine) EGR ECU (Diesel Engine)
	15 Headlight Dimmer Switch
	16 Low Oil Pressure Warning Switch
	17 IGN Fuse
	18 Door Courtesy Switch
	19 Airbag ECU
	20 Taillight Relay
	22 GAUGE Fuse
	24 Ground (Signal)
	25 Brake Fluid Level Warning Switch, Brake Vacuum Warning Switch (1CD-FTV) or Parking Brake Switch (w/o ABS)
	26 DOOR Fuse

POWER DOOR LOCK CONTROL SYSTEM LOCATION

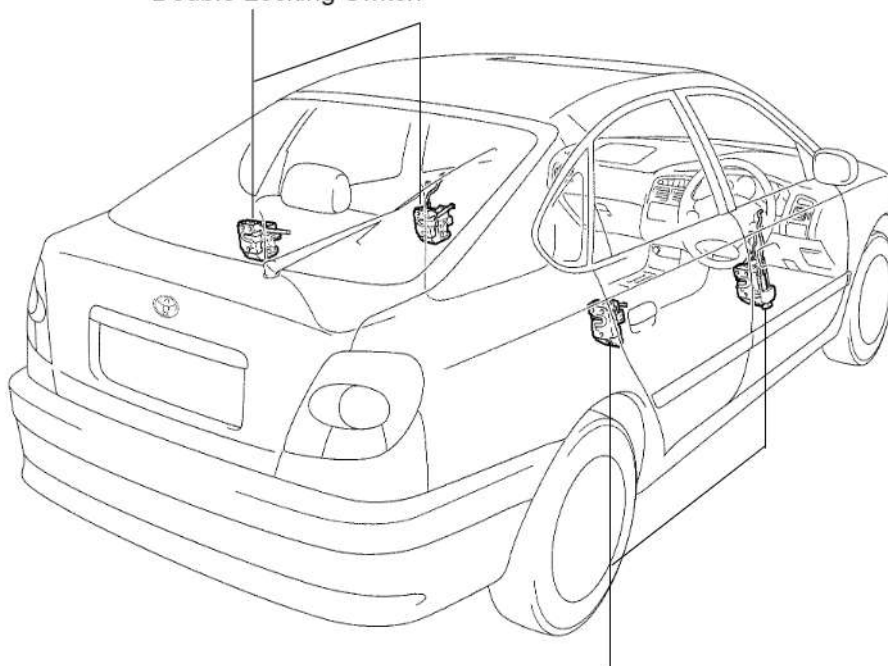
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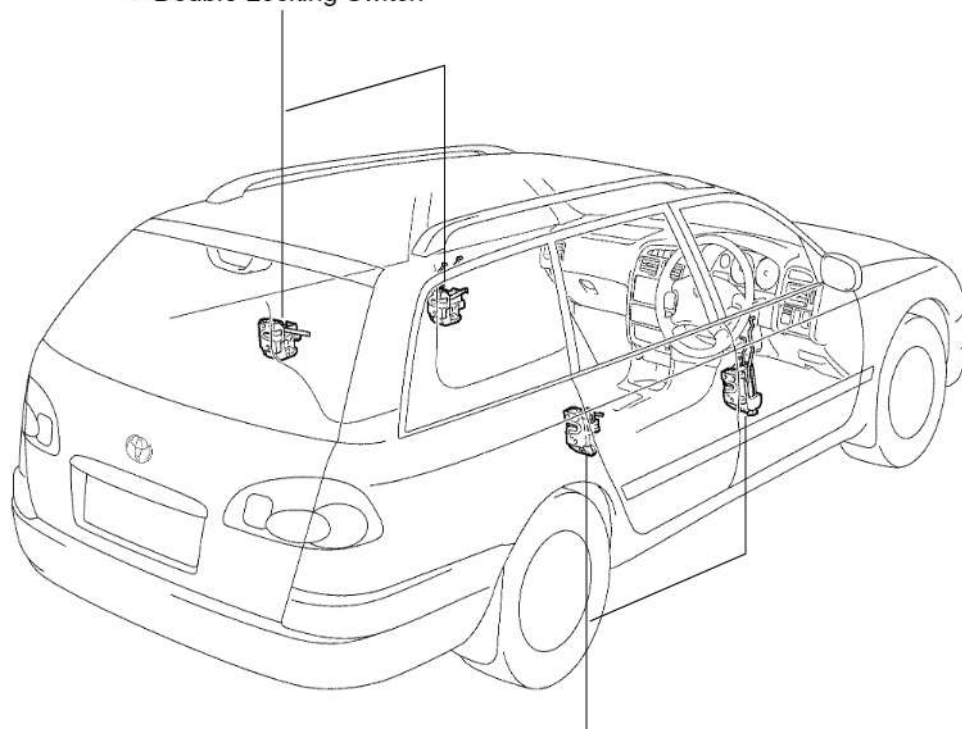
Hatchback models:

- LH Door Lock Assembly
- Double Locking Motor
 - Double Locking Switch

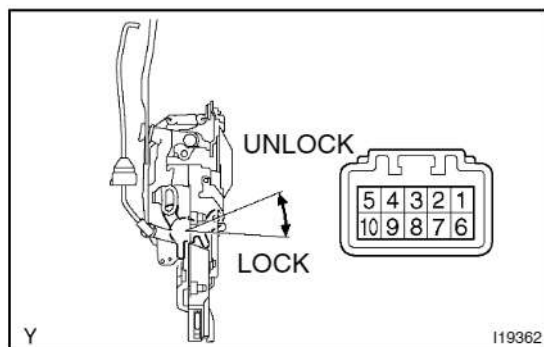
**Wagon models:**

- LH Door Lock Assembly
- Double Locking Motor
 - Double Locking Switch

- RH Door Lock Assembly
- Double Locking Motor
 - Double Locking Switch



- RH Door Lock Assembly
- Double Locking Motor
 - Double Locking Switch

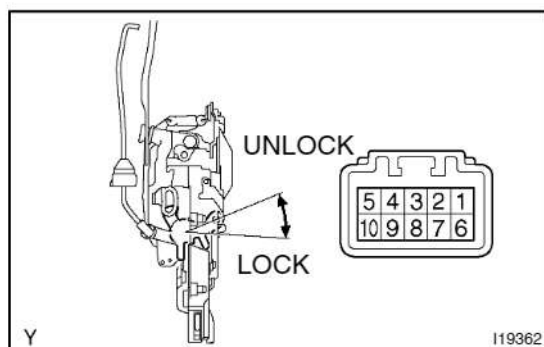


INSPECTION

1. w/ Double locking system: INSPECT DOOR KEY LOCK SWITCH CONTINUITY

Switch position	Tester connection	Specified condition
LOCK	5 – 10	Continuity
OFF	–	No continuity

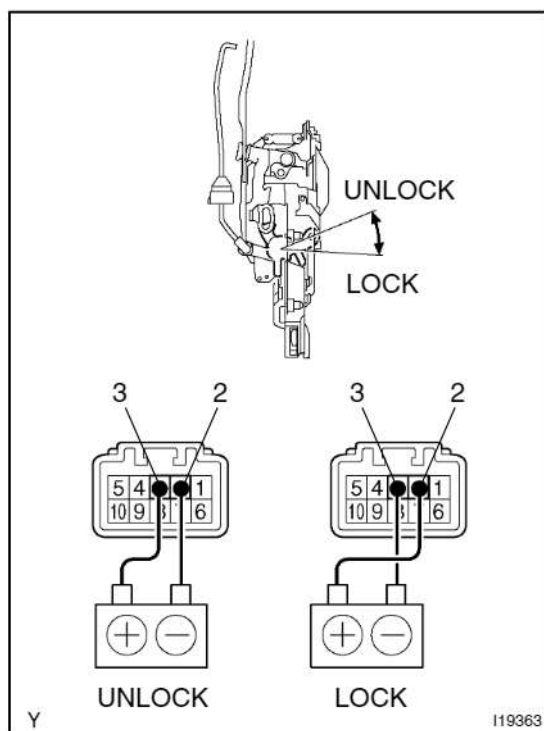
If continuity is not as specified, replace the switch.



2. w/ Double locking system: INSPECT DOOR UNLOCK DETECTION SWITCH CONTINUITY

Switch position	Tester connection	Specified condition
OFF (Door Lock set to LOCK)	–	No continuity
ON (Door Lock set to UNLOCK)	6 – 1	Continuity

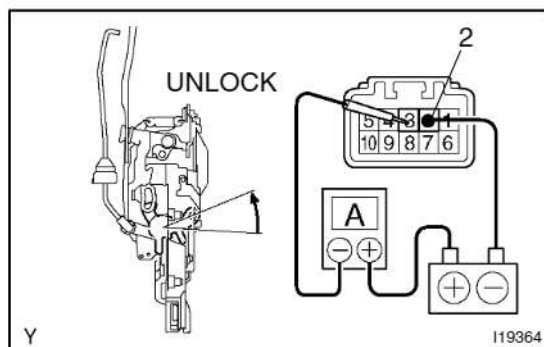
If continuity is not as specified, replace the switch.



3. w/ Double locking system: INSPECT DRIVER'S DOOR LOCK MOTOR OPERATION

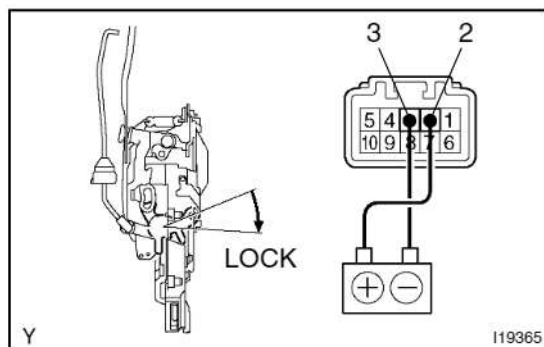
- Connect the positive (+) lead from the battery to terminal 3 and the negative (–) lead to terminal 2, and check that the door lock link moves to UNLOCK position.
- Reverse the polarity and check that the door lock link moves to LOCK position.

If operation is not as specified, replace the door lock assembly.



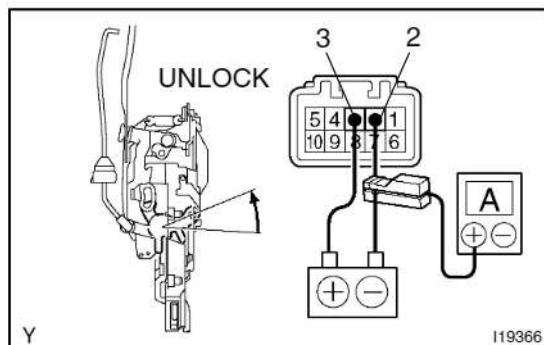
4. w/ Double locking system: INSPECT DRIVER'S DOOR PTC THERMISTOR OPERATION

- Connect the negative (–) lead from the battery to terminal 2.
- Connect the negative (–) lead from the ammeter to terminal 3 and the positive (+) lead to battery positive (+) terminal, and check that the current changes from approximately 3.2 A to less than 0.5 A within 20 to 70 seconds.



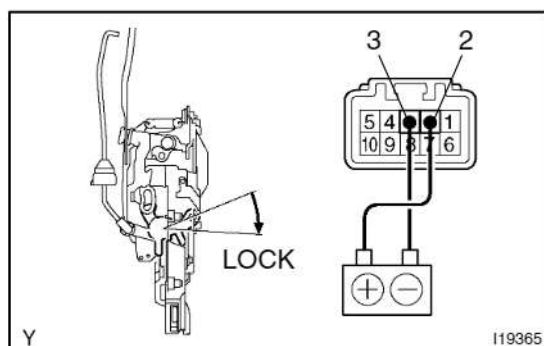
- (c) Disconnect the leads from terminals.
- (d) Approximately 60 seconds later, connect the positive (+) lead from the battery to terminal 2 and the negative (-) lead to terminal 3, and check that the door lock moves to the LOCK position.

If operation is not as specified, replace the door lock assembly.

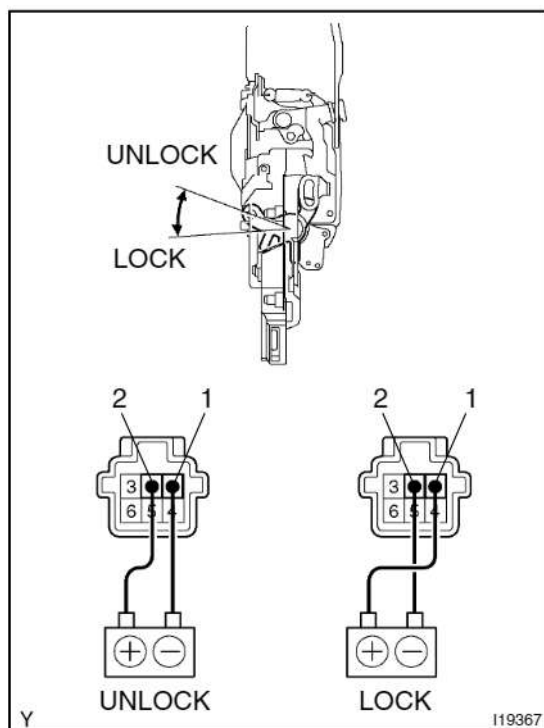


**5. w/ Double locking system:
INSPECT DRIVER'S DOOR PTC THERMISTOR OPERATION**

- (a) Connect the positive (+) lead from the battery to terminal 3 and the negative (-) lead to terminal 2.
- (b) Attach a current-measuring probe to either the positive (+) lead or the negative (-) lead, and check that the current changes from approximately 3.2 A to less than 0.5 A within 20 to 70 seconds.



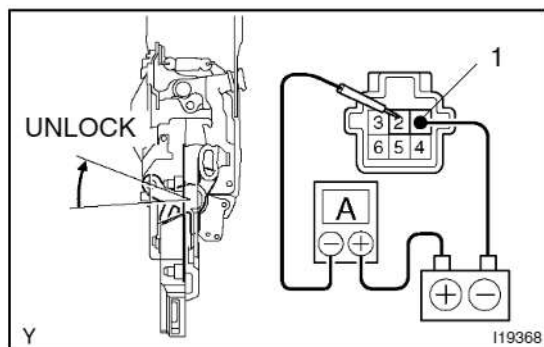
- (c) Disconnect the leads from terminals.
 - (d) Approximately 60 seconds later, reverse the polarity, and check that the door lock moves to the LOCK position.
- If operation is not as specified, replace the door lock assembly.



**6. w/ Double locking system:
INSPECT PASSENGER'S DOOR LOCK MOTOR OPERATION**

- (a) Connect the positive (+) lead from the battery to terminal 2 and the negative (-) lead to terminal 1, and check that the door lock link moves to UNLOCK position.
- (b) Reverse the polarity and check that the door lock link moves to LOCK position.

If operation is not as specified, replace the door lock assembly.

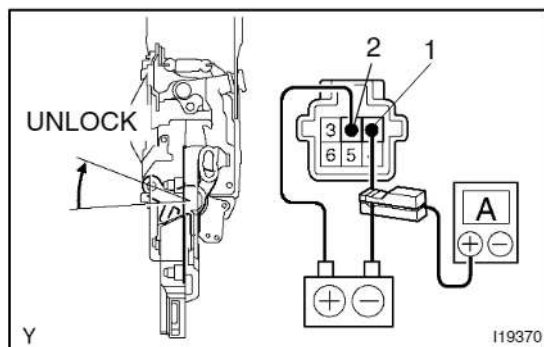
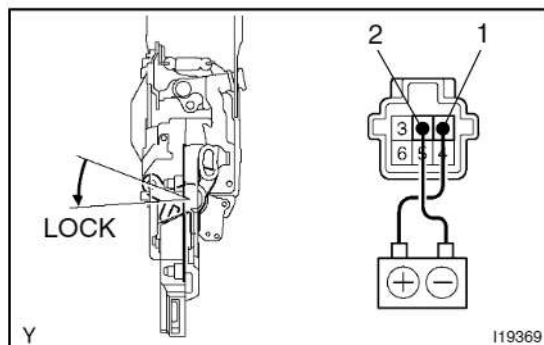


7. w/ Double locking system:

INSPECT PASSENGER'S DOOR PTC THERMISTOR OPERATION

- Connect the negative (-) lead from the battery to terminal 1.
- Connect the negative (-) lead from the ammeter to terminal 2 and the positive (+) lead to battery positive (+) terminal, and check that the current changes from approximately 3.2 A to less than 0.5 A within 20 to 70 seconds.
- Disconnect the leads from terminals.
- Approximately 60 seconds later, connect the positive (+) lead from the battery to terminal 1 and the negative (-) lead to terminal 2, and check that the door lock moves to the LOCK position.

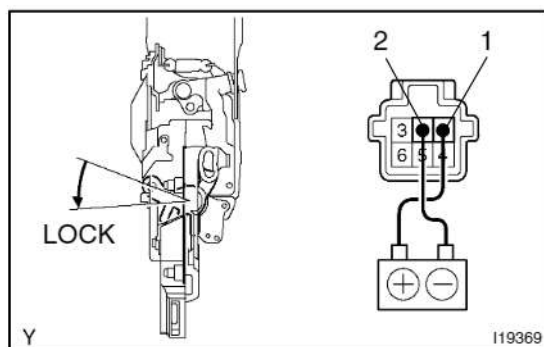
If operation is not as specified, replace the door lock assembly.

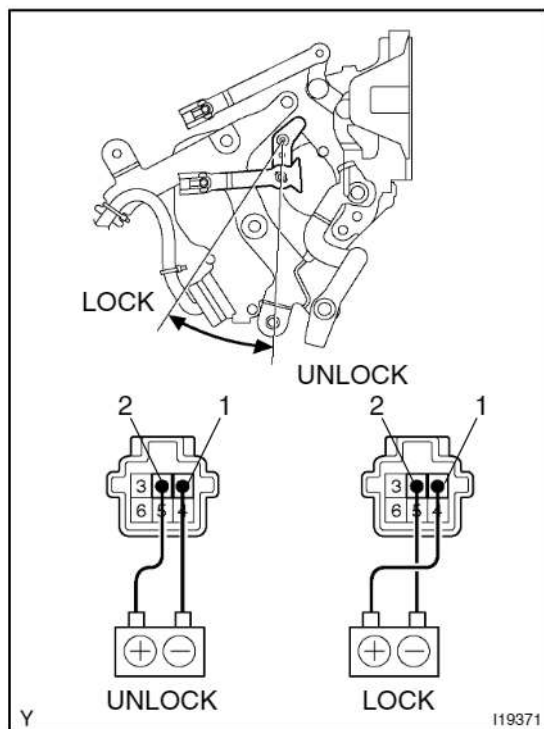


8. w/ Double locking system:

INSPECT PASSENGER'S DOOR PTC THERMISTOR OPERATION

- Connect the positive (+) lead from the battery to terminal 2 and the negative (-) lead to terminal 1.
 - Attach a current-measuring probe to either the positive (+) lead or the negative (-) lead, and check that the current changes from approximately 3.2 A to less than 0.5 A within 20 to 70 seconds.
 - Disconnect the leads from terminals.
 - Approximately 60 seconds later, reverse the polarity, and check that the door lock moves to the LOCK position.
- If operation is not as specified, replace the door lock assembly.



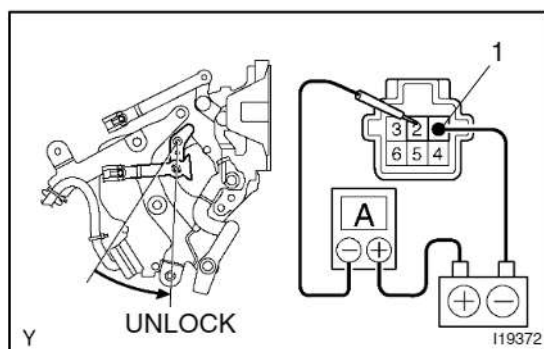


9. w/ Double locking system:

INSPECT REAR DOOR LOCK MOTOR OPERATION

- Connect the positive (+) lead from the battery to terminal 2 and the negative (-) lead to terminal 1, and check that the door lock link moves to UNLOCK position.
- Reverse the polarity and check that the door lock link moves to LOCK position.

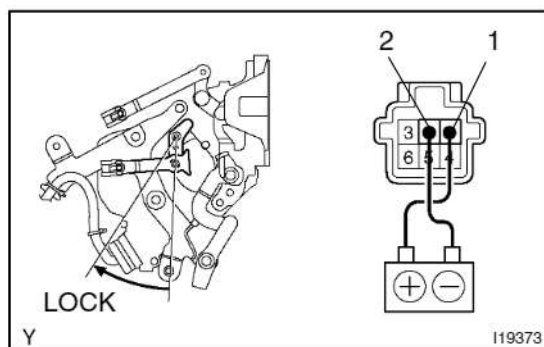
If operation is not as specified, replace the door lock assembly.



10. w/ Double locking system:

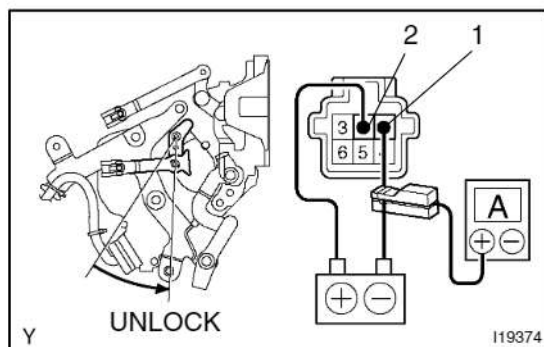
INSPECT REAR DOOR PTC THERMISTOR OPERATION

- Connect the negative (-) lead from the battery to terminal 1.
- Connect the negative (-) lead from the ammeter to terminal 2 and the positive (+) lead to battery positive (+) terminal, and check that the current changes from approximately 3.2 A to less than 0.5 A within 20 to 70 seconds.



- Disconnect the leads from terminals.
- Approximately 60 seconds later, connect the positive (+) lead from the battery to terminal 1 and the negative (-) lead to terminal 2, and check that the door lock moves to the LOCK position.

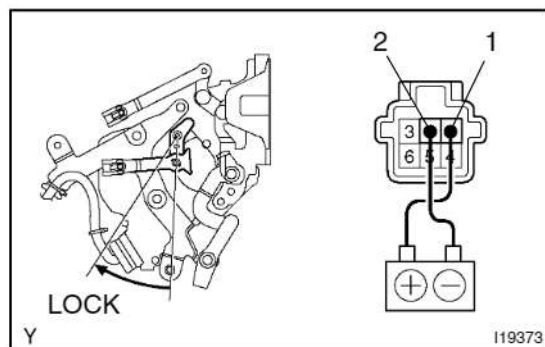
If operation is not as specified, replace the door lock assembly.



11. w/ Double locking system:

INSPECT REAR DOOR PTC THERMISTOR OPERATION

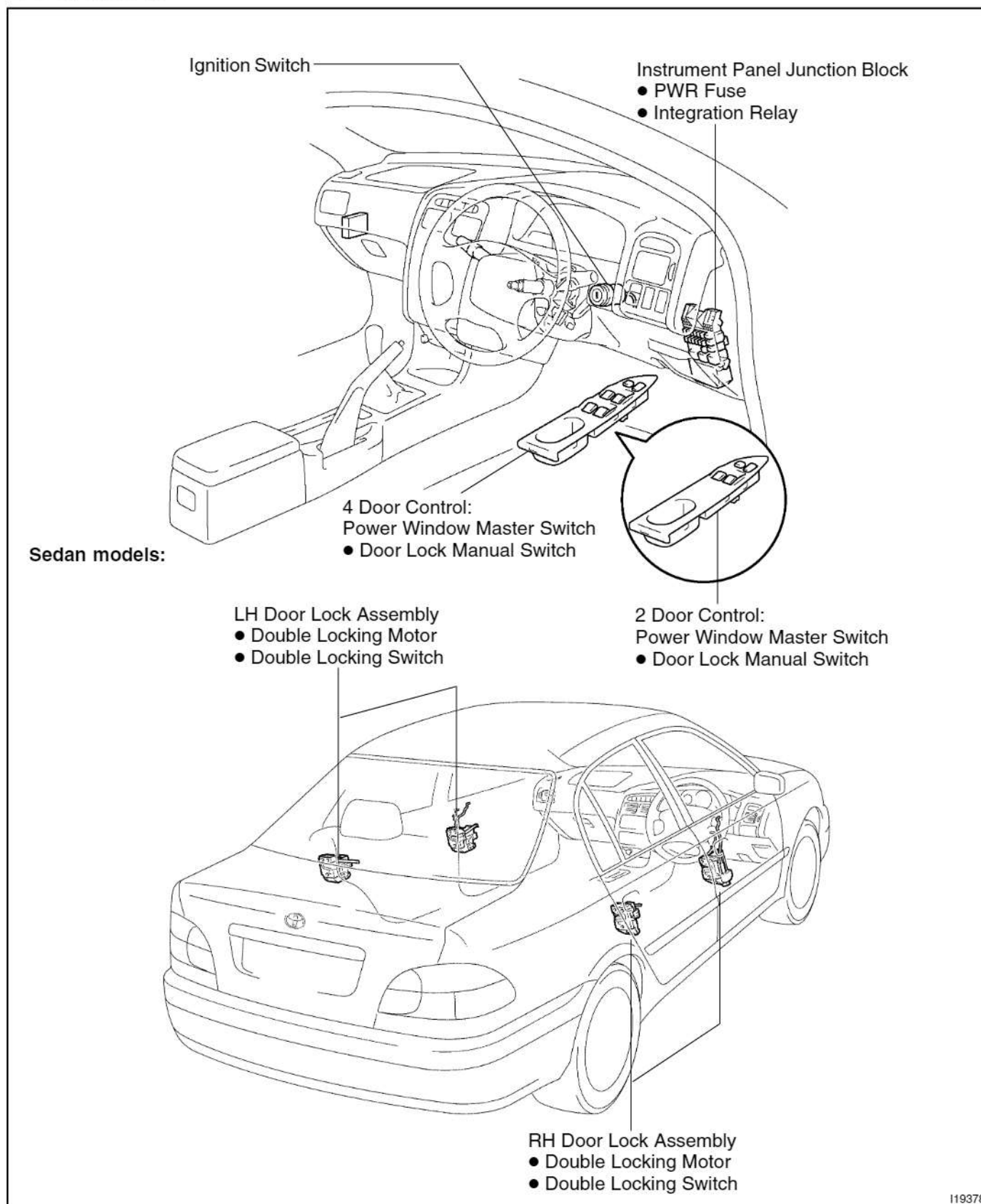
- Connect the positive (+) lead from the battery to terminal 2 and the negative (-) lead to terminal 1.
- Attach a current-measuring probe to either the positive (+) lead or the negative (-) lead, and check that the current changes from approximately 3.2 A to less than 0.5 A within 20 to 70 seconds.



- (c) Disconnect the leads from terminals.
 - (d) Approximately 60 seconds later, reverse the polarity, and check that the door lock moves to the LOCK position.
- If operation is not as specified, replace the door lock assembly.

DOUBLE LOCKING SYSTEM LOCATION

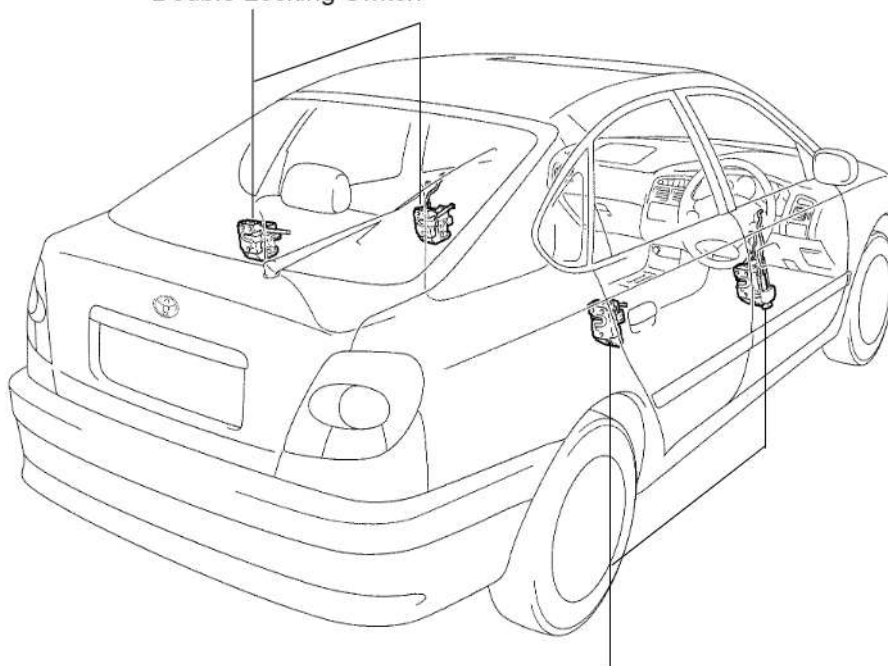
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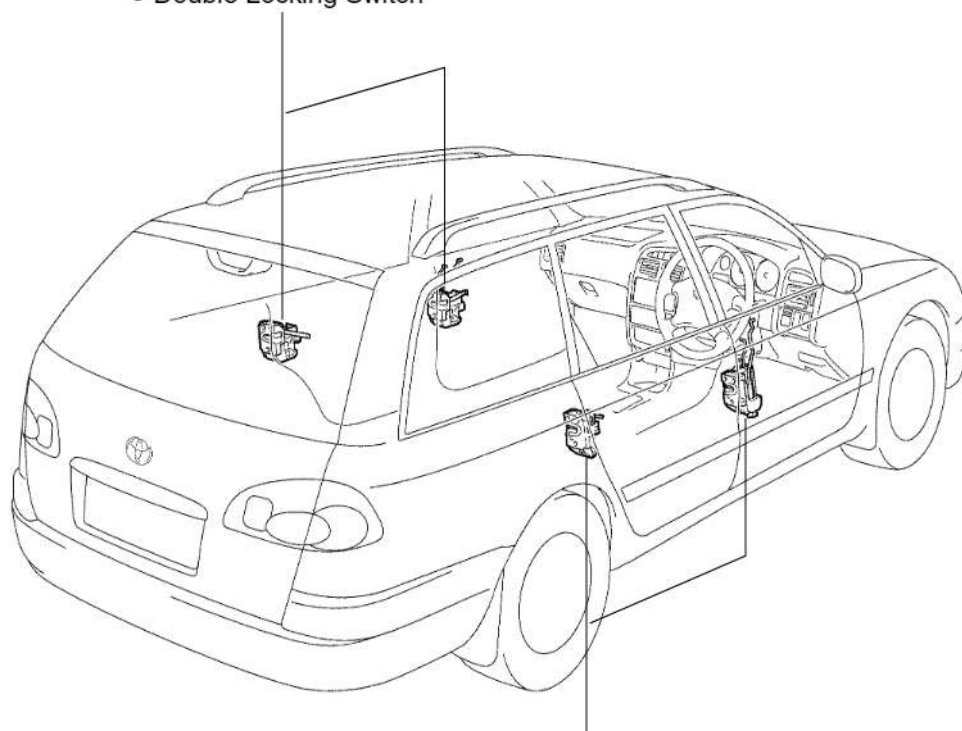
Hatchback models:

- LH Door Lock Assembly
● Double Locking Motor
● Double Locking Switch

**Wagon models:**

- LH Door Lock Assembly
● Double Locking Motor
● Double Locking Switch

- RH Door Lock Assembly
● Double Locking Motor
● Double Locking Switch



- RH Door Lock Assembly
● Double Locking Motor
● Double Locking Switch

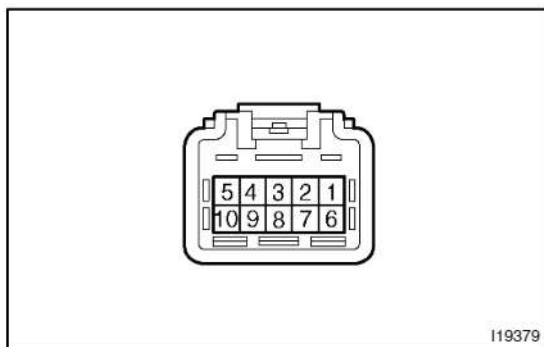
INSPECTION

1. INSPECT DOUBLE LOCKING SYSTEM FUNCTION

HINT:

- In case of doing the following inspection, must open one of the windows of the doors.
 - To set the double lock, turn the ignition switch OFF, pull out the key, open the driver's door and then perform the lock operation on the wireless transmitter. Locking again within 5 sec, after the first locking sets the double lock.
- (a) Check that the double lock is set.
 - (1) With the glass window opened, set the double lock from the outside of a vehicle using a wireless transmitter.
 - (2) Check that the doors won't open from the inside of the vehicle even operating the door lock knob and inside door handle
 - (b) Check that the double lock is released (Case 1).
 - (1) Press the UNLOCK button on the wireless transmitter.
 - (2) Check that the doors will open from the inside of the vehicle by operating the door knob and inside door handle.
 - (c) Check that the double lock is released (Case 2).
 - (1) With the glass window opened, set the double lock from the outside of a vehicle using a wireless transmitter.
 - (2) Under this condition, insert the key into the ignition key cylinder, turn the ignition switch to ON and check that the doors will open.

If you find any abnormal symptom in the check items of (a),(b) and (c), troubleshoot according to the Problem Symptom Table.



2. INSPECT DRIVER'S DOUBLE LOCKING SWITCH CONTINUITY

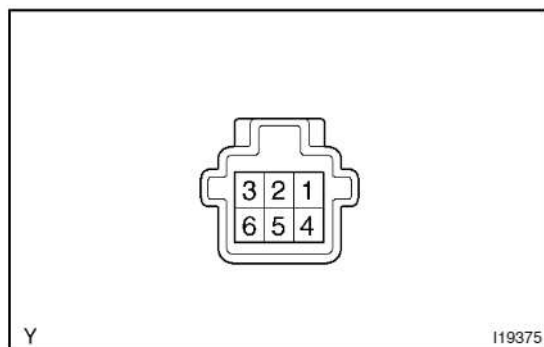
Switch position	Tester connection	Specified condition
OFF (Double Locking is released)	—	No continuity
ON (Double Locking is set)	9 – 1	Continuity

If continuity is not as specified, replace the door lock assembly.

3. INSPECT DRIVER'S DOUBLE LOCKING MOTOR OPERATION

- (a) Set the Door Lock to LOCK position by the locking cable.
- (b) Connect the positive (+) lead from the battery to terminal 7 and negative (–) lead to terminal 8, and check that the Door Lock will not unlock by pulling the locking cable.
- (c) Reverse the polarity and check that the Door Lock will unlock by pulling the locking cable.

If operation is not as specified, replace the door lock assembly.



4. INSPECT PASSENGER'S AND REAR DOUBLE LOCKING SWITCH CONTINUITY

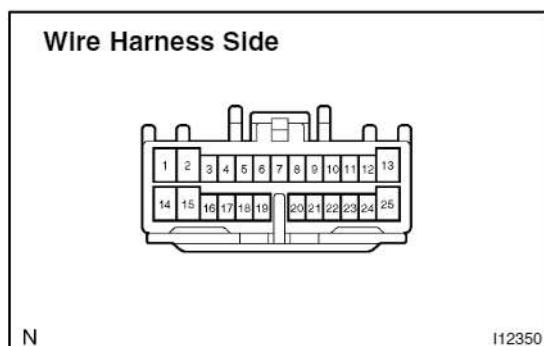
Switch position	Tester connection	Specified condition
OFF (Double Locking is released)	—	No continuity
ON (Double Locking is set)	3 – 6	Continuity

If continuity is not as specified, replace the door lock assembly.

5. INSPECT PASSENGER'S AND REAR DOUBLE LOCKING MOTOR OPERATION

- Set the Door Lock to LOCK position by the locking cable.
- Connect the positive (+) lead from the battery to terminal 4 and negative (–) lead to terminal 5, and check that the Door Lock will not unlock by pulling the locking cable.
- Reverse the polarity and check that the Door Lock will unlock by pulling the locking cable.

If operation is not as specified, replace the door lock assembly.

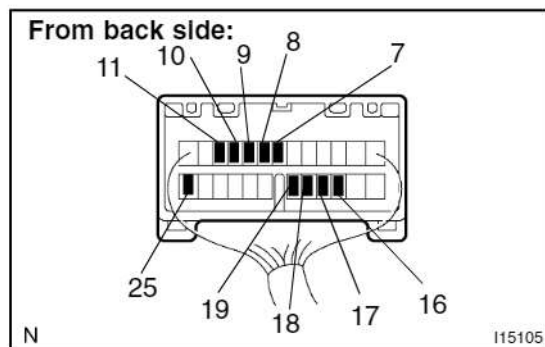


6. INSPECT DOUBLE LOCKING DOOR CONTROL RELAY CIRCUIT

- Disconnect connector from the double locking door control relay and inspect the connectors on the wire harness side as follows.

Tester connection	Condition	Specified condition
14 – Ground	Constant	Battery voltage
15 – Ground	Turn ignition switch ON	Battery voltage
	Turn ignition switch OFF	No voltage
25 – Ground	Constant	Continuity

If circuit is as specified, replace the double locking door control relay.



- (b) Connect the wire harness side connector to the double locking door control relay and inspect the connector from the back side as shown in the chart.

Tester connection	Condition	Specified condition
7 – 25	Driver's door lock control switch LOCK	Below 2.0 V
	Driver's door lock control switch UNLOCK	More than 5.7 V
8 – 25	Driver's door lock switch LOCK	More than 5.7 V
	Driver's door lock control switch UNLOCK	Below 2.0 V
9 – 25	Driver door key lock and unlock switch LOCK	Below 2.0 V
11 – 25	Driver's door is unlocked	Below 1.0 V
	Driver's door is locked	More than 5.0 V
18 – 25	Driver door is opened	Below 1.0 V
	Driver door is closed	More than 5.0 V
19 – 25	Passenger door is opened	Below 1.0 V
	Passenger door is closed	More than 5.0 V

If circuit is not as specified, wiring diagram and inspect the circuits connected to other parts.

AUDIO SYSTEM DESCRIPTION

BE1XS-01

1. RADIO WAVE BAND

The radio wave bands used in radio broadcasting are as follows:

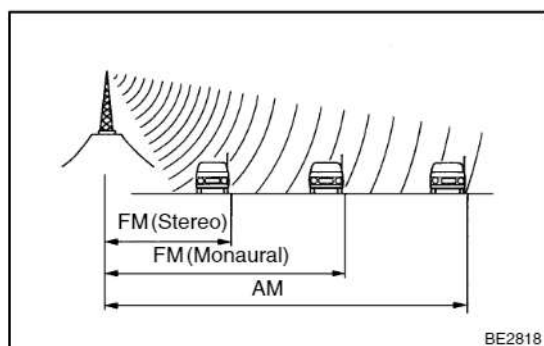
Frequency	30 kHz	300 kHz	3 MHz	30 MHz	300 MHz
Designation	LF	MF	HF	VHF	
Radio wave	LW ↔	AM (MW) ↔	SW ↔	FM (UKW) ↔	
Modulation	Amplitude modulation			Frequency modulation	

LF: Low Frequency

MF: Medium Frequency

HF: High Frequency

VHF: Very High Frequency



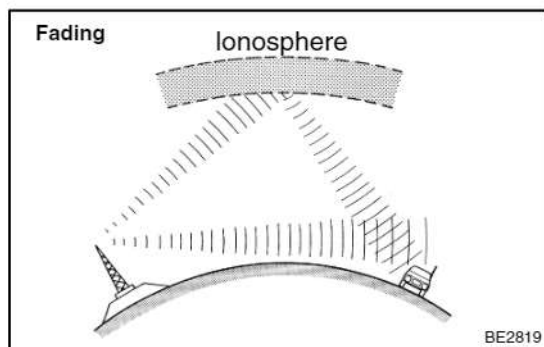
2. SERVICE AREA

There are great differences in the size of the service area for AM and FM monaural. Sometimes FM stereo broadcasts cannot be received even though AM can be received very clearly.

Not only does FM stereo have the smallest service area, but it also picks up static and other types of interference ("noise") easily.

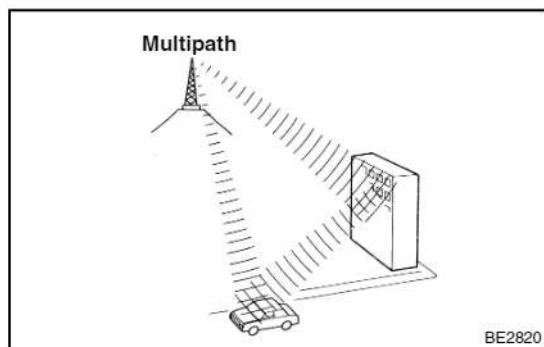
3. RECEPTION PROBLEMS

Besides the problem of static, there are also the problems called "fading", "multipath" and "fade out". These problems are caused not by electrical noise but by the nature of the radio waves themselves.

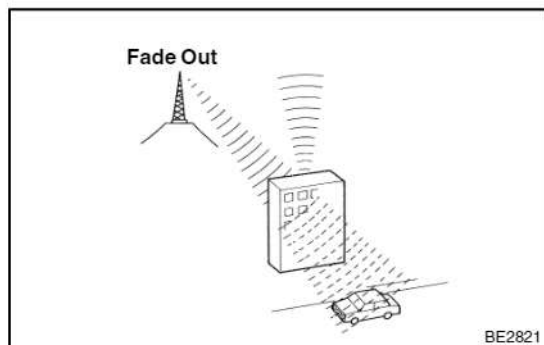


(1) Fading

Besides electrical interference, AM broadcasts are also susceptible to other types of interference, especially at night. This is because AM radio waves bounce off the ionosphere at night. These radio waves then interfere with the signals from the same transmitter that reach the vehicle's antenna directly. This type of interference is called "fading".



- (2) **Multipath**
One type of interference caused by the bounce of radio waves off of obstructions is called "multipath". Multipath occurs when a signal from the broadcast transmitter antenna bounces off buildings and mountains and interferes with the signal that is received directly.



- (3) **Fade Out**
Because FM radio waves are of higher frequencies than AM radio waves, they bounce off buildings, mountains, and other obstructions. For this reason, FM signals often seem to gradually disappear or fade away as the vehicle goes behind a building or other obstruction. This is called "fade out".

4. COMPACT DISC PLAYER

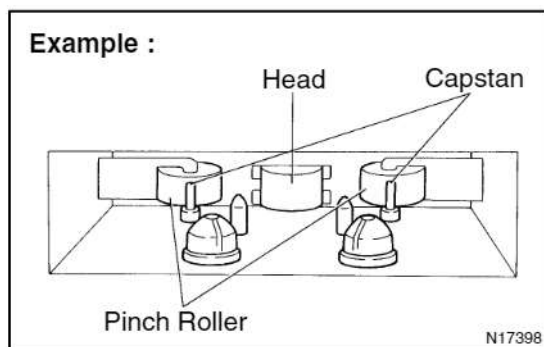
Compact Disc (hereafter called "CD") Players use a laser beam pick-up to read the digital signals recorded on the CD and reproduce analog signals of the music, etc. There are 4.7 in. (12 cm) and 3.2 in. (8 cm) discs in the CD player.

HINT:

Never attempt to disassemble or oil any part of the player unit. Do not insert any object other than a disc into the magazine.

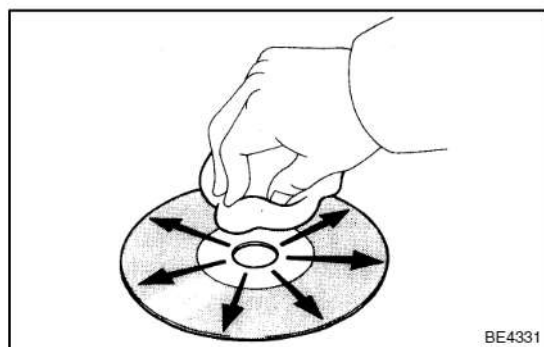
NOTICE:

CD players use an invisible laser beam which could cause hazardous radiation exposure. Be sure to operate the player correctly as instructed.



5. Tape Player/Head Cleaning: MAINTENANCE

- Raise the cassette door with your finger. Next, using a pencil or similar object, push in the guide.
- Using a cleaning pen or cotton applicator soaked in cleaner, clean the head surface, pinch rollers and capstans.



6. CD Player/Disc Cleaning: MAINTENANCE

If the disc gets dirty, clean the disc by wiping the surface from the center to outside in the radial directions with a soft cloth.

NOTICE:

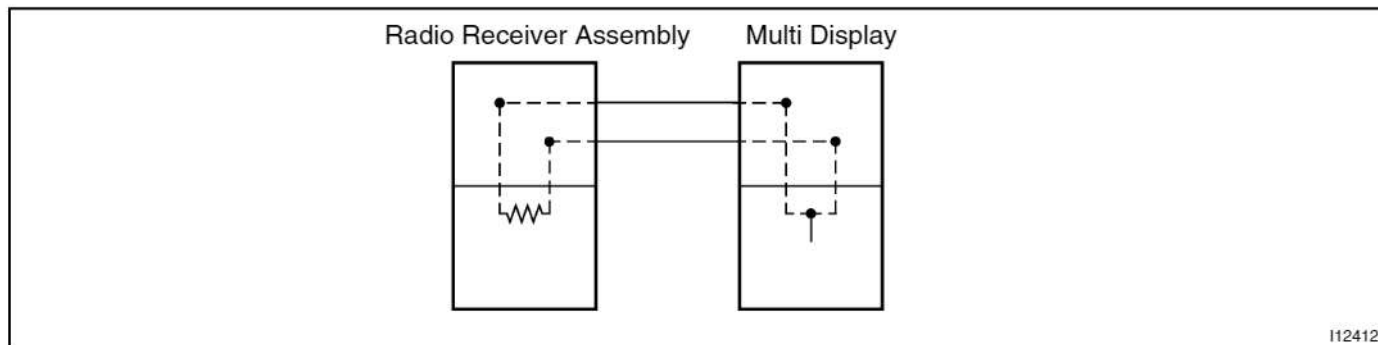
Do not use a conventional record cleaner or anti-static preservative.

7. OUTLINE OF AVC-LAN

(a) What is AVC-LAN?

AVC-LAN is the abbreviation, which stands for Audio Visual Communication-Local Area Network. This is a unified standard co-developed by 6 audio manufactures associated with Toyota Motor Corporation.

The Unified standard covers signals, such as audio signal, visual signal, signal for switch indication and communication signal.



(b) Objectives

Recently the car audio system has been rapidly developed and functions have been changed drastically. The conventional system has been switched to the multi-media type such as a navigation system. At the same time the level of customers needs to audio system has been upgraded. This lies behind this standardization.

The concrete objectives are explained below.

- (1) When products by different manufactures were combined together, there used to be a case that malfunction occurred such as sound did not come out. This problem has been resolved by standardization of signals.
- (2) Various types of after market products have been able to add or replace freely.
- (3) Because of the above (2), each manufacture has become able to concentrate on developing products in their strongest field. This has enabled many types of products provided inexpensively.
- (4) Conventionally, a new product developed by a manufacture could not be used due to a lack of compatibility with other manufactures products. Because of this new standard, users can enjoy compatible products provided for them timely.

The above descriptions are the objectives to introduce AVC-LAN. By this standardization, development of new products will no longer cause systematic errors. Thus, this is very effective standard for a product in the future.

HINT:

- When +B short or GND short is detected in AVC-LAN circuit, communication stops. Accordingly the audio system does not function normally.
- When audio system is not equipped with a navigation system, audio head unit is the master unit. (When audio system is equipped with a navigation system, navigation ECU is the master unit.)
- The car audio system using AVC-LAN circuit has a diagnosis function.
- Each product has its own specified numbers called physical address. Numbers are also allotted to each function in one product, which are called logical address.

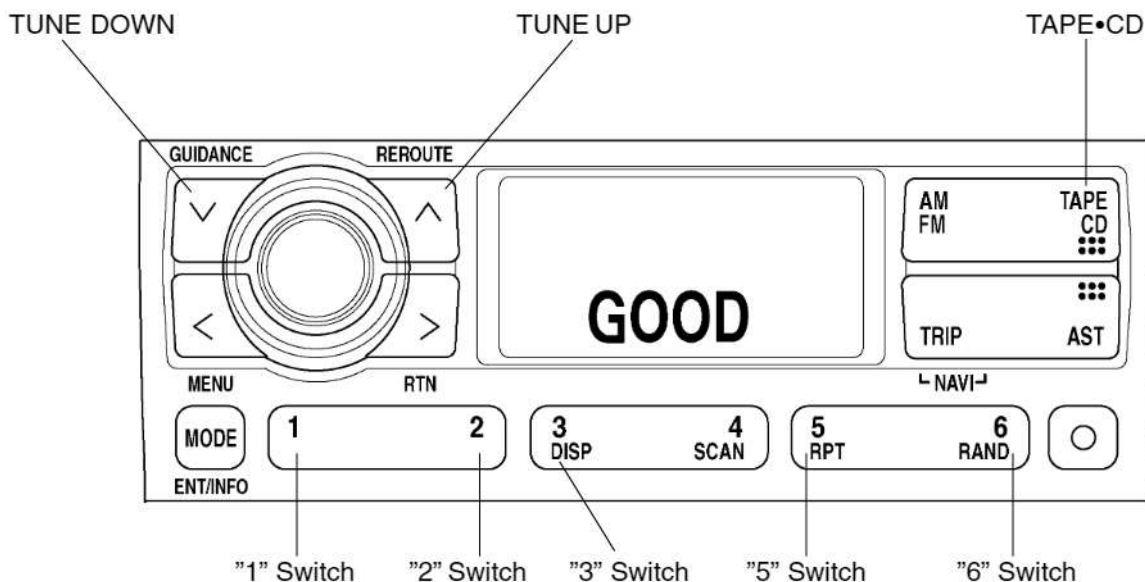
TROUBLESHOOTING

1. DISPLAYING RESULTS

Results for each check are displayed as follows:

- **GOOD:**
No DTC is detected for both "System Check Confirmation" and "Diagnosis Memory Response".
- **NCON:**
The Component does not respond to the "Diagnosis On Instruction" command.
Applicable to only the system where connected components are limited to be used.
- **ECHN:**
Application of new version has been confirmed by the "Diagnosis On Check", and there is one or more DTC which indicates "Replacement" in the "System Check Result Response" or "Diagnosis Memory Response".
- **CHEC:**
Application of new version has been confirmed by the "Diagnosis On Check", and there is no DTC which indicates "Replacement" in the "System Check Result Response" or "Diagnosis Memory Response", but one or more DTC which indicated "Check" is identified.
- **OLD:**
Application of old version is confirmed by the "Diagnosis On Check", and DTC is identified in the "System Check Result Response" or "Diagnosis Memory Response".
- **NRES:**
No response is identified to the "System Check Start Instruction" and "Request for System Check Result" commands.

Example:



2. FUNCTION

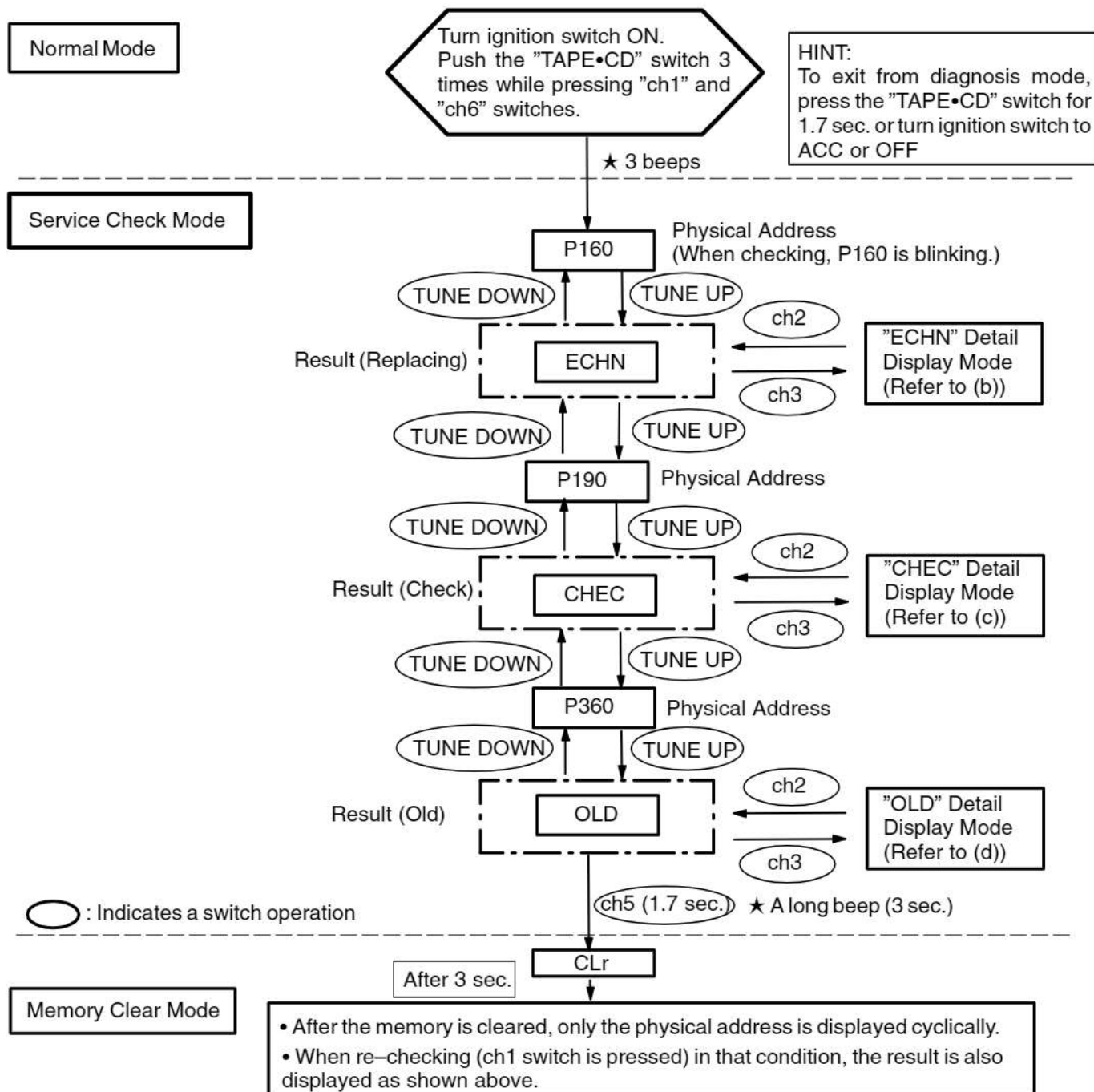
HINT:

- Check the present and past condition of components by performing the System Check and collecting stored DTC memories.
- Check results shall be displayed as one of six following indications: "GOOD", "ECHN", "CHEC", "NCON", "OLD" or "NRES".

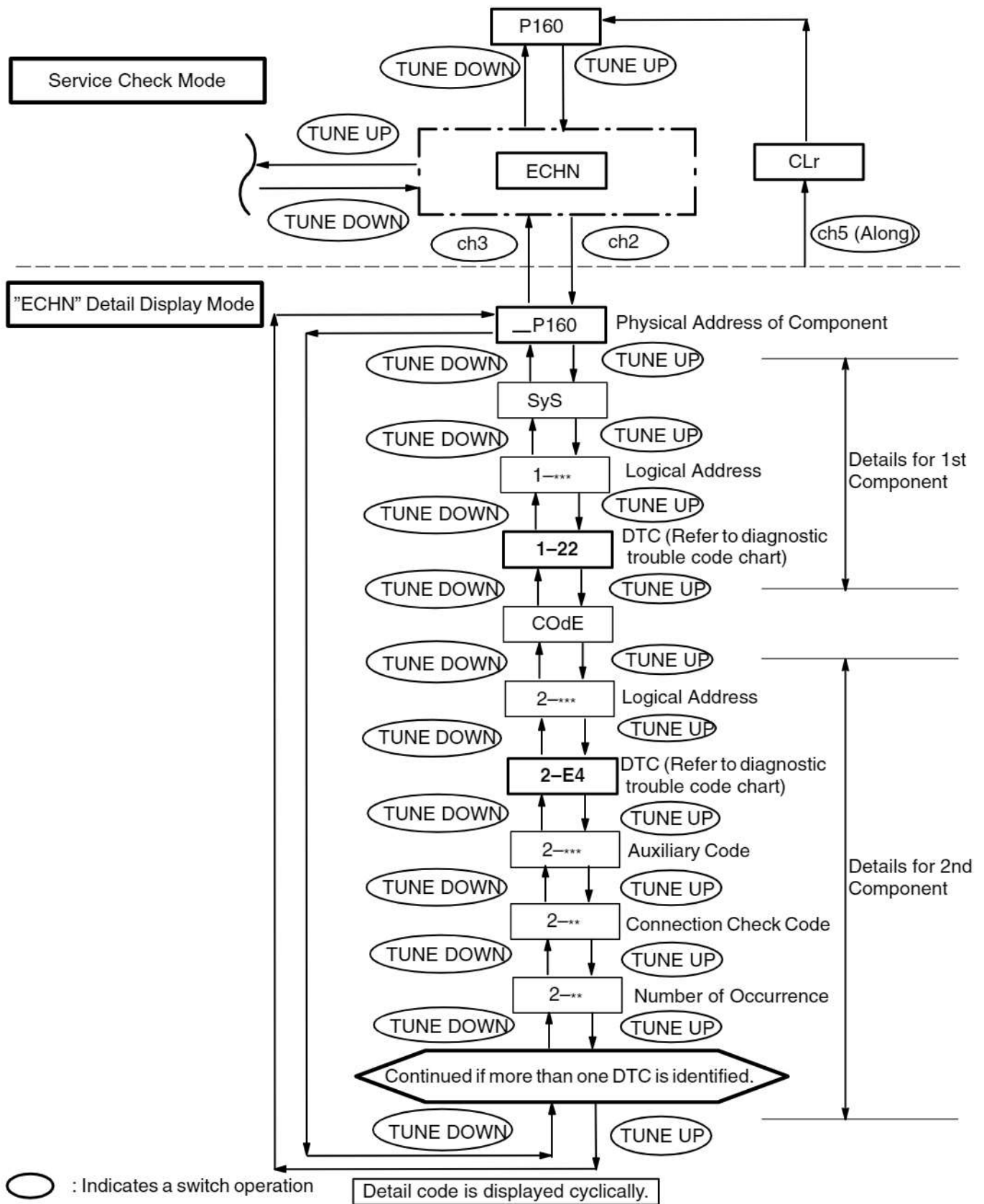
(a) Display Screen for Service Check.

Example:

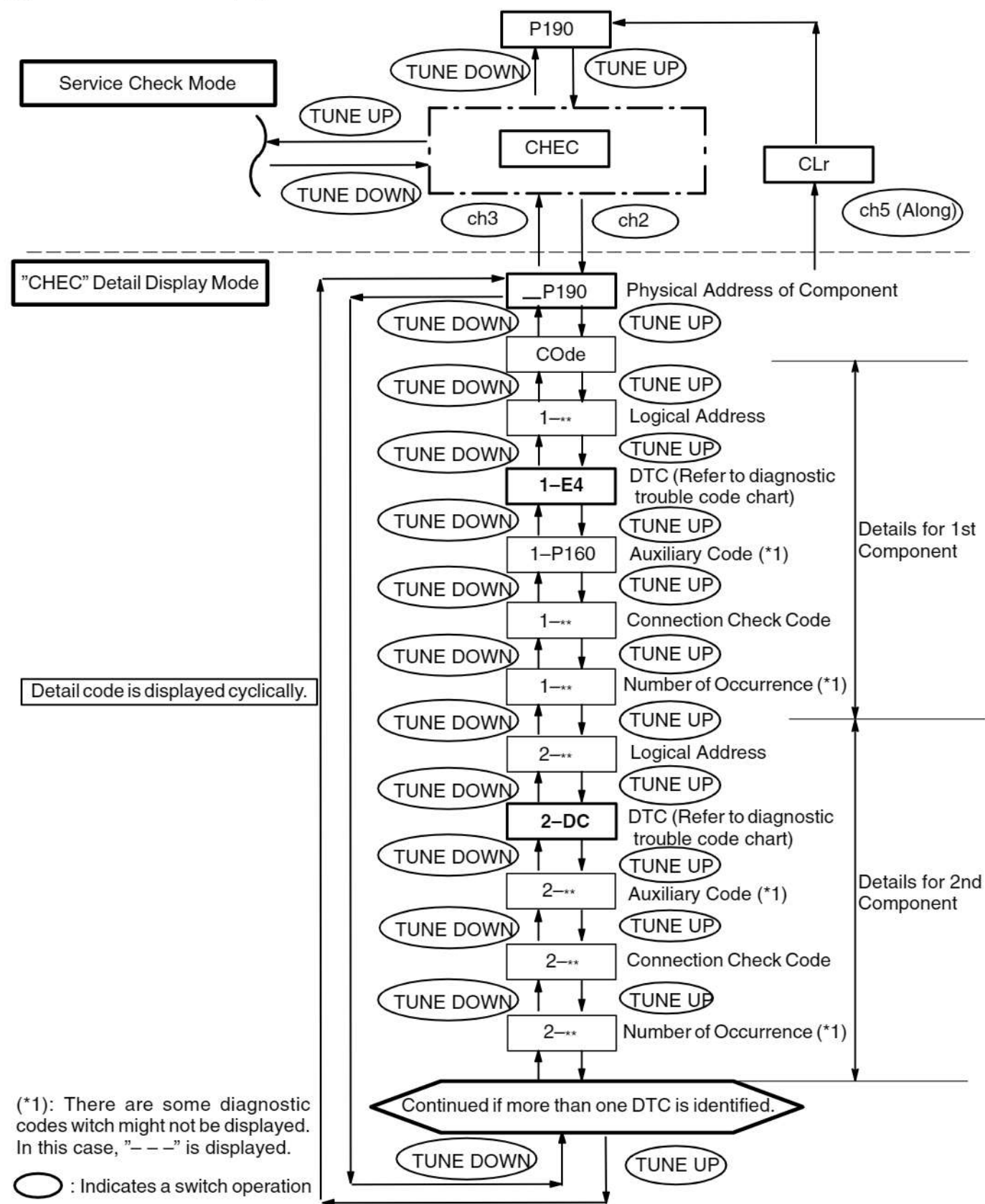
Connection parts (physical address): Multi Display (P160), Radio Receiver (P190), CD changer (P360)



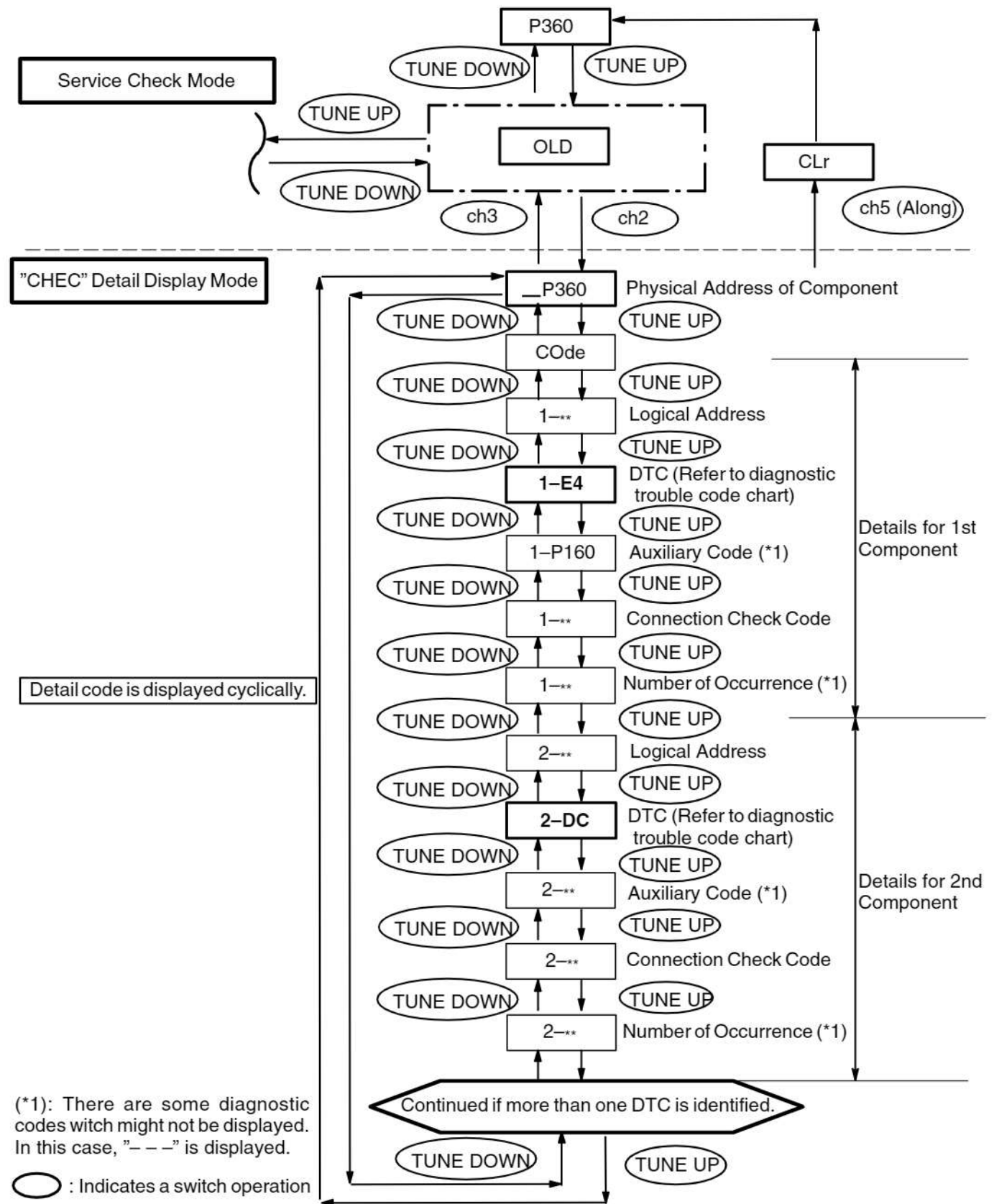
(b) "ECHN" Detail Display Mode Screen



(c) "CHEC" Detail Display Mode Screen



(d) "OLD" Detail Display Mode Screen



(e) Recheck

- (1) Pressing the [ch1] key in Service Check Mode executes recheck.
- (2) To display the recheck process, follow the sequence indicated Display Screen for Service Check.

3. DIAGNOSIS TROUBLE CODE CHART

Terms	Meaning
Physical address	Three-digit code (shown in hexadecimal) which is given to each component comprising the AVC – LAN Corresponding to the function, individual symbols are specified..
Logical address	Two-digit code (shown in hexadecimal) which is given to each function comprising the inner system of the AVC – LAN.

Physical address: 160 Multi display

Logical address	DTC	Diagnosis item	Diagnosis content	Countermeasure and inspected parts
01 (Communication control)	21	ROM Error	Abnormal condition of ROM is detected.	Replace multi-display assembly.
01 (Communication control)	22	RAM Error	Abnormal condition of RAM is detected.	Replace multi-display assembly.
01 *2 (Communication Control)	D8	No response to connection check	Component shown by auxiliary code is or was disconnected from system after engine is started.	● Check harness for power supply of component shown by auxiliary code ● Check harness for communication system of component shown by auxiliary code
01 *1 (Communication Control)	D9	Last Mode Error	Component operated (sound and/or image was provided) before engine stop is or was disconnected with ignition switch in ACC or ON.	● Check harness for power supply of component shown by auxiliary code ● Check harness for communication system of component shown by auxiliary code
01 (Communication Control)	DA	No Response to ON/OFF Instruction	No response is identified when changing mode (audio and visual mode change). Detected when sound and picture does not change by button operation.	● Check harness for power supply of component shown by auxiliary code. ● Check harness for communication system of component shown by auxiliary code. ● If error occurs again, replace component shown by auxiliary code.
01 *1 (Communication Control)	DB	Mode Status Error	Dual sound is detected.	● Check harness for power supply system of component shown by auxiliary code. ● Check harness for communication system of component shown by auxiliary code.
01 *3 (Communication Control)	DC	Transmission Error	Transmission to component shown by auxiliary code has been failed. (This code does not necessarily mean actual failure.)	If same component shown by auxiliary code is recorded in other component(s), check harness for power supply and communication system of components shown sub code.

01 *4 (Communication Control)	DE	Slave Reset (Momentary Interruption)	After engine start, slave component has been disconnected and connected again.	● Check harness for power supply system of component shown by auxiliary code. ● Check harness for communication system of component shown by auxiliary code.
01 (Communication Control)	E4	Multiple Frame Abort	Multiple frame transmission is aborted.	Since this DTC is provided for engineering, it may be detected when no actual failure exists.

*1: Even if no failure is detected, it may be stored depending on the battery condition or voltage for starting an engine.

*2: It is stored when 240 sec. has passed after the power supply connector is pulled out after engine start.

*3: It may be stored when the engine key is turned again 1 min. after engine start.

*4: It may be stored when the engine key is turned again after engine start.

Physical address: 190 Radio receiver assembly

Logical address	DTC	Diagnosis item	Diagnosis content	Countermeasure and inspected parts
01 (Communication Control)	21	ROM Error	Error is detected in internal ROM.	Replace radio receiver assembly.
01 (Communication Control)	22	RAM Error	Error is detected in internal RAM.	Replace radio receiver assembly.
01 *1 (Communication Control)	D6	Absence of Master	Component in which this code is recorded has been disconnected from system with ignition in ACC or ON. Or, when this code was recorded, multi-display assembly was disconnected.	● Check harness for power supply system of multi display. ● Check harness for communication system of multi display. ● Check harness for power supply system of radio receiver assembly. ● Check harness for communication system of radio receiver assembly.
01 *4 (Communication Control)	D7	Connection Check Error	Component in which this code is recorded has been disconnected from system after engine start. Or, when this code was recorded, multi-display assembly was disconnected.	● Check harness for power supply system of multi display. ● Check harness for communication system of multi display.
01 *2 (Communication Control)	DC	Transmission Error	Transmission to component shown by auxiliary code has been failed. (Detecting this DTC does not necessarily mean actual failure.)	● If same auxiliary code is recorded in other component, check harness for power supply and communication system of components shown sub code.
01 *3 (Communication Control)	DD	Master Reset (Momentary Interruption)	After engine is started, multi-display assembly was disconnected and connected again from system.	● If this error occurs frequently, replace multi-display assembly.
01 (Communication Control)	E0	Registration Completion Instruction Error	"Registration Completion Instruction" command from multi display cannot be received.	● Since this DTC is provided for engineering purpose, it may be detected when no actual failure exists.
01 *1 (Communication Control)	E1	Audio processor ON error	While source equipment is operating, AMP output is stopped.	● Check harness for power supply of multi-display assembly. ● Check harness for communication system of multi-display assembly.
01 (Communication Control)	E2	ON/OFF Instruction Parameter Error	Error occurs in ON/OFF controlling command from multi-display assembly.	● Replace multi-display assembly.
01 (Communication Control)	E3	Registration Request Transmission	Registration Request command is output from slave component.	● Since this DTC is provided for engineering purpose, it may be detected when no actual failure exists.

01 (Communication Control)	E4	Plural Frame Abort	Plural frame transmission is aborted.	● Since this DTC is provided for engineering purpose, it may be detected when no actual failure exists.
62 (CD player)	42	No Disc Readout	Disc cannot be read.	Inspect CD.
62 (CD player)	44	CD Error	Error is detected in CD player.	Replace radio receiver assembly.
62 (CD player)	51	EJECT Error	CD cannot be ejected.	Replace radio receiver assembly.
62 (CD player)	46	Scratched/ Reversed Disc	Scratches or dirt is found on CD surface or CD is set upside down.	Inspect CD.

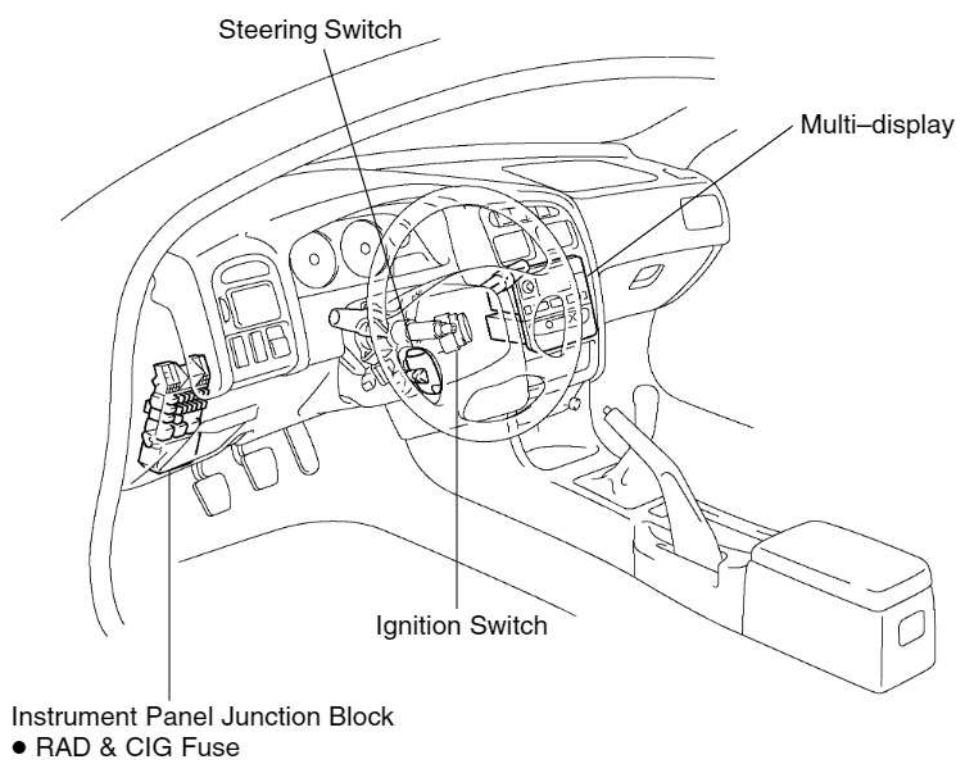
*1: Even if no failure is detected, it may be stored depending on the battery condition or voltage for starting an engine.

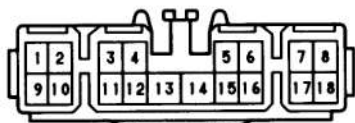
*2: It may be stored when the engine key is turned again 1 min. after engine start.

*3: It may be stored when the engine key is turned again after engine start.

*4: When 210 sec. has passed after pulling out the power supply connector of the master component with the ignition switch in ACC or ON, this code is stored.

LOCATION





I12240

INSPECTION

INSPECT MULTI-DISPLAY CIRCUIT

Disconnect the connectors from the multi-display, and inspect the connector on the wire harness side.

Tester connection	Condition	Specified condition
4 – Ground	Constant	Continuity
7 – Ground	Ignition switch ON	Battery voltage
	Ignition switch LOCK	No voltage
8 – Ground	Constant	Battery voltage
18 – Ground	Ignition switch ACC or ON	No voltage
	Ignition switch LOCK	Battery voltage

If the circuit is not as specified, inspect the circuits connected to other parts.

