

ELECTRONIC MODULATED SUSPENSION SYSTEM

HOW TO PROCEED WITH TROUBLESHOOTING

056A4-01

1	VEHICLE BROUGHT TO WORKSHOP
----------	------------------------------------



2	CUSTOMER PROBLEM ANALYSIS(See page 05-192)
----------	--



3	CHECK AND CLEAR DTCS(See page 05-193)
----------	---



4	PROBLEM SYMPTOM CONFIRMATION
----------	-------------------------------------

	SYMPTOM DOES NOT OCCUR(Go to step 5)
--	---

	SYMPTOM OCCUR(Go to step 6)
--	------------------------------------

5	SYMPTOM SIMULATION(See page 01-21)
----------	--



6	DTC CHECK(See page 05-193)
----------	--

	NORMAL CODE(Go to step 7)
--	----------------------------------

	MALFUNCTION CODE(Go to step 8)
--	---------------------------------------

7	PROBLEM SYMPTOMS TABLE(See page 05-204)
----------	---



8	DTC CHART(See page 05-200)
----------	--



9	CIRCUIT INSPECTION(See page 05-205 to 05-234)
----------	---



10	IDENTIFICATION OF PROBLEM
-----------	----------------------------------



11	REPAIR
-----------	---------------



12	CONFIRMATION TEST
-----------	--------------------------



END

HINT:

Step 3, 6, 9, 12:

Diagnostic steps permitting the use of the hand-held tester.

CUSTOMER PROBLEM ANALYSIS CHECK

ELECTRONIC MODULATED SUSPENSION SYSTEM Check Sheet

Inspector's

Name _____

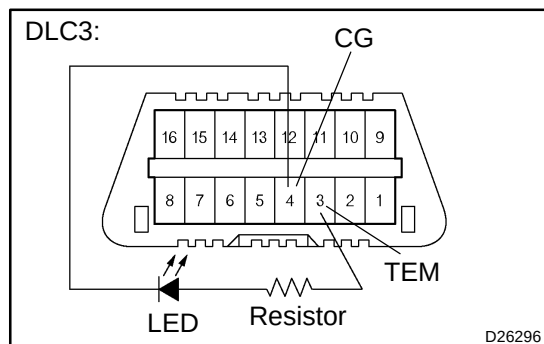
Customer's Name		Registration No.	
		Registration Year	
		Frame No.	
Date Vehicle Brought in		Odometer Reading	

Date Problem First Occurred		
Frequency Problem Occurs		☐ Constant ☐ Sometimes (times per day, month) ☐ Once only
Conditions at Time of Problem Occurrence	Weather	☐ Fine ☐ Cloudy ☐ Rainy ☐ Snowy ☐ Various/ Others
	Outdoor Temperature	☐ Hot ☐ Warm ☐ Cool ☐ Cold (Approx. °F(°C))
	Place	☐ Highway ☐ Suburbs ☐ Inner City ☐ Hill (Up, Down) ☐ Rough Road ☐ Others ()

Symptoms	☐ Malfunction in damping force control ☐ Others	☐ Anti-roll control does not operate ☐ Anti-squat control does not operate ☐ Anti-dive control does not operate ☐ High speed control does not operate ☐ Bounding control does not operate ☐ Others ()

DTC Check	1st Time	☐ Normal code ☐ Malfunction code (code)
	2nd Time	☐ Normal code ☐ Malfunction code (code)

PRE-CHECK



1. DIAGNOSIS SYSTEM

(a) Check the TEM output (LED lightening check).

- (1) Connect the LED and resistor in series between terminals TEM and CG of the DLC3.

NOTICE:

If connected reversely, the LED does not light.

HINT:

- Use the LED whose recommended operating current is 10 - 20 mA.
- The 500 Ω to 1 k Ω resistor must be used.
- (2) Turn the ignition switch to ON, and check that the LED lights for about 2 seconds.

HINT:

If the LED does not light, inspect the TEM circuit (See page [05-234](#)).

(b) In case of not using hand-held tester:
check the DTC.

- (1) Check the battery positive voltage.

Battery positive voltage:

10 - 14 V (Engine stopped)

- (2) After driving the vehicle, using SST, connect terminals Tc and CG of the DLC3.

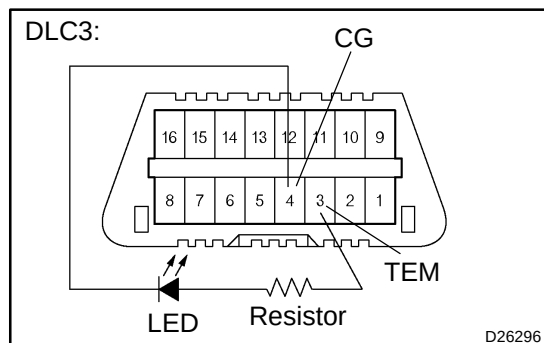
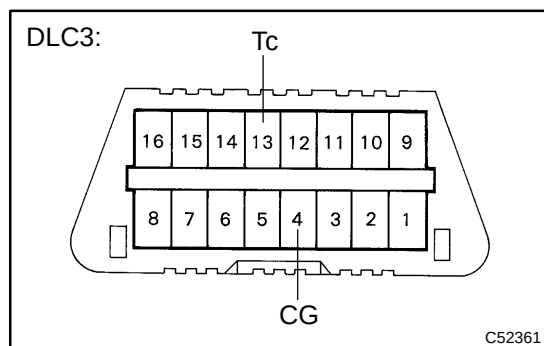
SST 09843-18040

HINT:

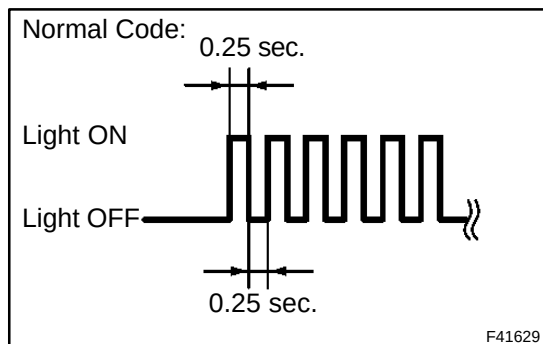
- Do not stop the engine.
- Under this condition, the ignition switch is ON.

NOTICE:

Wrong connection of the connector may cause a malfunction. With extreme caution, connect the connector.



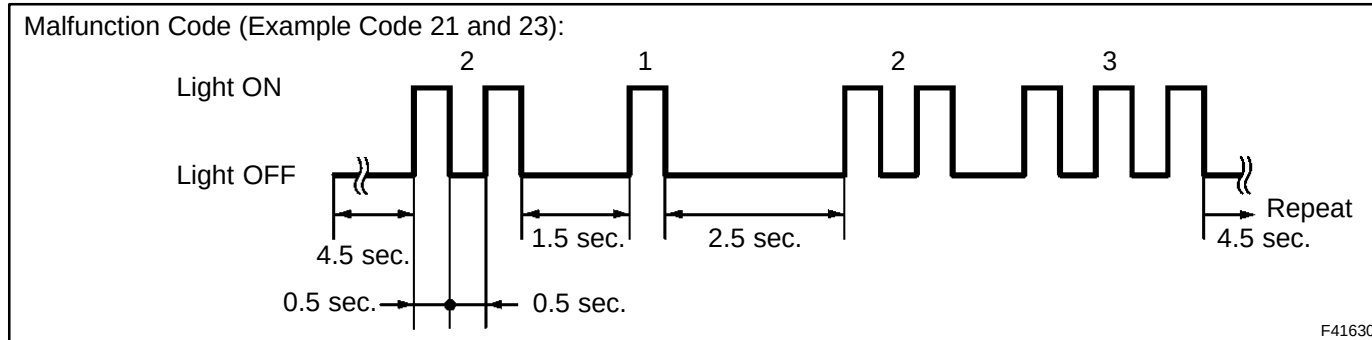
- (3) Connect the LED and resistor in series between terminals TEM and CG of the DLC3.



(4) Check the number that the LED blinks.

HINT:

- When the code is normal, the LED keeps on for 0.25 seconds and off for 0.25 seconds repeatedly.
- When more than 2 diagnosis codes are detected, the diagnosis codes are displayed in order from the smallest number.
- If no code appears, inspect the Tc circuit (See page [05-230](#)).
- Codes are explained in the code table on page [05-200](#).



(5) Turn the ignition switch to ON.

(6) Disconnect the SST from terminals Tc and CG of the DLC3.

SST 09843-18040

(7) Disconnect the LED and resistor from the terminals TEM and CG of the DLC3.

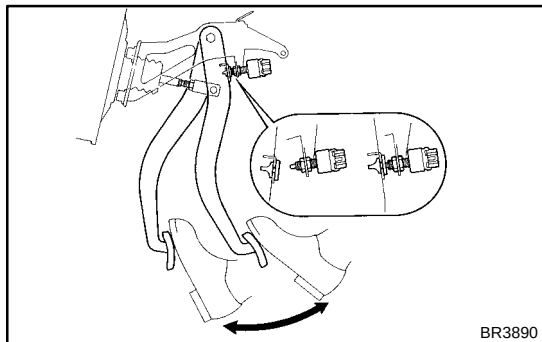
HINT:

Confirm that the connected LED is off.

- (8) When an abnormal code is output, inspect the function, absorber control ECU and input signal.
- (c) In case of using the hand-held tester:
Check the DTC.
- (1) Hook up the hand-held tester to the DLC3.
 - (2) Turn the ignition switch to ON.
 - (3) Read the DTC by following the prompts on the tester screen.

HINT:

Please refer to the hand-held tester operator's manual for further details.



(d) In case of not using hand-held tester:

Clear the DTC.

(1) Using SST, it connects the terminal Tc and CG of the DLC3.

SST 09843-18040

(2) Turn the ignition switch to ON.

(3) Clear DTC stored in ECU by depressing the brake pedal 8 or more times within 5 sec.

(4) Check that DTC output the normal code.
(See step 1 - (b)).

- (5) Remove the SST from the DLC3.
SST 09843-18040

HINT:

Disconnecting the battery cable during repairs will not erase the DTC in the ECU.

- (e) In case of using hand-held tester:

Clear the DTC.

- (1) Hook up the hand-held tester to the DLC3.
- (2) Turn the ignition switch to ON.
- (3) Operate the hand-held tester to erase the codes.

HINT:

Please refer to the hand-held tester operator's manual for further details.

2. DATA LIST

HINT:

IG must be turned ON to observe data using a hand-held tester. The vehicle is considered to be placed on a flat level surface.

Item	Measurement Item / Range (Display)	Normal Condition	Diagnostic Note
IG VOLTAGE	ECU power supply voltage / min.: 0 V, max.: 25.5 V	Actual ECU power supply voltage: 10 - 14 V	-
STEERING ANGLE	Steering angle sensor reading / min.: -73726 deg, max.: 73728 deg	Actual steering angle Left turn: reading increases Right turn: reading decreases	Zero point is set at the point when battery is connected
ENGINE SPD	Cam position sensor reading / min.: 0 rpm, max.: 25500 rpm	Actual engine speed	Speed indicated on combination meter
STOP LIGHT SW	Stop light switch / ON or OFF	ON: Brake pedal depressed OFF: Brake pedal released	-
DAMPER SW2	Damper switch2 / ON or OFF	(SW1 & SW2 condition) ON & OFF: COMFORT ON & ON: SEMI-COMFORT OFF & ON: SEMI-SPORT OFF & OFF: SPORT	-
DAMPER SW1	Damper switch1 / ON or OFF		-
TS	TS terminal / ON or OFF	ON: During test mode OFF: Normal mode	-
TC	TC terminal / ON or OFF	ON: DTC recorded OFF: No DTC recorded	-
G (UP & DOWN) FR	G (up & down) FR sensor reading / min.: -1045267 mm/s ² , max.: 1045299 mm/s ²	0 ± 0.1 G at still condition	Reading changes when vehicle (FR) is bounced
G (UP & DOWN) FL	G (up & down) FL sensor reading / min.: -1045267 mm/s ² , max.: 1045299 mm/s ²	0 ± 0.1 G at still condition	Reading changes when vehicle (FL) is bounced
G (UP & DOWN) R	G (up & down) rear sensor reading / min.: -1045267 mm/s ² , max.: 1045299 mm/s ²	0 ± 0.1 G at still condition	Reading changes when vehicle (rear) is bounced
DAMPER STEP FR	Damper step (FR) / min.: 0 step, max.: 255 step	Min.: 0 step, max.: 16 step	-
DAMPER STEP FL	Damper step (FL) / min.: 0 step, max.: 255 step	Min.: 0 step, max.: 16 step	-
DAMPER STEP RR	Damper step (RR) / min.: 0 step, max.: 255 step	Min.: 0 step, max.: 16 step	-
DAMPER STEP RL	Damper step (RL) / min.: 0 step, max.: 255 step	Min.: 0 step, max.: 16 step	-

Item	Measurement Item / Range (Display)	Normal Condition	Diagnostic Note
MAX DMP STEP FR	Damper step / min.: 0 step, max.: 255 step	16 step	-
MAX DMP STEP FL	Damper step / min.: 0 step, max.: 255 step	16 step	-
MAX DMP STEP RR	Damper step / min.: 0 step, max.: 255 step	16 step	-
MAX DMP STEP RL	Damper step / min.: 0 step, max.: 255 step	16 step	-
WHEEL SPD FR	Wheel speed (FR) sensor reading / min.: 0 km/h (0 MPH), max.: 255 km/h (158 MPH)	Actual vehicle speed	Speed indicated on speedometer
#CODES	Number of DTC recorded / min.: 0, max.: 255	Min.: 0, max.: XX	-
TEST MODE STATUS	Test mode status / NORMAL or TEST	NORMAL: Normal mode TEST: During test mode	-

3. ACTIVE TEST LIST

HINT:

IG must be turned ON to proceed Active Test using a hand-held tester.

Item	Vehicle Condition / Test Details	Diagnostic Note
DAMPER STEP FR	Changes damper step / min.: 1 step, max.: 16 step	Shock absorber hardens as damper step increases
DAMPER STEP FL	Changes damper step / min.: 1 step, max.: 16 step	Shock absorber hardens as damper step increases
DAMPER STEP RR	Changes damper step / min.: 1 step, max.: 16 step	Shock absorber hardens as damper step increases
DAMPER STEP RL	Changes damper step / min.: 1 step, max.: 16 step	Shock absorber hardens as damper step increases

4. CHECK INPUT SIGNAL (TEST MODE CHECK)

HINT:

This function checks if signals from the stop lamp switch assy and absorber control switch assy etc. are being input normally to the ECU.

- (a) In case of not using hand-held tester:
Check the input signal (test mode check).

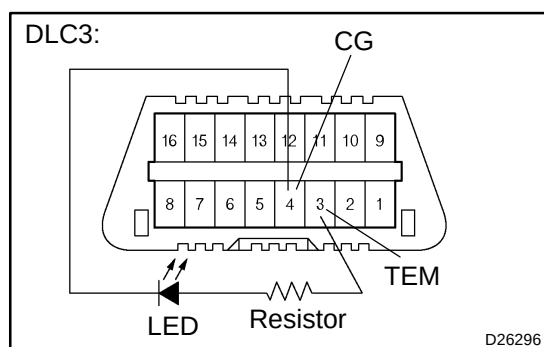
- (1) Check the battery positive voltage.

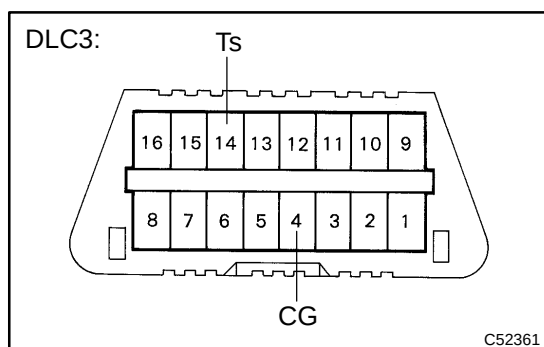
Battery positive voltage:

10 - 14 V (Engine stopped)

- (2) Turn the ignition switch to OFF.

- (3) Connect the LED and resistor in series between terminals TEM and CG of the DLC3.
- (4) Set each of the check items in the table below to the condition of operation (A).





(5) Using SST, connect terminals Ts and CG of the DLC3 (TEST mode).

SST 09843-18040

(6) Start the engine.

(7) Set each check items to the condition of operation (B).

HINT:

- The LED lights for 1 sec. before it blinks.
- If operation (B) has not been performed, DTC will indicate.

NOTICE:

Do not turn off the ignition switch OFF. Diagnosis code are erased by turning the ignition switch OFF.

Check Item	Operation (A)	Operation (B)
Stop light switch signal	OFF (Brake pedal not depressed)	ON (Brake pedal depressed)
Absorber control switch signal	-	Slowly move the absorber control switch "COMFORT" ↔ "SPORT" both ways once
Right front speed sensor signal	Vehicle speed below 20 km/h (12 mph)	Vehicle speed 20 km/h (12 mph) or higher
Right front acceleration sensor signal	-	Keep the vehicle still without any vertical movement for 1 second
Left front acceleration sensor signal	-	Keep the vehicle still without any vertical movement for 1 second
Rear acceleration sensor signal	-	Keep the vehicle still without any vertical movement for 1 second
Crankshaft Position Sensor Signal	Engine speed below 2,000 rpm or more	Engine speed 2,000 rpm or higher

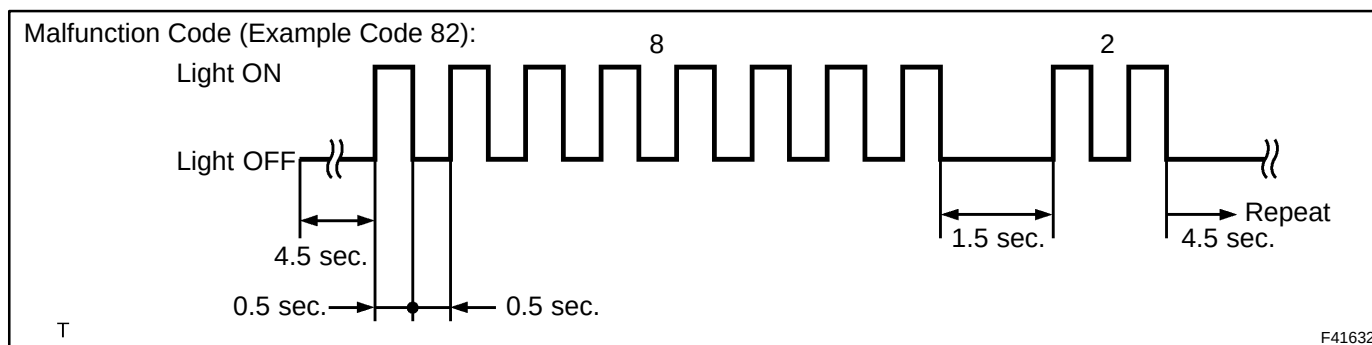
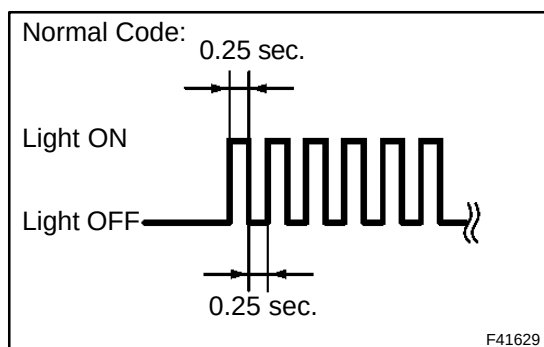
(8) Using SST, connect terminals Tc and CG of the DLC3.

SST 09843-18040

(9) Check the number that the LED blinks.

HINT:

When the code is normal, the LED turns on for 0.25 sec. and off for 0.25 sec. repeatedly.



(10) With the ignition switch to OFF, disconnect the SST from terminals Tc and CG of the DLC3.

SST 09843-18040

(11) Disconnect the SST from terminals Ts and CG of the DLC3.

SST 09843-18040

(12) Disconnect the LED and resistor from the terminals TEM and CG of the DLC3.

(b) In case of using hand-held tester:

Check the input signal (test mode).

(1) Hook up the hand-held tester to the DLC3.

(2) Perform step 3 - (a) - (2) to (7) on the previous page.

(3) Read the DTC on the tester screen.

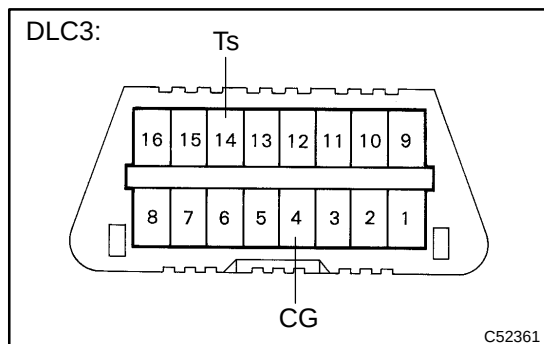
HINT:

Please refer to the hand-held tester operator's manual for further details.

DTC of the input signal check

If a malfunction code is displayed during the test mode DTC check, check the circuit listed for that code. For details of each code, turn to the page mentioned below "DTC No." in the DTC chart.

DTC No. (See Page)	Detection Item	Trouble Area
C1782/82 (05-224)	Stop light switch circuit malfunction	• Stop lamp switch assy • Stop light switch circuit • Absorber control ECU
C1787/87 (05-227)	Absorber control switch malfunction	• Absorber control switch assy • Absorber control switch circuit • Absorber control ECU
C1791/91 (05-205)	Open or short circuit in right front acceleration sensor circuit	• Right front acceleration sensor assy • Right front acceleration sensor circuit • Absorber control ECU
C1792/92 (05-205)	Open or short circuit in left front acceleration sensor circuit	• Absorber control ECU (Left front acceleration is a built-in equipment)
C1793/93 (05-205)	Open or short circuit in rear acceleration sensor circuit	• Rear acceleration sensor • Rear acceleration sensor circuit • Absorber control ECU
C1794/94 (05-217)	Right front speed sensor circuit malfunction	• Right front speed sensor • Right front speed sensor circuit • Skid control ECU assy • Absorber control ECU
C1797/97 (05-222)	Engine revolution signal circuit malfunction	• Crankshaft position sensor • Crankshaft position sensor circuit • ECM • Absorber control ECU



5. CHECK DAMPING FORCE CONTROLLING CONDITION

(a) In case of not using hand-held tester:

Check the damping force controlling condition.

(1) Using SST, connect terminals Ts and CG of the DLC3 with the ignition switch OFF (TEST mode).

SST 09843-18040

(2) Start the engine.

Under this condition, the absorber control actuator position becomes 1 (Soft).

(3) Starting from the above mentioned position, as the brake pedal is depressed, the absorber control actuator position increase (1 → 2 → 3 → ... 15 → 16). At this time, bounce the vehicle and check that the shock absorber is becoming harder.

HINT:

- To hold the absorber control actuator at a specific position, adjust it to the position using the above mentioned procedure then increase the vehicle speed to over 5 km/h.

After that the absorber control actuator position does not change until the ignition switch is turned to OFF.

- If the absorber control actuator does not operate, inspect the absorber control actuator circuit and absorber control ECU.

(4) Disconnect the SST from terminals Ts and CG of the DLC3.

SST 09843-18040

6. FAIL-SAFE FUNCTION

(a) When short circuit of the shock absorber control actuator is detected, the shock absorber control actuator located on the other side of the detected shock absorber is set at step 8. The shock absorber control actuator remains at step 8 until the ignition switch becomes OFF.

DIAGNOSTIC TROUBLE CODE CHART

HINT:

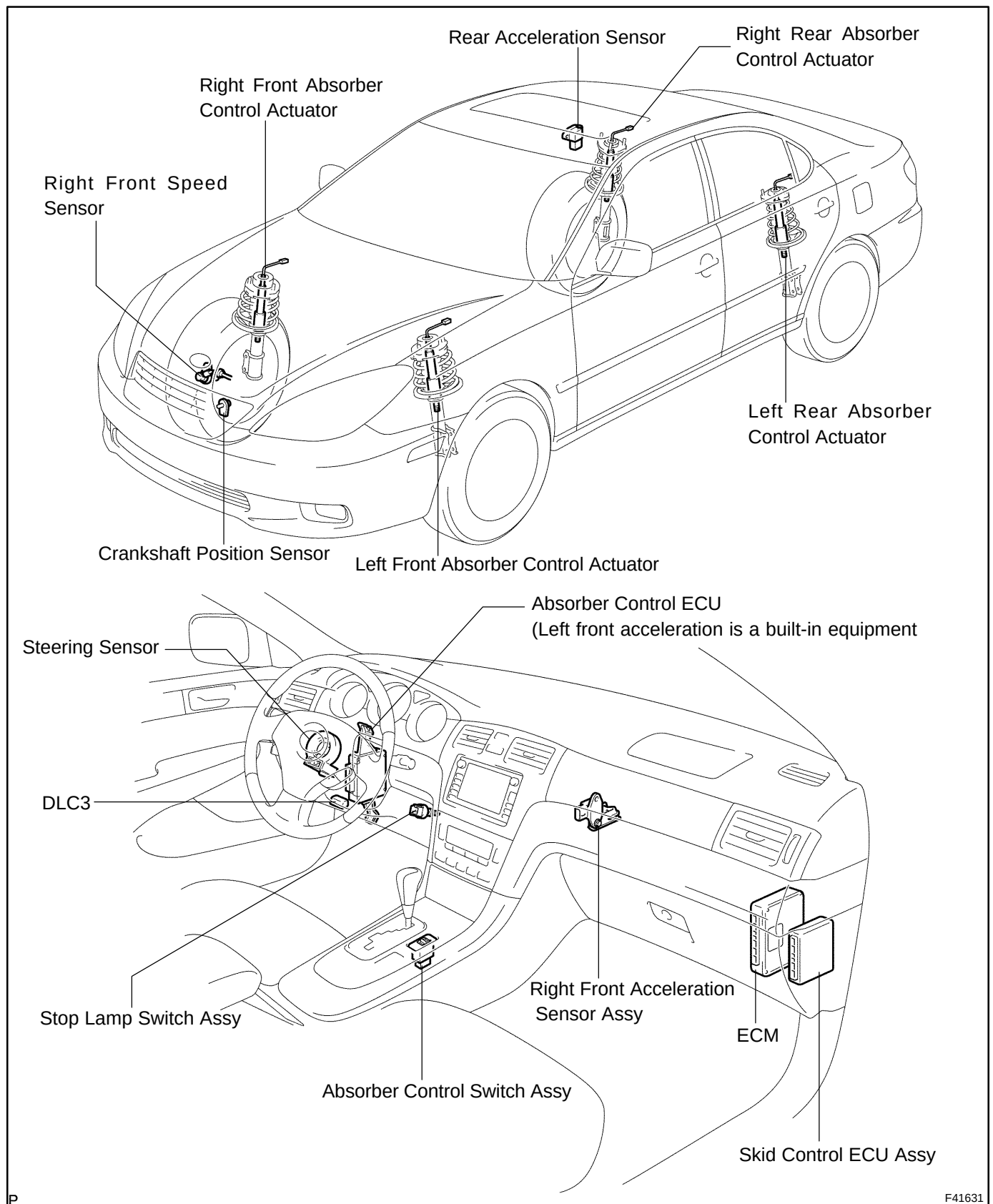
- Connect the LED (10 - 20 mA) and resistor (500 Ω to 1 k Ω) in series between terminals TEM and CG of the DLC3.
- Using SST 09843-18040, connect terminals Tc and CG of the DLC3.
- If any abnormality is not found when the parts are inspected, inspect the absorber control ECU.
- If a malfunction code is displayed during the DTC check, check the circuit listed for that code. For details of each code, refer to the "See page" under respective "DTC No." in the DTC chart.

DTC No. (See Page)	Detection Item	Trouble Area
C1715/15 (05-205)	Open or short circuit in right front acceleration sensor circuit	• Right front acceleration sensor assy • Right front acceleration sensor circuit
C1716/16 (05-205)	Open or short circuit in left front acceleration sensor circuit	• Absorber control ECU (Left front acceleration is a built-in equipment)
C1717/17 (05-205)	Open or short circuit in rear acceleration sensor circuit	• Rear acceleration sensor • Rear acceleration sensor circuit
C1725/21 (05-210)	Open or short circuit in right front absorber control actuator circuit	• Right front absorber control actuator • Right front absorber control actuator circuit
C1726/22 (05-210)	Open or short circuit in left front absorber control actuator circuit	• Left front absorber control actuator • Left front absorber control actuator circuit
C1727/23 (05-210)	Open or short circuit in right rear absorber control actuator circuit	• Right rear absorber control actuator • Right rear absorber control actuator circuit
C1728/24 (05-210)	Open or short circuit in left rear absorber control actuator circuit	• Left rear absorber control actuator • Left rear absorber control actuator circuit
C1774/74 (05-214)	Power voltage drop	• Battery • Power source circuit
C1776/76 (05-217)	Right front speed sensor circuit malfunction	• Right front speed sensor • Right front speed sensor circuit • Skid control ECU assy
C1777/77 (05-219)	Open or short circuit in steering sensor angle circuit	• Steering sensor • Steering angle sensor circuit
C1779/79 (05-222)	Engine revolution signal circuit malfunction	• Crankshaft position sensor • Crankshaft position sensor circuit • ECM

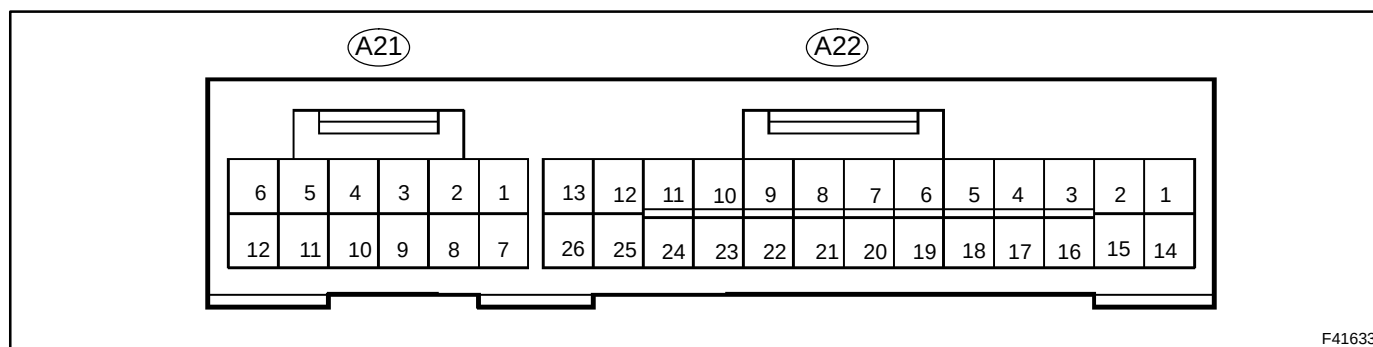
HINT:

DTCs C1715/15, C1716/16, C1717/17, C1776/76 and C1779/79 can be detected only in the input signal inspecting mode.

LOCATION



TERMINALS OF ECU



F41633

Symbols (Terminals No.)	Wiring Color	Condition	STD Voltage (V)
FBL+ (A21 - 2) - FBL- (A21 - 7)	L ↔ L-B	IG switch ON	Continuity (Ω)
FAL+ (A21 - 3) - FAL- (A21 - 1)	L-Y ↔ L-W	IG switch ON	Continuity (Ω)
FBR+ (A21 - 6) - FBR- (A21 - 4)	L ↔ L-B	IG switch ON	Continuity (Ω)
SS2- (A21 - 8) - GND (A22 - 14)	G ↔ W-B	IG switch ON and steering wheel is being turned slowly	Repeat 1.5 - 3.5
SS2+ (A21 - 9) - GND (A22 - 14)	R ↔ W-B	IG switch ON and steering wheel is being turned slowly	Repeat 1.5 - 3.5
HARD (A21 - 10) - GND (A22 - 14)	GR ↔ W-B	Vehicle stop	Pulse generation
TACH (A21 - 11) - GND (A22 - 14)	B-O ↔ W-B	Engine idling	Pulse generation
FAR+ (A21 - 12) - FAR- (A21 - 5)	L-Y ↔ LW	IG switch ON	Continuity (Ω)
+B (A22 - 1) - GND (A22 - 14)	B-R ↔ W-B	IG switch ON	10 - 14
STP (A22 - 2) - GND (A22 - 14)	G-W ↔ W-B	Stop lamp switch assy ON	8 - 14
		Stop lamp switch assy OFF	Below 1.5
SGL (A22 - 3) - GND (A22 - 14)	B-R ↔ W-B	Always	Continuity (Ω)
SGFL (A22 - 4) - GND (A22 - 14)	O ↔ W-B	Observe data list on hand-held tester G (UP & DOWN) FL	-
SBL (A22 - 5) - GND (A22 - 14)	V-Y ↔ W-B	IG switch ON	4.5 - 5.5
Tc (A22 - 6) - GND (A22 - 14)	P-B ↔ W-B	IG switch ON and terminals Tc - CG connected	Below 1.0
		IG switch ON and terminals Tc - CG not connected	10 - 14
RBL+ (A22 - 9) - RBL- (A22 - 7)	R-Y ↔ R	IG switch ON	Continuity (Ω)
RAL+ (A22 - 10) - RAL- (A22 - 8)	L-R ↔ R-W	IG switch ON	Continuity (Ω)
RBR+ (A22 - 13) - RBR- (A22 - 11)	R-Y ↔ R	IG switch ON	Continuity (Ω)
TEM (A22 - 15) - GND (A22 - 14)	P ↔ W-B	IG switch ON and terminals TEM - CG connected	Below 1.0
		IG switch ON and terminals TEM - CG not connected	10 - 14
SGRR (A22 - 16) - GND (A22 - 14)	P-L ↔ W-B	Observe data list on hand-held tester G (UP & DOWN) R	-

DIAGNOSTICS - ELECTRONIC MODULATED SUSPENSION SYSTEM

SGR (A22 - 17) - GND (A22 - 14)	GR-B ↔ W-B	Always	Continuity (Ω)
SBR (A22 - 18) - GND (A22 - 14)	LG-R ↔ W-B	IG switch ON	4.5 - 5.5
Ts (A22 - 19) - GND (A22 - 14)	LG-B ↔ W-B	IG switch ON and terminals Ts - CG connected	Below 1.0
		IG switch ON and terminals Ts - CG not connected	10 - 14
SW2 (A22 - 20) - GND (A22 - 14)	V ↔ W-B	IG switch ON and absorber control switch "SEMI-COMFORT" or "SEMI-SPORT"	0
SW1 (A22 - 21) - GND (A22 - 14)	Y ↔ W-B	IG switch ON and absorber control switch "SEMI-COMFORT" or "SEMI-SPORT"	0
MOD2 (A22 - 23) - GND (A22 - 14)	W-B ↔ W-B	IG switch ON	Continuity (Ω)
FRO (A22 - 25) - GND (A22 - 14)	GR-R ↔ W-B	Vehicle speed 20 km/h (12 mph) or higher	Pulse generation
RAR+ (A22 - 26) - RAR- (A22 - 12)	L-R ↔ R-W	IG switch ON	Continuity (Ω)

PROBLEM SYMPTOMS TABLE

If a normal code is displayed during the DTC check but the problem still occurs, check the circuits for each problem symptom in the order given in the table below and proceed to the relevant troubleshooting page.

Symptom	Inspection Circuit	See page
Damping force control does not operate at all	1. Absorber control actuator circuit 2. Ts terminal circuit 3. Shock absorber 4. Absorber control ECU	05-210 05-232 26-8 27-4 01-31
Only anti-roll control does not operate	1. Steering angle sensor circuit 2. Right front speed sensor circuit 3. Absorber control ECU	05-219 05-217 01-31
Only anti-squat control does not operate	1. Crankshaft position sensor circuit 2. Right front speed sensor circuit 3. Absorber control ECU	05-222 05-217 01-31
Only anti-dive control does not operate	1. Stop light switch circuit 2. Right front speed sensor circuit 3. Absorber control ECU	05-224 05-217 01-31
Only semi-active control does not operate	1. Right front speed sensor circuit 2. Absorber control ECU	05-217 01-31
Only speed sensing control does not operate	1. Right front speed sensor circuit 2. Absorber control ECU	05-217 01-31
Only unsprung damping control does not operate	1. Right front speed sensor circuit 2. Absorber control ECU	05-217 01-31

DTC	C1715/15	RIGHT FRONT ACCELERATION SENSOR CIRCUIT
DTC	C1716/16	LEFT FRONT ACCELERATION SENSOR CIRCUIT
DTC	C1717/17	REAR ACCELERATION SENSOR CIRCUIT
DTC	C1791/91	RIGHT FRONT ACCELERATION SENSOR CIRCUIT
DTC	C1792/92	LEFT FRONT ACCELERATION SENSOR CIRCUIT
DTC	C1793/93	REAR ACCELERATION SENSOR CIRCUIT

CIRCUIT DESCRIPTION

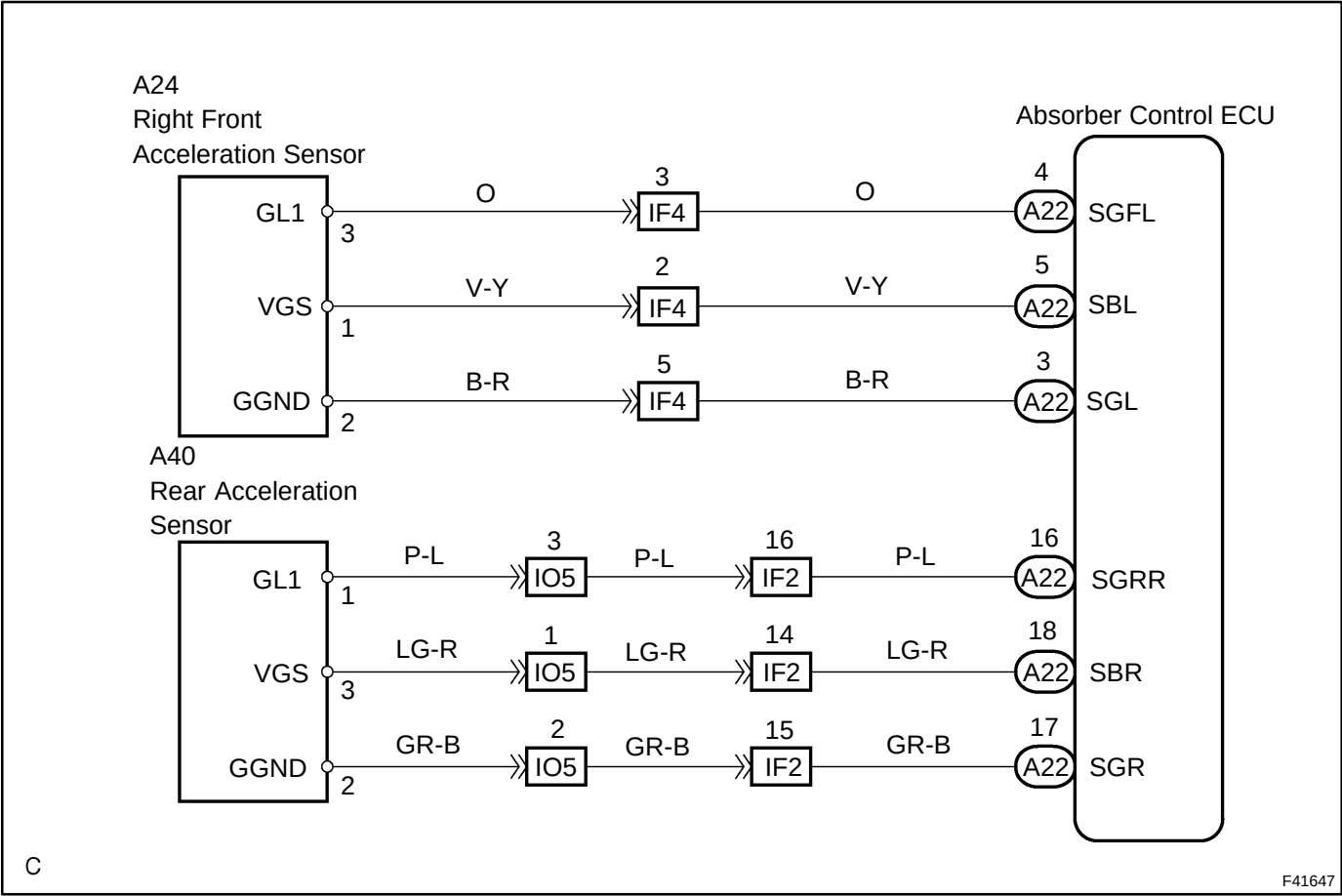
The acceleration sensor (assy) detect the up-and-down acceleration of the vehicle. The acceleration sensor (assy) 3 in total are mounted in the absorber control ECU, at the forward of the glove compartment door at the instrument panel safety pad position and in the rear luggage, and detect the up-and down acceleration of the vehicle, respectively. The acceleration sensor (assy) convert the resistance into electrical signal and output to the absorber control ECU.

DTC No.	DTC Detecting Condition	Trouble Area
C1715/15 C1791/91	Acceleration sensor signal is fixed to 0 V or 5 V	• Right front acceleration sensor assy • Right front acceleration sensor circuit • Absorber control ECU
C1716/16 C1792/92		• Absorber control ECU (Left front acceleration sensor is a built-in equipment)
C1717/17 C1793/93		• Rear acceleration sensor • Rear acceleration sensor circuit • Absorber control ECU

HINT:

- DTC No. C1715/15 and C1791/91 is the right front acceleration sensor assy.
- DTC No. C1716/16 and C1792/92 is the left front acceleration sensor (left front acceleration sensor is a built-in equipment).
- DTC No. C1717/17 and C1793/93 is the rear acceleration sensor.

WIRING DIAGRAM



INSPECTION PROCEDURE

HINT:

Start the inspection from the step 1 in case of using hand-held tester and start from step 2 (right front acceleration sensor assy) or step 3 (rear acceleration sensor) in case of not using hand-held tester.

1 READ VALUE OF HAND-HELD TESTER

- (a) Connect the hand-held tester to the DLC3.
- (b) Turn the ignition switch to ON and turn the hand-held tester main switch ON.
- (c) Select the item "G (UP & DOWN) FR (R)" in the DATA LIST and read its value displayed on the hand-held tester.
- (d) Check that the acceleration value of the acceleration sensor observed in the hand-held tester is changing when the vehicle is bounced.

OK:

Acceleration value must be changing.

HINT:

- For the right front acceleration sensor assy failure, go to step (A).
- For the rear acceleration sensor failure, go to step (B).

NG(A) Go to step 2

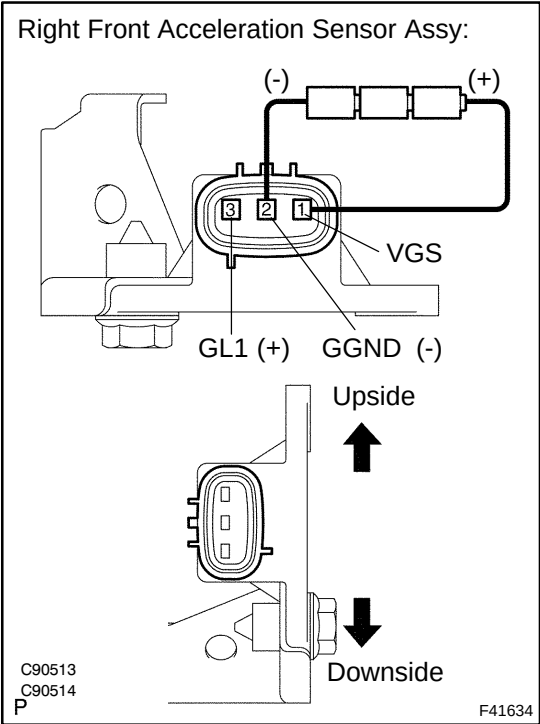
NG(B) Go to step 3

OK

CHECK AND REPLACE ABSORBER CONTROL ECU(See page 01-31)

2

INSPECT ACCELERATION SENSOR ASSY(RIGHT FRONT)



- (a) Remove the right front acceleration sensor assy.
- (b) Connect 3 dry batteries of 1.5 V in series.
- (c) Connect the terminal 1 (VGS) to the batteries' positive (+) terminal, and terminal 2 (GGND) to the batteries' negative (-) terminal, then apply voltage of approximately 4.5 V between terminals 2 (GGND) and 3 (GL1) for the following conditions.

OK:

Sensor condition	Voltage
Sensor stationary	Approx. 2.3 V
Sensor vibrating vertically	Change between approx. 1.0 - 4.0 V

NOTICE:

- Do not apply more than a voltage of 6 V.
- Do not drop the acceleration sensor assy. If it is dropped, replace it with a new one.
- The acceleration sensor assy removed from the vehicle must not be placed upside down.

HINT:

When the acceleration sensor assy is tilted, it may output a different value.

OK

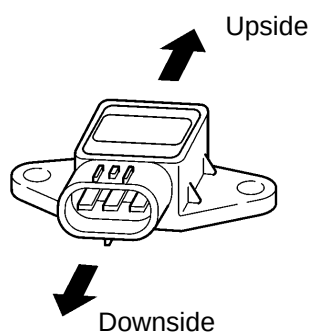
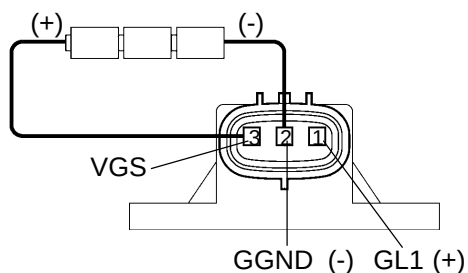
Go to step 4

NG

REPLACE ACCELERATION SENSOR ASSY

3 INSPECT ACCELERATION SENSOR(REAR)

Rear Acceleration Sensor:

C91693
C65181

F41635

- Remove the rear acceleration sensor.
- Connect 3 dry batteries of 1.5 V in series.
- Connect the terminal 3 (VGS) to the batteries' positive (+) terminal, and terminal 2 (GGND) to the batteries' negative (-) terminal, then apply voltage of approximately 4.5 V between terminals 1 (GL1) and 2 (GGND) for the following conditions.

OK:

Sensor condition	Voltage
Sensor stationary	Approx. 2.3 V
Sensor vibrating vertically	Change between approx. 1.0 - 4.0 V

NOTICE:

- Do not apply more than a voltage of 6 V.
- Do not drop the acceleration sensor. If it is dropped, replace it with a new one.
- The acceleration sensor removed from the vehicle must not be placed upside down.

HINT:

When the acceleration sensor is tilted, it may output the different value.

NG**REPLACE ACCELERATION SENSOR****OK**

4 CHECK HARNESS AND CONNECTOR(RIGHT FRONT(REAR) ACCELERATION SENSOR(ASSY) - ABSORBER CONTROL ECU)

- Check for open and short circuit in harness and connector between right front (rear) acceleration sensor (assy) and absorber control ECU (See page [01-31](#)).

NG**REPAIR OR REPLACE HARNESS OR CONNECTOR****OK****CHECK AND REPLACE ABSORBER CONTROL ECU(See page [01-31](#))**

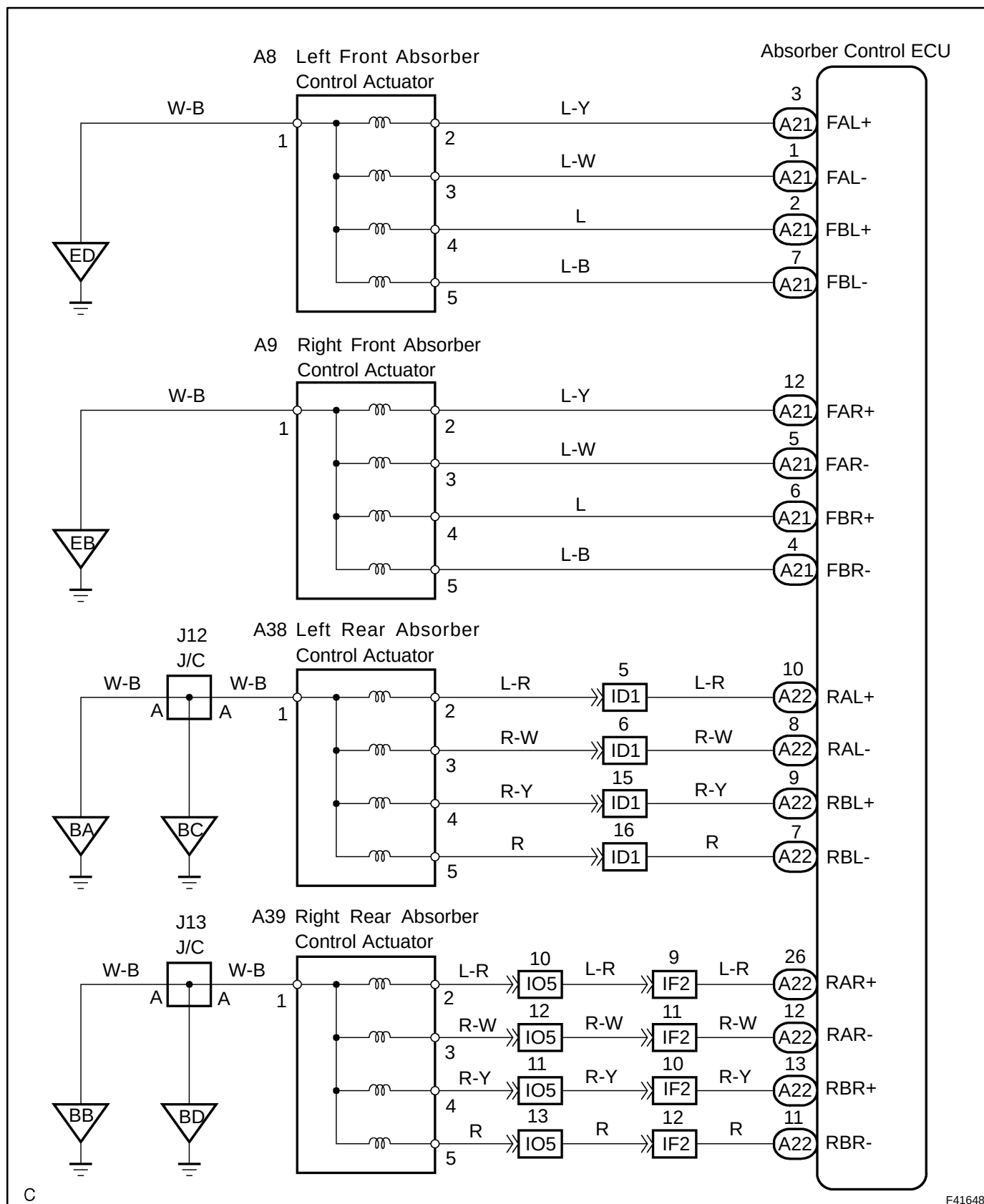
DTC	C1725/21	RIGHT FRONT ABSORBER CONTROL ACTUATOR CIRCUIT
DTC	C1726/22	LEFT FRONT ABSORBER CONTROL ACTUATOR CIRCUIT
DTC	C1727/23	RIGHT REAR ABSORBER CONTROL ACTUATOR CIRCUIT
DTC	C1728/24	LEFT REAR ABSORBER CONTROL ACTUATOR CIRCUIT

CIRCUIT DESCRIPTION

Absorber control actuator switches the damping force depending on the absorber control ECU signals.

DTC No.	DTC Detecting Condition	Trouble Area
C1725/21	Either of the following 1. or 2. is detected: 1. After starting the engine, the breakage signal of absorber control actuator are continuously detected for 1.0 second. 2. After turning ignition switch to ON, the short circuited signal of absorber control actuator are continuously detected 8 times.	• Right front absorber control actuator • Right front absorber control actuator circuit • Absorber control ECU
C1726/22		• Left front absorber control actuator • Left front absorber control actuator circuit • Absorber control ECU
C1727/23		• Right rear absorber control actuator • Right rear absorber control actuator • Absorber control ECU
C1728/24		• Left rear absorber control actuator • Left rear absorber control actuator • Absorber control ECU

WIRING DIAGRAM



INSPECTION PROCEDURE

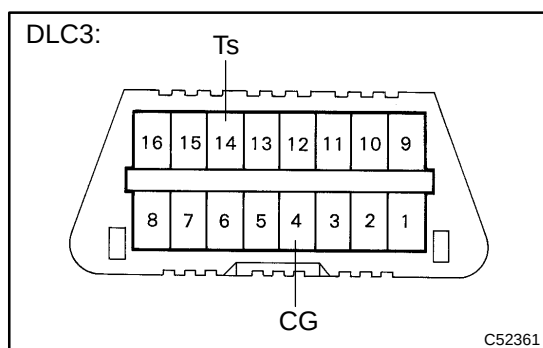
1 INSPECT ABSORBER CONTROL ACTUATOR OPERATION

In case of using hand-held tester:

- Connect the hand-held tester to the DLC3.
- Turn the ignition switch to ON and turn the hand-held tester main switch to ON.
- Select the item "DAMPER STEP FR (FL, RR, RL)" in the ACTIVE TEST and operate the absorber control actuator on the hand-held tester.
- Check whether or not the absorber control actuator operates to harden or soften the suspension with the hand-held tester.

OK:

The absorber control actuator operates to harden or soften the suspension.



In case of not using hand-held tester:

- Using SST, connect terminals Ts and CG of the DLC3 with the ignition switch to OFF (TEST mode).
SST 09843-18040
- Start the engine.
 - Under this condition, the absorber control actuator position becomes 1 (Soft).
- Starting from the above mentioned position, as the brake pedal is depressed, the absorber control actuator position increase (1 → 2 → 3 → ... 15 → 16).
At this time, bounce the vehicle and check that the shock absorber is becoming harder.

OK:

The absorber control actuator operates.

NG

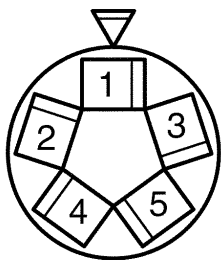
Go to step 2

OK

CHECK AND REPLACE ABSORBER CONTROL ECU(See page 01-31)

2 INSPECT ABSORBER CONTROL ACTUATOR

Front:



P

C91056

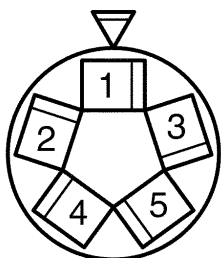
Front absorber control actuator:

- Disconnect the absorber control actuator connector.
- Measure the resistance between each terminal of the front absorber control actuator.

OK:

Terminal	Resistance
A8 or A9 - 1 and A8 or A9 - 2	13.4 - 15.0 Ω
A8 or A9 - 1 and A8 or A9 - 3	13.4 - 15.0 Ω
A8 or A9 - 1 and A8 or A9 - 4	13.4 - 15.0 Ω
A8 or A9 - 1 and A8 or A9 - 5	13.4 - 15.0 Ω

Rear:



P

C91056

Rear absorber control actuator:

- Disconnect the absorber control actuator connector.
- Measure the resistance between each terminal of the rear absorber control actuator.

OK:

Terminal	Resistance
A42 or A43 - 1 and A42 or A43 - 2	13.4 - 15.0 Ω
A42 or A43 - 1 and A42 or A43 - 3	13.4 - 15.0 Ω
A42 or A43 - 1 and A42 or A43 - 4	13.4 - 15.0 Ω
A42 or A43 - 1 and A42 or A43 - 5	13.4 - 15.0 Ω

NG

REPLACE SHOCK ABSORBER ASSY FRONT RH

NG

REPLACE SHOCK ABSORBER ASSY FRONT LH

NG

REPLACE SHOCK ABSORBER ASSY REAR RH

NG

REPLACE SHOCK ABSORBER ASSY REAR LH

OK

3 CHECK HARNESS AND CONNECTOR(ABSORBER CONTROL ACTUATOR - ABSORBER CONTROL ECU)

- Check for open and short circuit in harness and connector between each absorber control actuator and absorber control ECU (See page [01-31](#)).

NG

REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

CHECK AND REPLACE ABSORBER CONTROL ECU(See page [01-31](#))

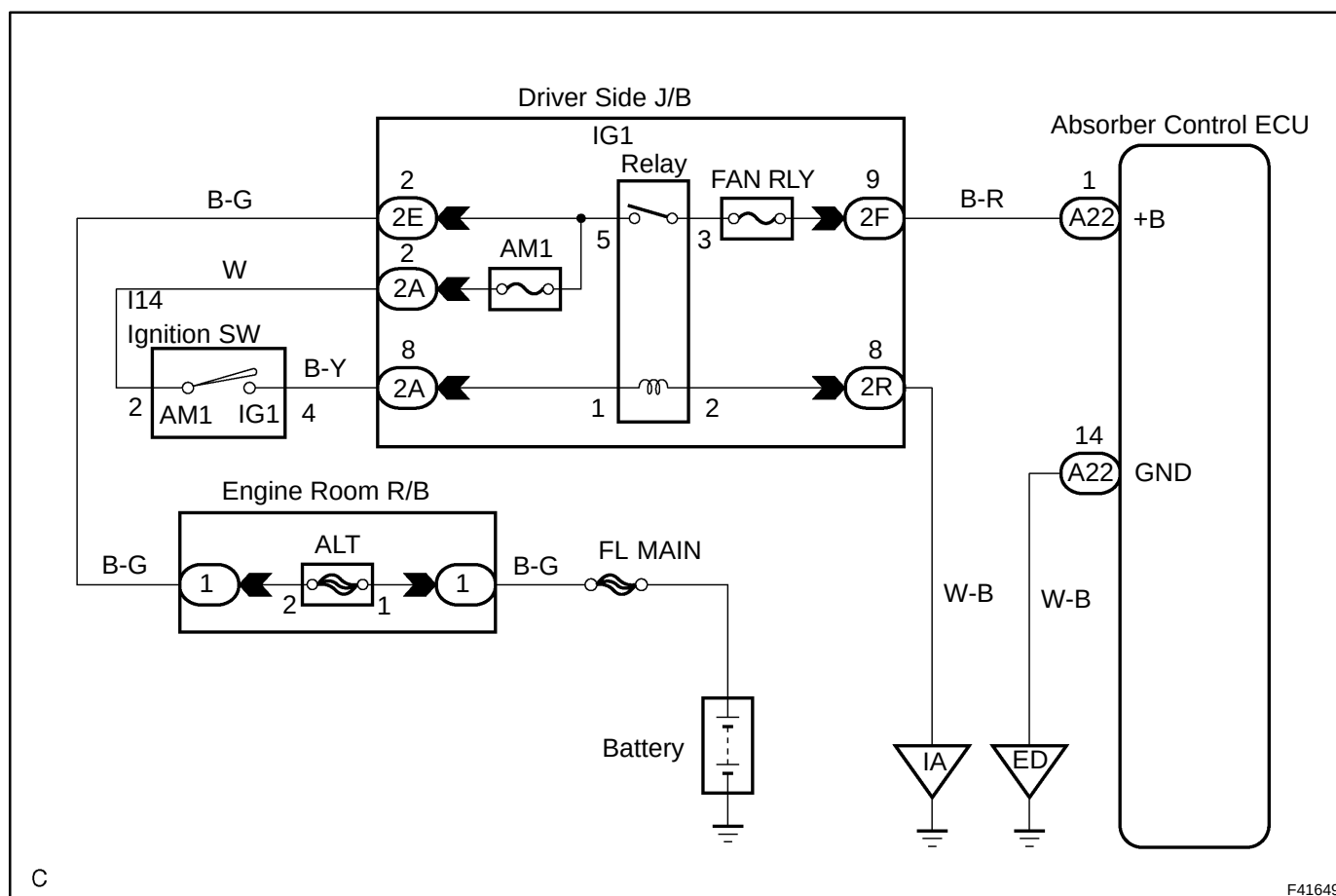
DTC	C1774/74	POWER SOURCE CIRCUIT
------------	-----------------	-----------------------------

CIRCUIT DESCRIPTION

When turning the ignition switch to ON, the battery positive voltage is input to +B terminal to absorber control ECU. When turning the ignition switch to OFF, the battery positive voltage supply to +B terminal stops and the power switched OFF.

DTC No.	DTC Detecting Condition	Trouble Area
C1774/74	The terminal +B voltage is detected being below or above a constant voltage for 5 seconds.	• Battery • Power source circuit • Absorber control ECU

WIRING DIAGRAM



INSPECTION PROCEDURE

1 INSPECT SOURCE VOLTAGE

- (a) Check the battery positive voltage.

OK:

Voltage: 10 - 14 V

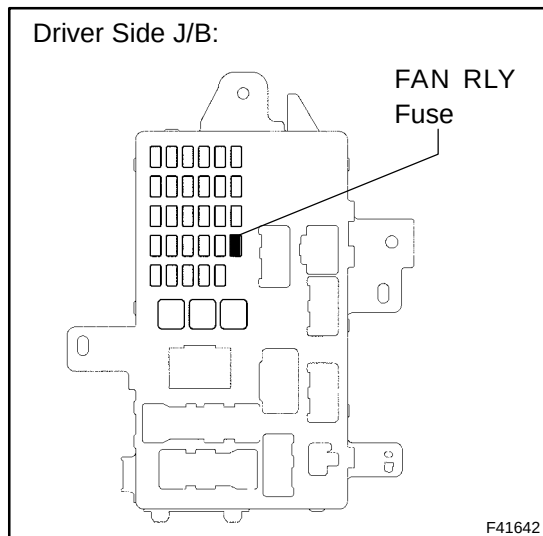
NG

REPLACE BATTERY

OK

2 INSPECT FUSE(FAN RLY)

Driver Side J/B:



- (a) Remove the FAN RLY fuse from the driver side J/B.
(b) Check continuity of FAN RLY fuse.

OK:

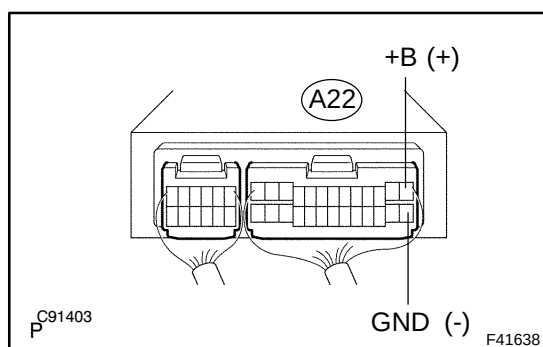
Continuity

NG

INSPECT FOR SHORT CIRCUIT IN ALL HARNESSSES AND COMPONENTS CONNECTED TO FAN RLY FUSE

OK

3 INSPECT ABSORBER CONTROL ECU



- (a) Remove the absorber control ECU with connectors still connected.
(b) Turn the ignition switch to ON, measure voltage between terminals A22 - 1 (+B) and A22 - 14 (GND) of the absorber control ECU connector.

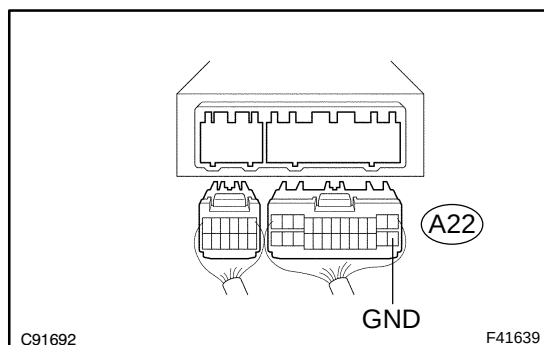
OK:

Voltage: 10 - 14 V

OK

CHECK AND REPLACE ABSORBER CONTROL ECU(See page 01-31)

NG

4 CHECK HARNESS OR CONNECTOR(ABSORBER CONTROL ECU - BODY GROUND)

- (a) Disconnect the absorber control ECU connectors.
- (b) Turn the ignition switch to ON.
- (c) Measure resistance between terminal A22 - 14 (GND) and body ground.

OK:**Continuity****NG****REPAIR OR REPLACE HARNESS OR CONNECTOR****OK****CHECK AND REPLACE ABSORBER CONTROL ECU(See page [01-31](#))**

DTC	C1776/76	RIGHT FRONT SPEED SENSOR CIRCUIT
------------	-----------------	---

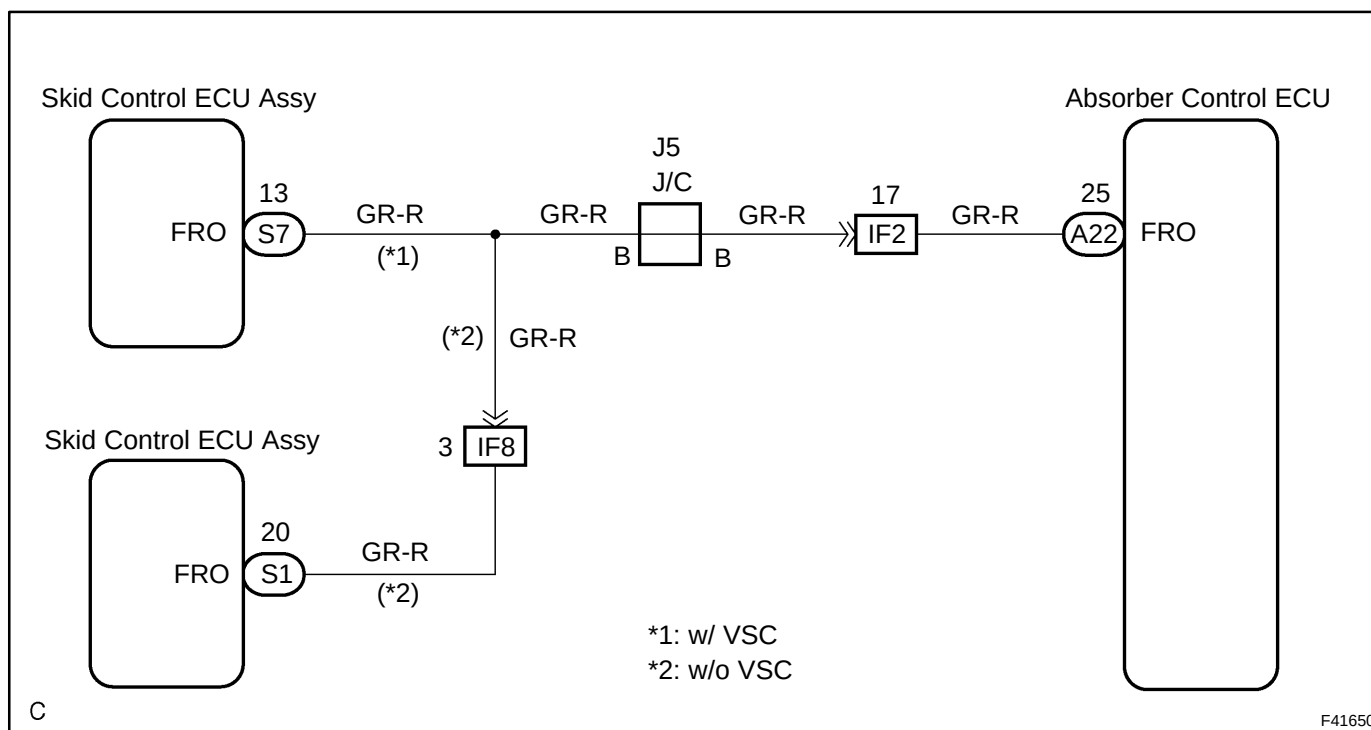
DTC	C1794/94	RIGHT FRONT SPEED SENSOR CIRCUIT
------------	-----------------	---

CIRCUIT DESCRIPTION

The speed sensor detects the wheel speed and transmits the appropriate vehicle speed signal to the absorber ECU through the skid control ECU Assy.

DTC No.	DTC Detecting Condition	Trouble Area
C1776/76	Right front speed sensor circuit malfunction	• Right front speed sensor • Right front speed sensor circuit
C1794/94	Right front speed signal 20 km/h (12 mph) or more	• Skid control ECU Assy • Absorber control ECU

WIRING DIAGRAM



INSPECTION PROCEDURE

HINT:

Start the inspection from the step 1 in case of using hand-held tester and start from step 2 in case of not using hand-held tester.

1 READ VALUE OF HAND-HELD TESTER

- (a) Connect the hand-held tester to the DLC3.
- (b) Turn the ignition switch to ON and turn the hand-held tester main switch to ON.
- (c) Select the item "WHEEL SPD FR" in the DATA LIST and read its value displayed on the hand-held tester.
- (d) Check that there is no difference between the speed value output from the speed sensor displayed by the hand-held tester and the speed value displayed by the speedometer when driving the vehicle.

OK:

There is almost no difference in the displayed speed value.

HINT:

There is tolerance of $\pm 10\%$ in the speedometer indication.

OK

CHECK AND REPLACE ABSORBER CONTROL ECU(See page 01-31)

NG

2 CHECK DIAGNOSTIC CODE OUTPUT

- (a) Check that DTC for ABS output the normal code.

NG

REPAIR CIRCUIT INDICATED BY OUTPUT CODE

OK

3 CHECK HARNESS OR CONNECTOR(ABSORBER CONTROL ECU - SKID CONTROL ECU ASSY)

- (a) Check for open and short circuit in harness and connector between absorber control ECU and skid control ECU assy (See page 01-31).

NG

REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

CHECK AND REPLACE ABSORBER CONTROL ECU(See page 01-31)

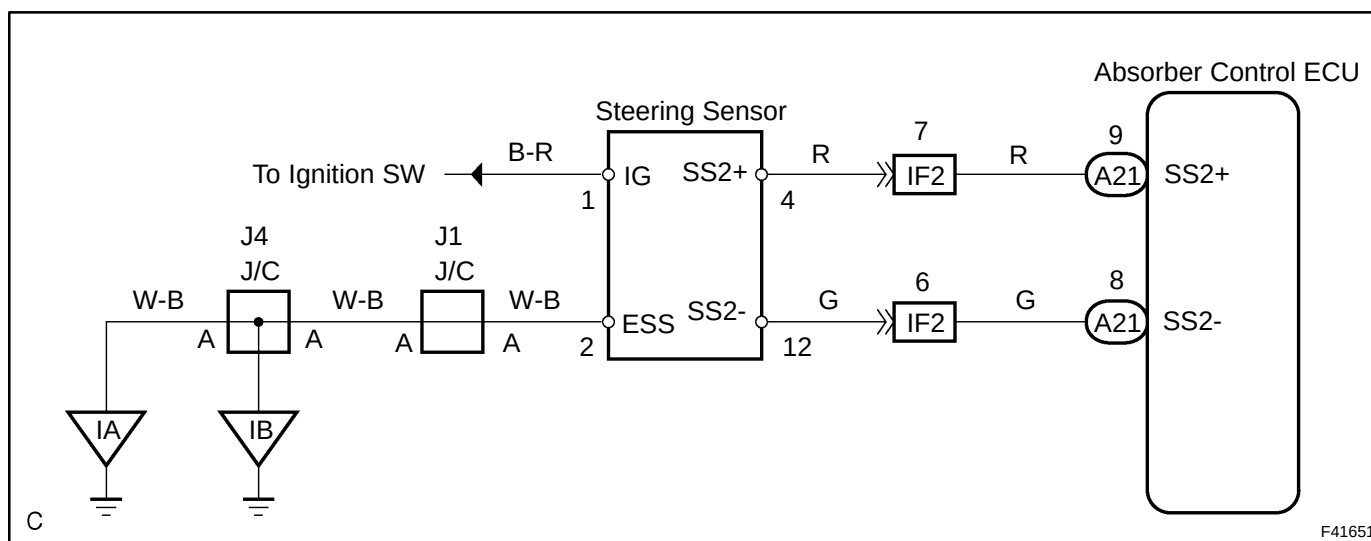
DTC	C1777/77	STEERING ANGLE SENSOR CIRCUIT
------------	-----------------	--------------------------------------

CIRCUIT DESCRIPTION

The steering sensor is mounted on the combination switch assy, and detects the steering wheel angle and its direction.

DTC No.	DTC Detecting Condition	Trouble Area
C1777/77	Steering sensor system signal is abnormal.	- Steering sensor - Steering angle sensor circuit - Absorber control ECU

WIRING DIAGRAM



C

F41651

INSPECTION PROCEDURE

HINT:

Start the inspection from the step 1 in case of using hand-held tester and start from step 2 in case of not using hand-held tester.

1 READ VALUE OF HAND-HELD TESTER

- Connect the hand-held tester to the DLC3.
- Turn the ignition switch to ON and push the hand-held tester main switch ON.
- Select the item "STEERING ANGLE" in the DATA LIST and read its value displayed on the hand-held tester.
- Check that the steering wheel turning angle value of the steering angle position sensor displayed on the hand-held tester is changing when turning the steering wheel.

OK:

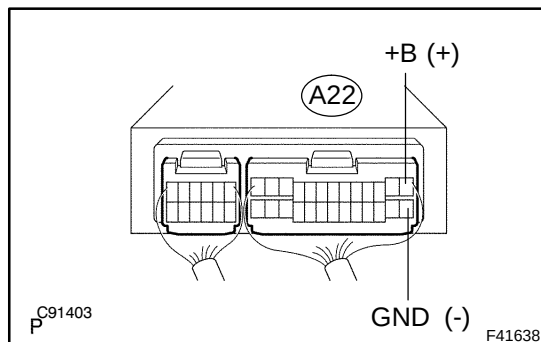
Steering wheel turning angle value must be changing.

NG

CHECK AND REPLACE ABSORBER CONTROL ECU(See page 01-31)

OK

2 INSPECT ABSORBER CONTROL ECU



- Remove the absorber control ECU with the connector still connected.
- Turn the ignition switch to ON.
- Measure voltage between terminal A22 -1 (+B) and A22 - 14 (GND) of the absorber control ECU.

OK:

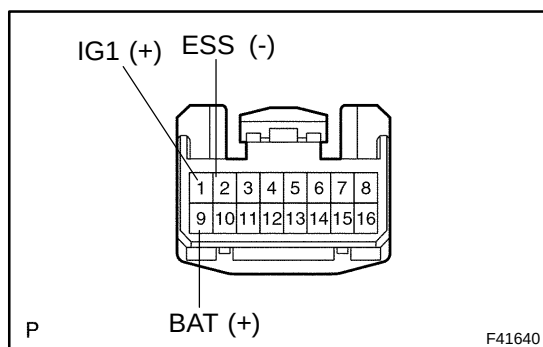
Voltage 10 - 14 V

NG

REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

3 CHECK HARNESS AND CONNECTOR(STEERING SENSOR)



- Disconnect the steering sensor connector.
- Turn the ignition switch ON.
- Measure voltage between terminal 1 (IG1) and 2 (ESS), 2 (ESS) and 9 (BAT) of the steering sensor harness side connector.

OK:

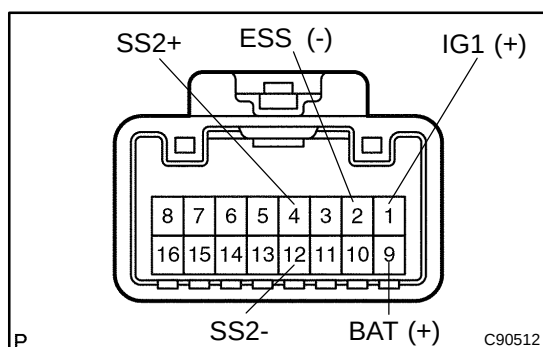
Voltage 10 - 14 V

NG

REPAIR OR REPLACE HARNESS OR CONNECTOR

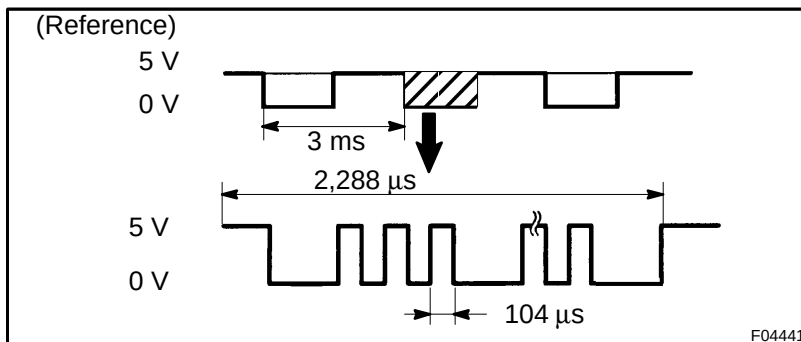
OK

4 INSPECT STEERING SENSOR



- Disconnect the steering angle sensor connector.
- Apply battery positive voltage between terminals 1 (IG1) and 2 (ESS), 2 (ESS) and 9 (BAT).
- Connect the oscilloscope to the terminals 4 (SS2+) and 12 (SS2-) of the steering angle sensor.
- Turn the steering column shaft slowly and check the signal waveform.

OK:



HINT:

The above signal waveform does not repeat ON and OFF regularly and this ON-OFF interval changes case by case according to the data.

NG

REPLACE STEERING SENSOR

OK

CHECK AND REPLACE ABSORBER CONTROL ECU(See page 01-31)

DTC	C1779/79	CRANKSHAFT POSITION SENSOR CIRCUIT
-----	----------	------------------------------------

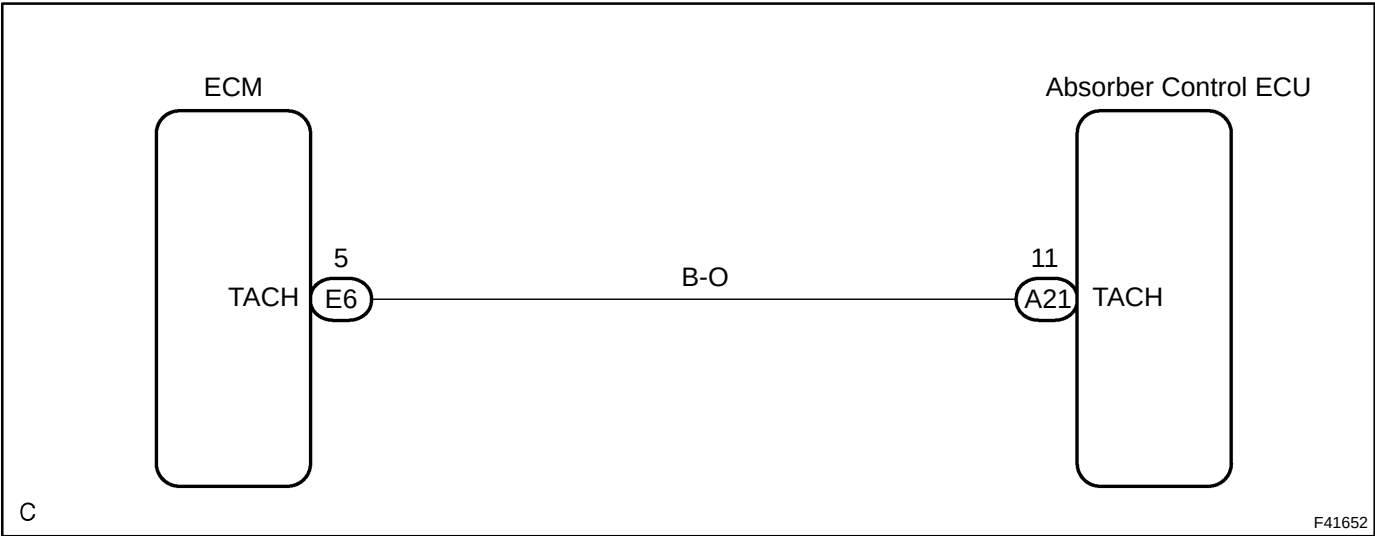
DTC	C1797/97	CRANKSHAFT POSITION SENSOR CIRCUIT
-----	----------	------------------------------------

CIRCUIT DESCRIPTION

The absorber control ECU receives the engine speed signal from the ECM.

DTC No.	DTC Detecting Condition	Trouble Area
C1779/79 C1797/97	With engine speed is less than 2,000 rpm, or any signal is not input at all.	•Crankshaft position sensor •Crankshaft position sensor circuit •ECM •Absorber control ECU

WIRING DIAGRAM



INSPECTION PROCEDURE

1 CHECK HARNESS AND CONNECTOR(ABSORBER CONTROL ECU - ECM)

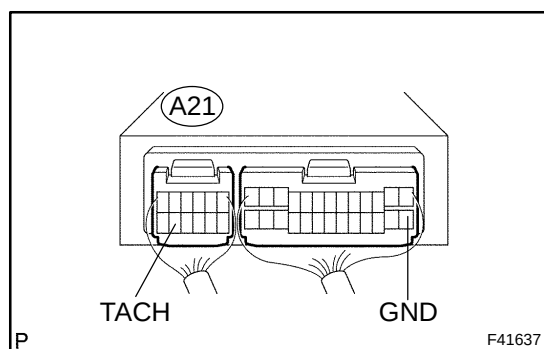
- (a) Check for open and short circuit in harness and connector between terminal THCH of absorber control and ECM (See page 01-31).

NG

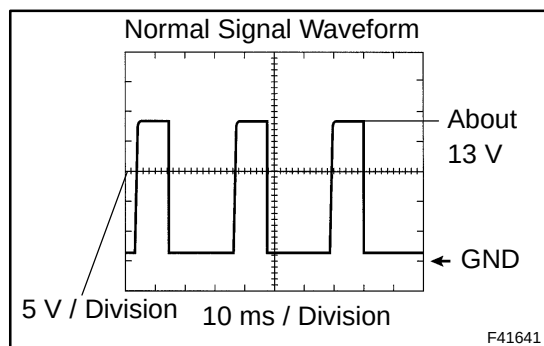
REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

2 INSPECT ABSORBER CONTROL ECU(TACH OUTPUT)



- (a) Remove the absorber control ECU with connector still connected.
 (b) Turn the ignition switch to ON.
 (c) Connect an oscilloscope to terminals A21 - 11 (TACH) and A22 - 14 (GND) of the absorber control ECU harness side connector.



- (d) With the engine idling, and check the signal waveform.

OK:

Signal wave form as shown in the illustration.

HINT:

As the engine speed becomes higher, the waveform cycle is getting shorter.

NG

CHECK AND REPLACE ECM(See page 01-31)

OK

CHECK AND REPLACE ABSORBER CONTROL ECU(See page 01-31)

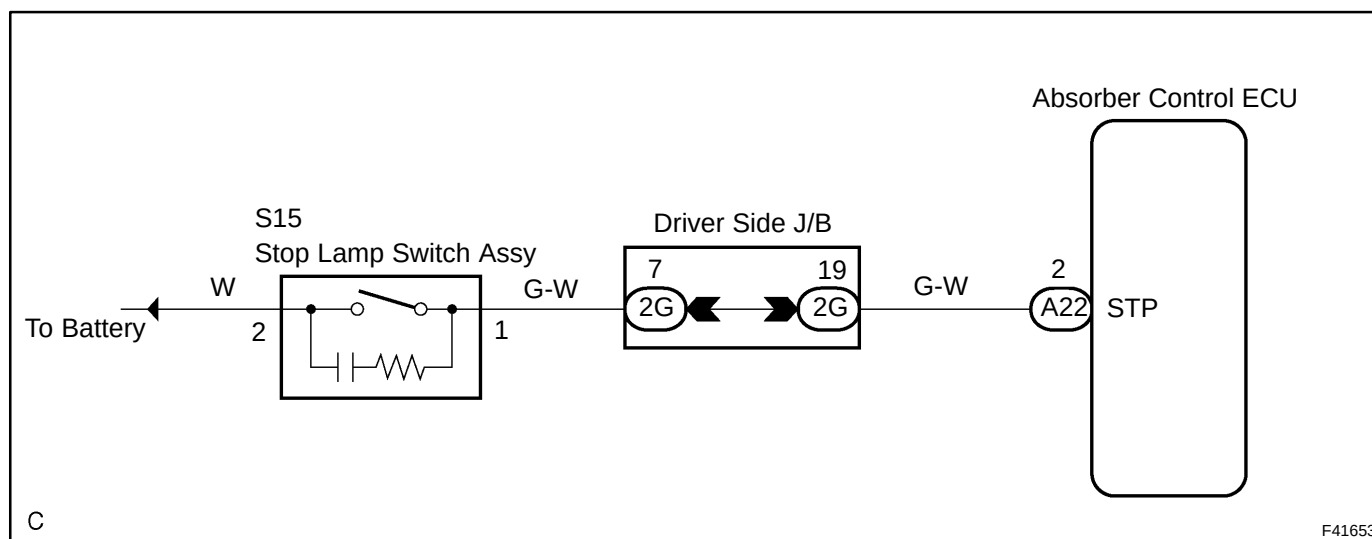
DTC	C1782/82	STOP LIGHT SWITCH CIRCUIT
-----	----------	---------------------------

CIRCUIT DESCRIPTION

When the brake pedal is depressed, the stop lamp goes on and the signal is input to the STP terminal of absorber control ECU.

DTC No.	DTC Detecting Condition	Trouble Area
C1782/82	The signal from the stop lamp switch assy does not change.	• Stop lamp switch assy • Stop light switch circuit • Skid control ECU assy • Absorber control ECU

WIRING DIAGRAM



INSPECTION PROCEDURE

1 CHECK STOP LAMP

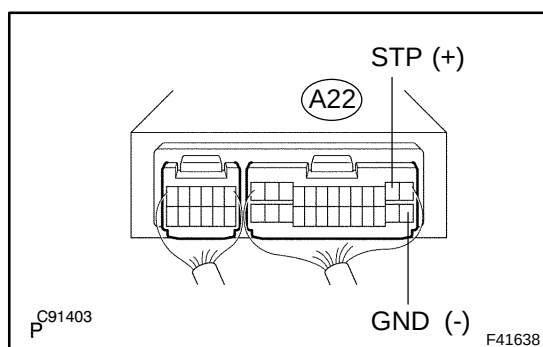
- (a) Check that the stop lamp lights up when brake pedal is depressed and turns OFF when the brake pedal is released.

NG

Go to step 3

OK

2 INSPECT ABSORBER CONTROL ECU



- (a) Remove the absorber control ECU with connectors still connected.
 (b) Measure voltage between terminal A22 - 2 (STP) and A22 - 14 (GND) of absorber control ECU when stop lamp switch assy switch is ON and OFF.

OK:

Stop lamp switch assy	Voltage
ON	8 - 14
OFF	Below 1.5

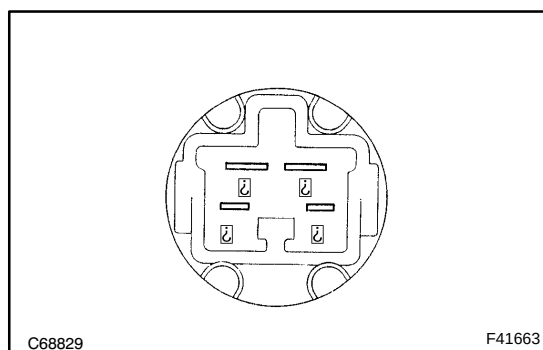
NG

REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

CHECK AND REPLACE ABSORBER CONTROL ECU(See page 01-31)

3 INSPECT STOP LAMP SWITCH ASSY



- (a) Disconnect the stop lamp switch assy connector.
 (b) Measure the continuity between each terminal of the stop lamp switch assy.

OK:

Terminal	Stop lamp switch assy	Specification
1 - 2	ON	Continuity
1 - 2	OFF	No continuity
3 - 4	ON	Continuity
3 - 4	OFF	No continuity

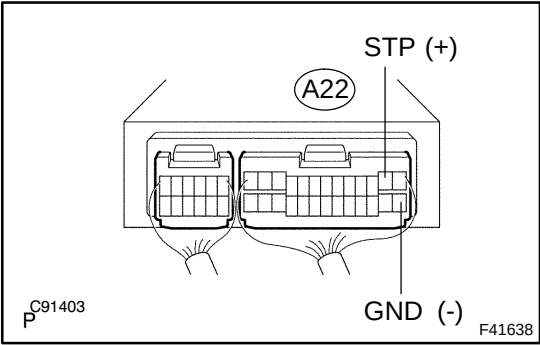
NG

REPLACE STOP LAMP SWITCH ASSY

OK

4

INSPECT ABSORBER CONTROL ECU



- (a) Remove the absorber control ECU with connectors still connected.
- (b) Measure voltage between terminal A22 - 2 (STP) and A22 - 14 (GND) of absorber control ECU when stop lamp switch assy switch is ON and OFF.

OK:

Stop lamp switch assy	Voltage
ON	8 - 14
OFF	Below 1.5

NG

REPAIR OR
CONNECTOR

REPLACE HARNESS OR

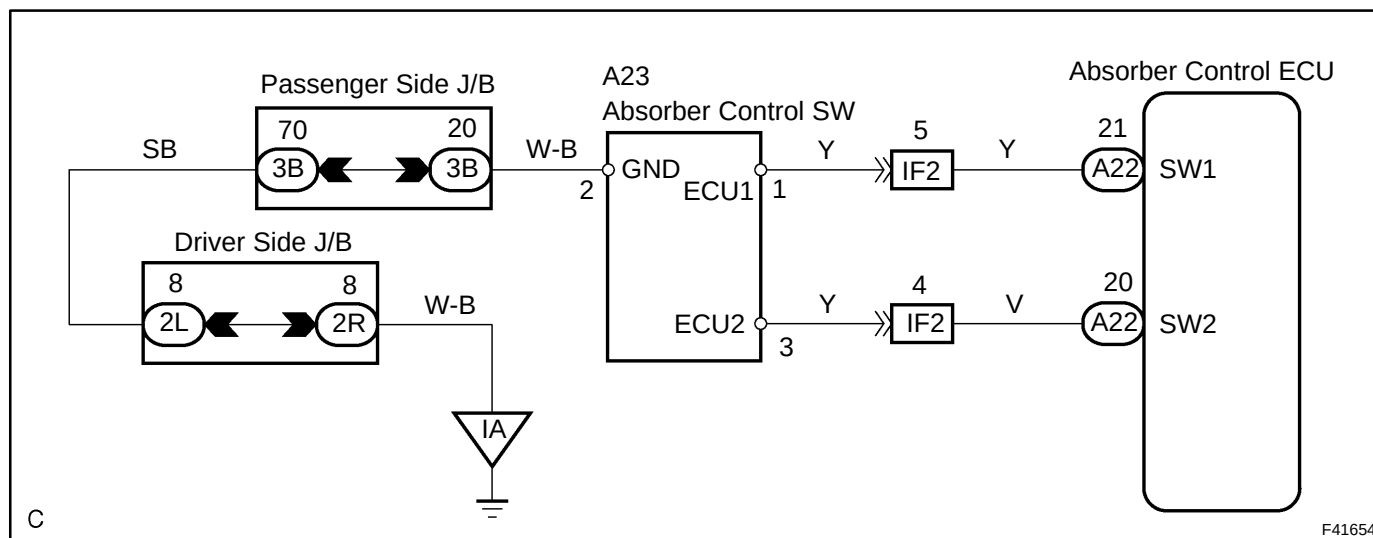
OK

CHECK AND REPLACE ABSORBER CONTROL ECU(See page 01-31)

DTC**C1787/87****ABSORBER CONTROL SWITCH CIRCUIT****CIRCUIT DESCRIPTION**

The absorber control switch is a switch which selects the damping force mode of shock absorber.

DTC No.	DTC Detecting Condition	Trouble Area
C1787/87	Absorber control switch signal does not change.	• Absorber control switch • Absorber control switch circuit • Absorber control ECU

WIRING DIAGRAM

C

F41654

INSPECTION PROCEDURE

HINT:

Start the inspection from the step 1 in case of using hand-held tester and start from step 2 in case of not using hand-held tester.

1 READ VALUE OF HAND-HELD TESTER

- (a) Connect the hand-held tester to the DLC3.
- (b) Turn the ignition switch ON and turn the hand-held tester main switch ON.
- (c) Select the item "DAMPER SW1 (SW2)" in the DATA LIST and read its value displayed on the hand-held tester.
- (d) Check that the acceleration value of the acceleration sensor observed in the hand-held tester is changing when the vehicle is bounced.

OK:

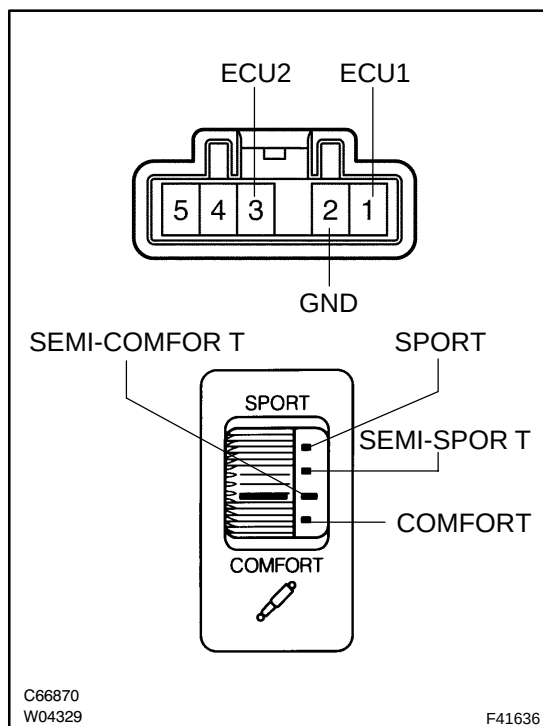
Absorber control switch value must be changing.

NG

CHECK AND REPLACE ABSORBER CONTROL ECU(See page 01-31)

OK

2 INSPECT ABSORBER CONTROL SWITCH



- (a) Disconnect the absorber control switch.
- (b) Check the continuity between each terminal of the absorber control switch at each switch position.

OK:

Absorber control switch "SPORT" position:

Terminal No. (Terminal name)	Specification
1 (ECU1) - 2 (GND) - 3 (ECU2)	No continuity

Absorber control switch "SEMI-SPORT" position:

Terminal No. (Terminal name)	Specification
2 (GND) - 3 (ECU2)	Continuity

Absorber control switch "SEMI-COMFORT" position:

Terminal No. (Terminal name)	Specification
1 (ECU1) - 2 (GND) - 3 (ECU2)	Continuity

Absorber control switch "COMFORT" position:

Terminal No. (Terminal name)	Specification
1 (ECU1) - 2 (GND)	Continuity

NG

REPLACE ABSORBER CONTROL SWITCH

OK

3	CHECK HARNESS AND CONNECTOR(ABSORBER CONTROL SWITCH - ABSORBER CONTROL ECU)
----------	--

- (a) Check for open and short circuit in harness and connector between absorber control switch and absorber control ECU (See page [01-31](#)).

NG

REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

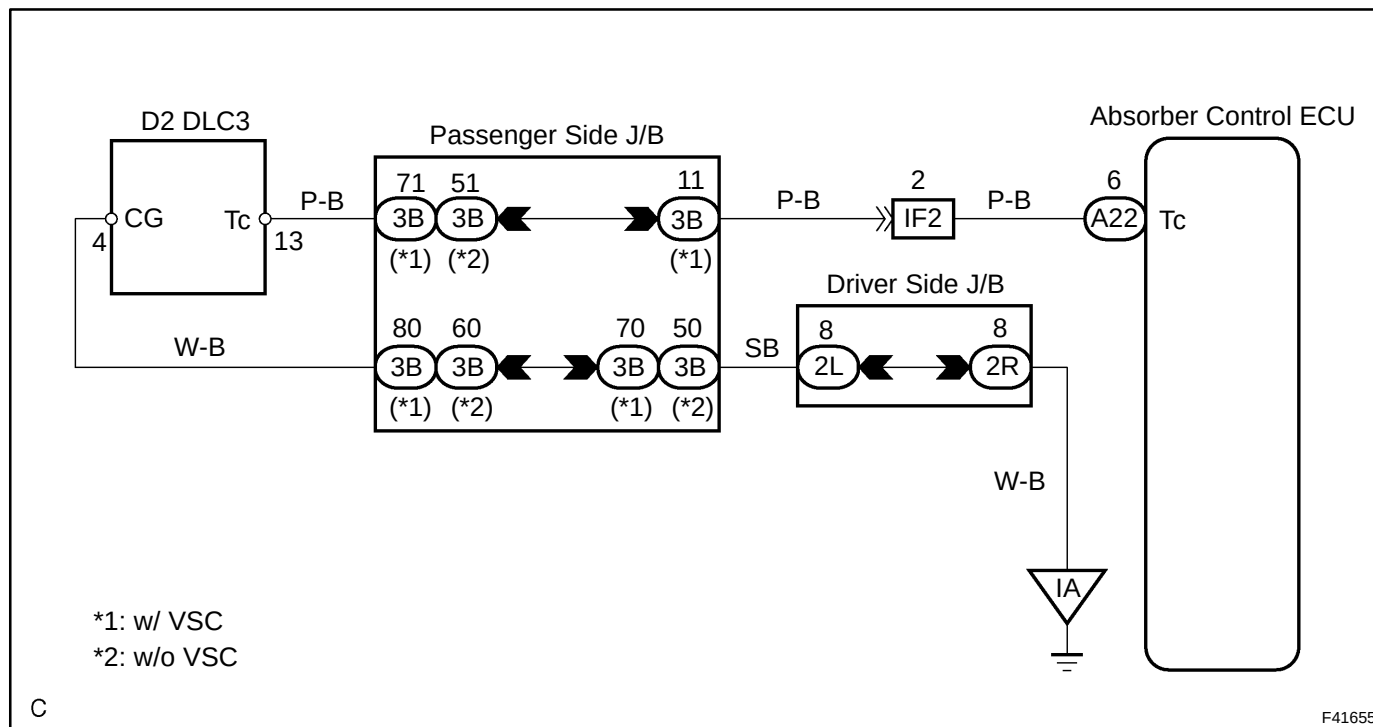
CHECK AND REPLACE ABSORBER CONTROL ECU(See page [01-31](#))

TC TERMINAL CIRCUIT

CIRCUIT DESCRIPTION

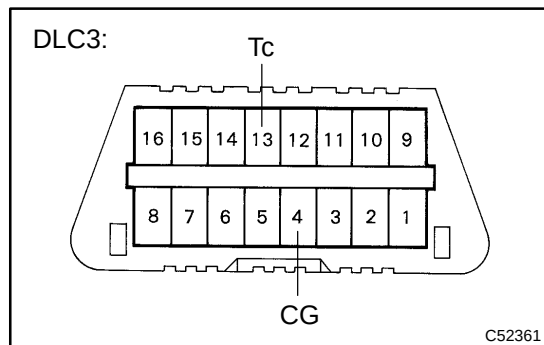
Making short circuit between terminal Tc and CG of DLC3 will output DTC from the TEM terminal of DLC3.

WIRING DIAGRAM



INSPECTION PROCEDURE

1 INSPECT DLC3 TERMINAL VOLTAGE(Tc TERMINAL)



- (a) Turn the ignition switch to ON.
- (b) Measure voltage between terminals Tc and CG of DLC3.

OK:

Voltage: 10 - 14 V

OK

Go to step 3

NG

2 CHECK HARNESS AND CONNECTOR(DLC3 - BODY GROUND)

- (a) Check for open and short circuit in harness and connector between terminal CG of DLC3 and body ground (See page [01-31](#)).

NG

REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

3 CHECK HARNESS AND CONNECTOR(DLC3 - ABSORBER CONTROL ECU)

- (a) Check for open and short circuit in harness and connector between terminal Tc of DLC3 and absorber control ECU (See page [01-31](#)).

NG

REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

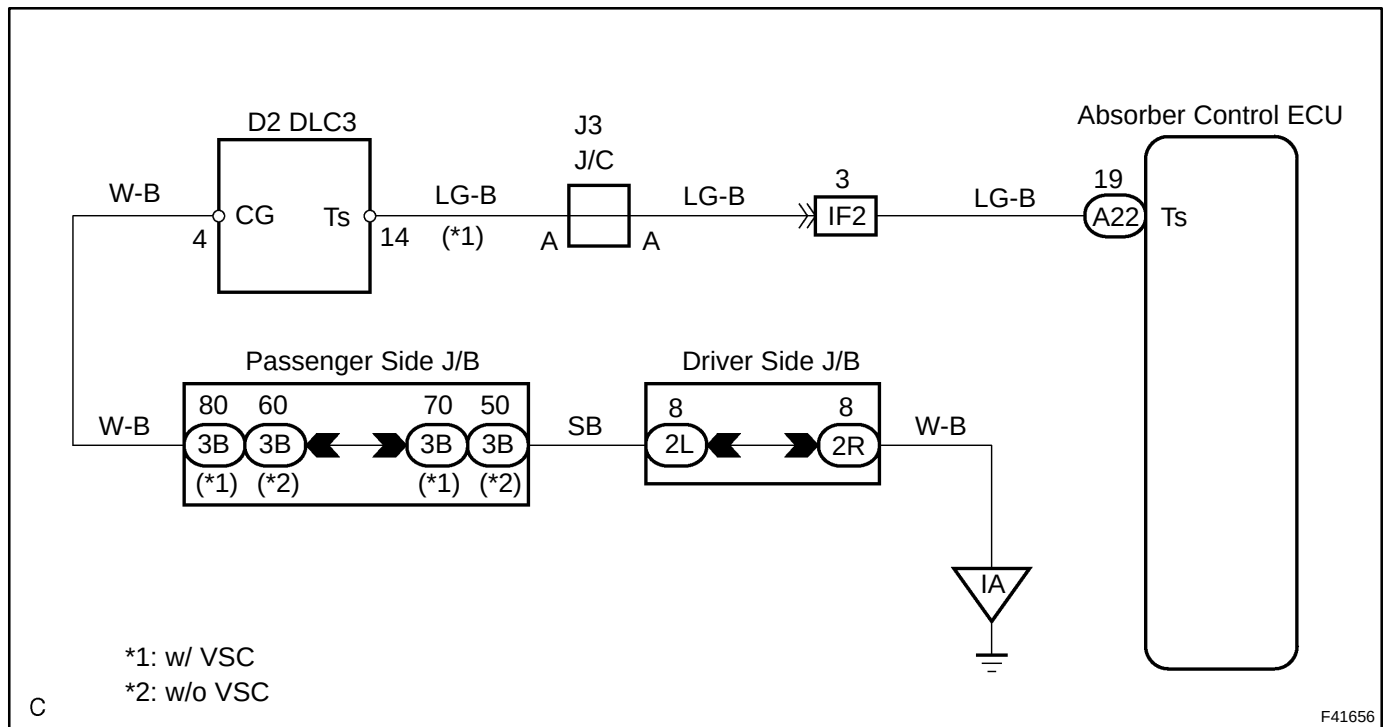
CHECK AND REPLACE ABSORBER CONTROL ECU(See page [01-31](#))

TS TERMINAL CIRCUIT

CIRCUIT DESCRIPTION

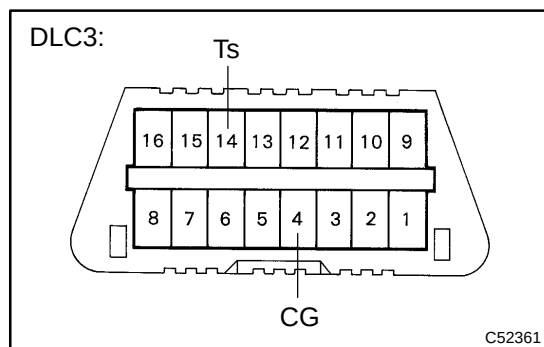
After making short circuit between terminal Ts and CG of DLC3 with the ignition switch turned OFF, the mode will change from normal mode to test mode when the ignition switch is turned ON. After the ignition switch is turned ON, there will be DTC output from TEM terminal of DLC3.

WIRING DIAGRAM



INSPECTION PROCEDURE

1 INSPECT DLC3 TERMINAL VOLTAGE(Ts TERMINAL)



- (a) Turn the ignition switch to ON.
- (b) Measure voltage between terminals Ts and CG of DLC3.

OK:

Voltage: 10 - 14 V

OK

Go to step 3

NG

2 CHECK HARNESS AND CONNECTOR(DLC3 - BODY GROUND)

- (a) Check for open and short circuit in harness and connector between terminal CG of DLC3 and body ground (See page [01-31](#)).

NG

REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

3 CHECK HARNESS AND CONNECTOR(DLC3 - ABSORBER CONTROL ECU)

- (a) Check for open and short circuit in harness and connector between terminal Ts of DLC3 and absorber control ECU (See page [01-31](#)).

NG

REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

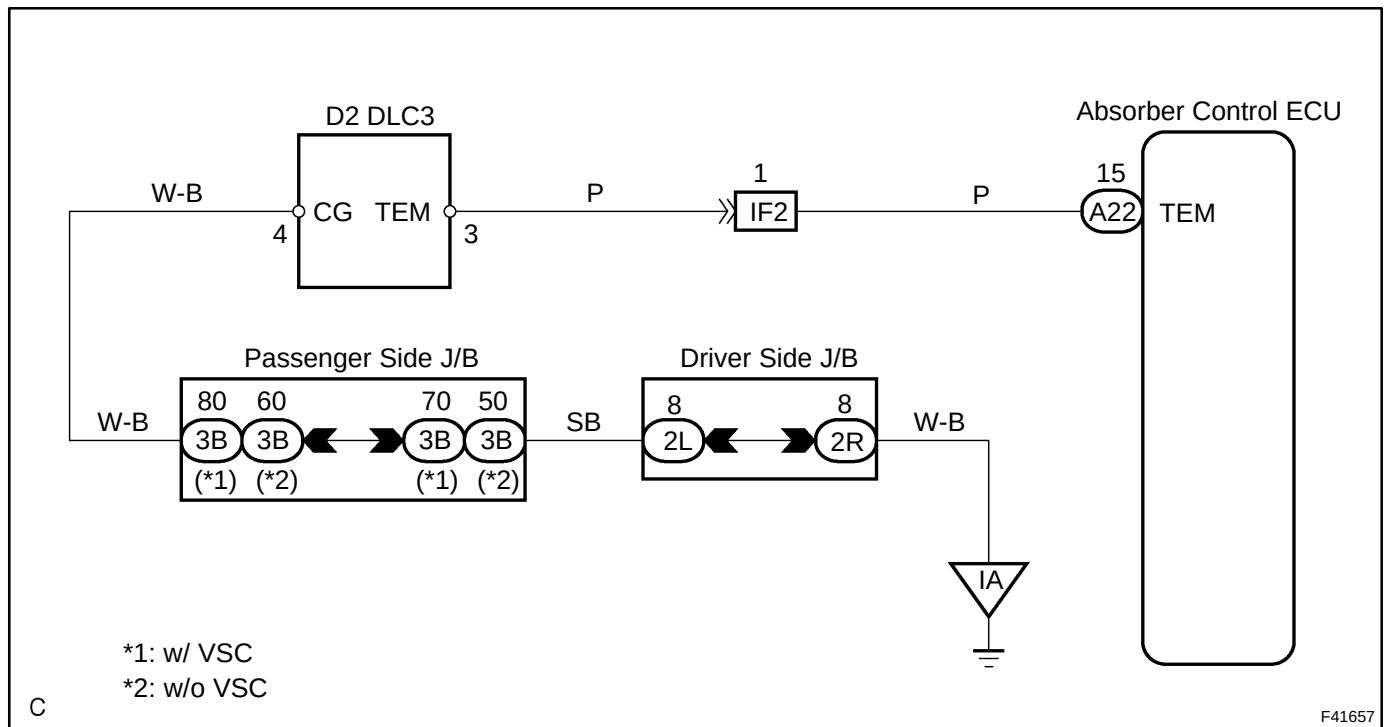
CHECK AND REPLACE ABSORBER CONTROL ECU(See page [01-31](#))

TEM TERMINAL CIRCUIT

CIRCUIT DESCRIPTION

After making short circuit between terminal Ts and CG of DLC3 with the ignition switch turned OFF, the mode will change from normal mode to test mode when the ignition switch is turned ON. After the ignition switch is turned ON, there will be DTC output from TEM terminal of DLC3.

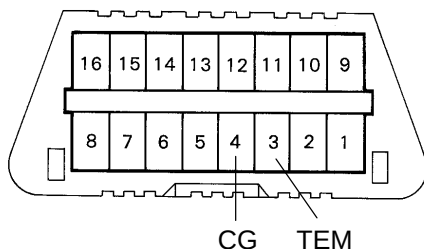
WIRING DIAGRAM



INSPECTION PROCEDURE

1 INSPECT DLC3 TERMINAL VOLTAGE(TEM TERMINAL)

DLC3:



C52361

- (a) Turn the ignition switch to ON.
- (b) Measure voltage between terminals TEM and CG of DLC3.

OK:

Voltage: 10 - 14 V

OK

Go to step 3

NG

2 CHECK HARNESS AND CONNECTOR(DLC3 - BODY GROUND)

- (a) Check for open and short circuit in harness and connector between terminal CG of DLC3 and body ground (See page [01-31](#)).

OK

REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

3 CHECK HARNESS AND CONNECTOR(DLC3 - ABSORBER CONTROL ECU)

- (a) Check for open and short circuit in harness and connector between terminal TEM of DLC3 and absorber control ECU (See page [01-31](#)).

NG

REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

CHECK AND REPLACE ABSORBER CONTROL ECU(See page [01-31](#))