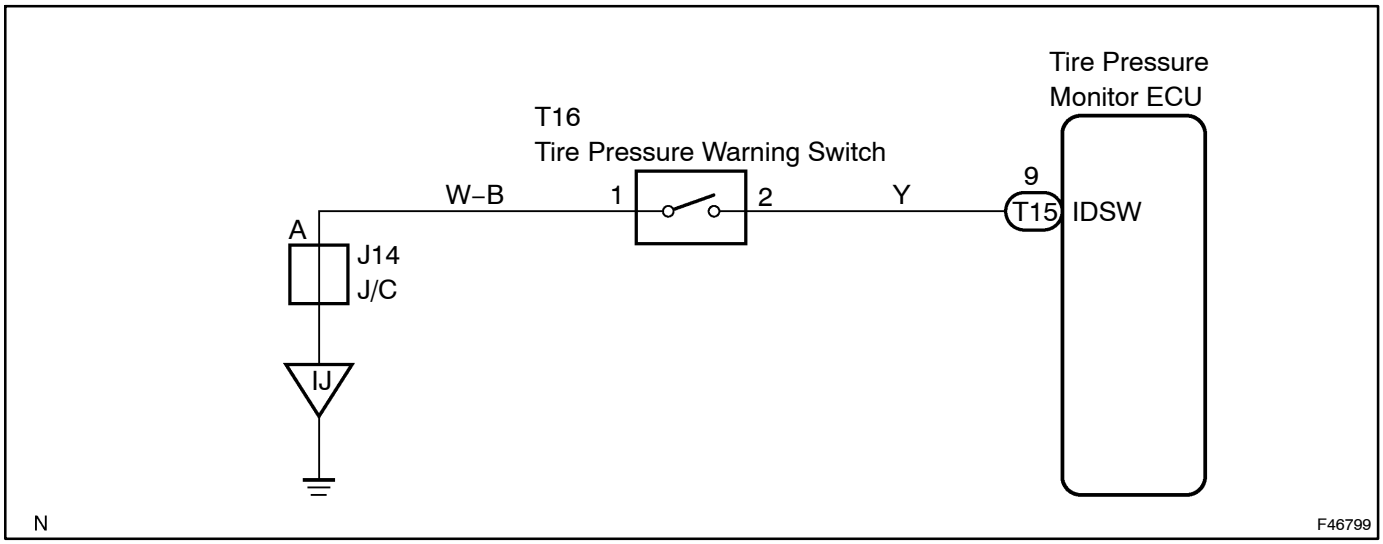
DTC	C2171/71	TRANSMITTER ID NOT REGISTERED(MAIN)

DTC	C2172/72	TRANSMITTER ID NOT REGISTERED(2ND)

CIRCUIT DESCRIPTION

DTC No.	DTC Detecting Condition	Trouble Area
C2171/71 C2172/72	Transmitter ID code is not registered. (When an ID code is unregistered for 51 minutes or more.)	• Tire pressure monitor ECU • Tire pressure warning switch • Wire harness

WIRING DIAGRAM



INSPECTION PROCEDURE

HINT:

Set the tire pressure to the specified value.

1	CHECK TIRE PRESSURE WARNING LAMP

(a) Check the tire pressure warning lamp.

Result:

A	Does not blink
B	Comes on and goes off repeatedly at 0.5 second intervals

B → **Go to step 4**

A

2	CLEAR DTC (SEE PAGE 05–654)

3	CHECK DTC

(a) Check for DTC.
OK: DTC is not output.

NG → **REPLACE TIRE PRESSURE MONITOR ECU (SEE PAGE 28–9)**

OK

END (Perform procedures to check if the transmitter ID is registered (see page 05–642).)

4	CHECK DTC

(a) Check if DTC C2171/71 is output.

NO → **Go to step 9**

YES

5	CHECK TIRE PRESSURE WARNING SWITCH MAIN POSITION

OK:
Tire pressure warning switch is set to ”MAIN”.

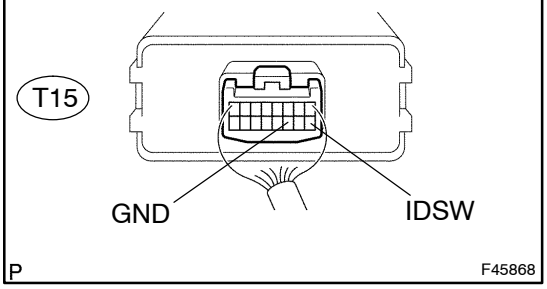
HINT:
If the tire pressure warning switch is not set to ”MAIN”, set the tire pressure warning switch to the ”MAIN” and go to step 1.

NG → **Go to step 1**

OK

6	INSPECT TIRE PRESSURE MONITOR ECU

Tire Pressure Monitor ECU:



(a) Connect the tire pressure monitor ECU T15 connector.
(b) Measure the voltage according to the value(s) in the table below.
Standard:

Tester Connection	Specified Condition
T15–9 (IDSW) – T15–11 (GND)	10 V or higher

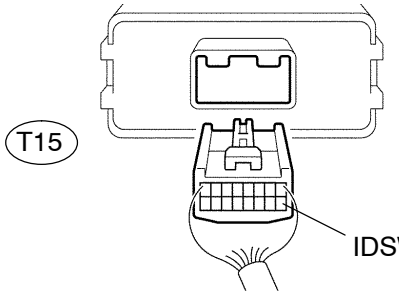
NG → **Go to step 7**

OK

REGISTRATION OF TRANSMITTER ID (SEE PAGE 05–642)

7	CHECK HARNESS AND CONNECTOR(TIRE PRESSURE MONITOR ECU – TIRE PRESSURE WARNING SWITCH) (SEE PAGE 01–36)

Tire Pressure Monitor ECU:



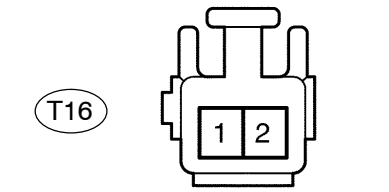
(a) Disconnect the tire pressure monitor ECU T15 connector and tire pressure warning switch T16 connector.

(b) Measure the resistance according to the value(s) in the table below.

Standard:

Tester Connection	Specified Condition
T15–9 (IDSW) – T16–2	Below 1 Ω
T15–9 (IDSW) – Body ground	10 kΩ or higher

Tire Pressure Warning Switch:

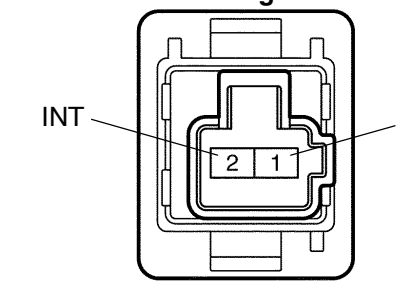


NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

8	INSPECT TIRE PRESSURE WARNING SWITCH

Tire Pressure Warning Switch:



(a) Disconnect tire pressure warning switch T16 connector.

(b) Measure the resistance according to the value(s) in the table below.

Standard:

Switch Position	Tester Connection	Specified Condition
MAIN	2 (INT) – 1 (E)	10 kΩ or higher
2nd	2 (INT) – 1 (E)	Below 1 Ω

NG → **REPLACE TIRE PRESSURE WARNING SWITCH**

OK

REPLACE TIRE PRESSURE MONITOR ECU (SEE PAGE 28–9)

9	CHECK TIRE PRESSURE WARNING SWITCH 2ND POSITION

OK:

Tire pressure warning switch is set to ”2nd”.

HINT:

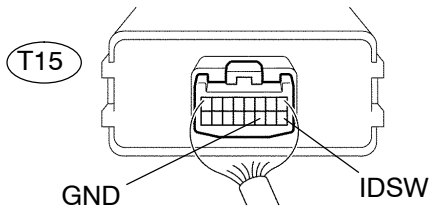
If the tire pressure warning switch is not set to ”2nd”, set the tire pressure warning switch to the ”2nd” and go to step 1.

NG → **Go to step 1**

OK

10	INSPECT TIRE PRESSURE MONITOR ECU

Tire Pressure Monitor ECU:



(a) Connect the tire pressure monitor ECU T15 connector.

(b) Measure the voltage according to the value(s) in the table below.

Standard:

Tester Connection	Specified Condition
T15–9 (IDSW) – T15–11 (GND)	Below 6 V

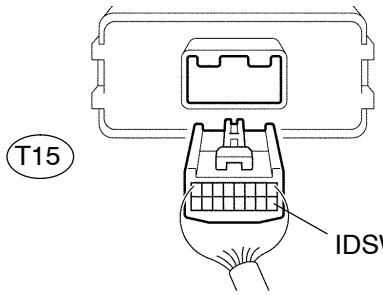
NG → **Go to step 11**

OK

REGISTRATION OF TRANSMITTER ID (SEE PAGE 05–642)

11	CHECK HARNESS AND CONNECTOR(TIRE PRESSURE MONITOR ECU – TIRE PRESSURE WARNING SWITCH) (SEE PAGE 01–36)

Tire Pressure Monitor ECU:



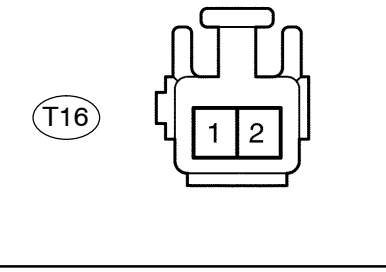
(a) Disconnect the tire pressure monitor ECU T15 connector and tire pressure warning switch T16 connector.

(b) Measure the resistance according to the value(s) in the table below.

Standard:

Tester Connection	Specified Condition
T15–9 (IDSW) – T16–2	Below 1 Ω
T15–9 (IDSW) – Body ground	10 kΩ or higher

Tire Pressure Warning Switch:

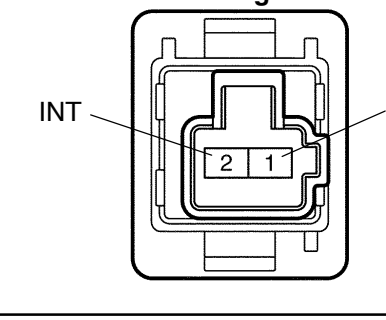


NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

12	INSPECT TIRE PRESSURE WARNING SWITCH

Tire Pressure Warning Switch:



(a) Disconnect tire pressure warning switch T16 connector.

(b) Measure the resistance according to the value(s) in the table below.

Standard:

Switch Position	Tester Connection	Specified Condition
MAIN	2 (INT) – 1 (E)	10 kΩ or higher
2nd	2 (INT) – 1 (E)	Below 1 Ω

NG → **REPLACE TIRE PRESSURE WARNING SWITCH**

OK

REPLACE TIRE PRESSURE MONITOR ECU (SEE PAGE 28–9)