

## DESCRIPTION

### 1. BRIEF DESCRIPTION

- (a) CAN (Controller Area Network) is a serial data communication system for real time application. It is a vehicle multiplex communication system which has a high communication speed (500 kbps) and the ability to detect malfunctions.
- (b) The CAN performs the communication based on the differential voltage by pairing the CANH bus line and CANL bus line.
- (c) This vehicle uses the CAN communication system for communication between the following ECU and sensors in the ABS with EBD & BA & TRC & VSC system.
- (d) The CAN has two resistors of 120  $\Omega$  that are necessary for communication to the main bus line.

### 2. DEFINITION OF TERMS

- (a) Main bus line
  - (1) Main bus line is a wire harness between the two terminus circuits on the bus (communication line). This is the main bus in the CAN communication system.
- (b) Sub bus line
  - (1) Sub bus line is a wire harness which diverges from the main bus line, which is the main bus of the CAN bus, to an ECU or sensor.

### 3. ECU OR SENSORS WHICH COMMUNICATE THROUGH THE CAN COMMUNICATION SYSTEM

- (a) Skid Control ECU
- (b) Steering Sensor
- (c) Yaw Rate Sensor

### 4. DIAGNOSTIC CODES FOR THE CAN COMMUNICATION SYSTEM

- (a) DTCs for CAN system are as follows:  
U0073/94, U0123/62, U0124/95, U0126/63

### 5. REMARKS FOR TROUBLESHOOTING

- (a) Trouble in the CAN bus (communication line) can be checked from the DLC3 (except a wire break other than in the DLC3 sub bus line).
- (b) By using the intelligent tester II, DTCs for the CAN communication system can be checked through the DTC ISO 9141K-Line.
- (c) The CAN communication system cannot detect trouble in the DLC3 sub bus line even though the DLC3 is also connected to the CAN communication system.