

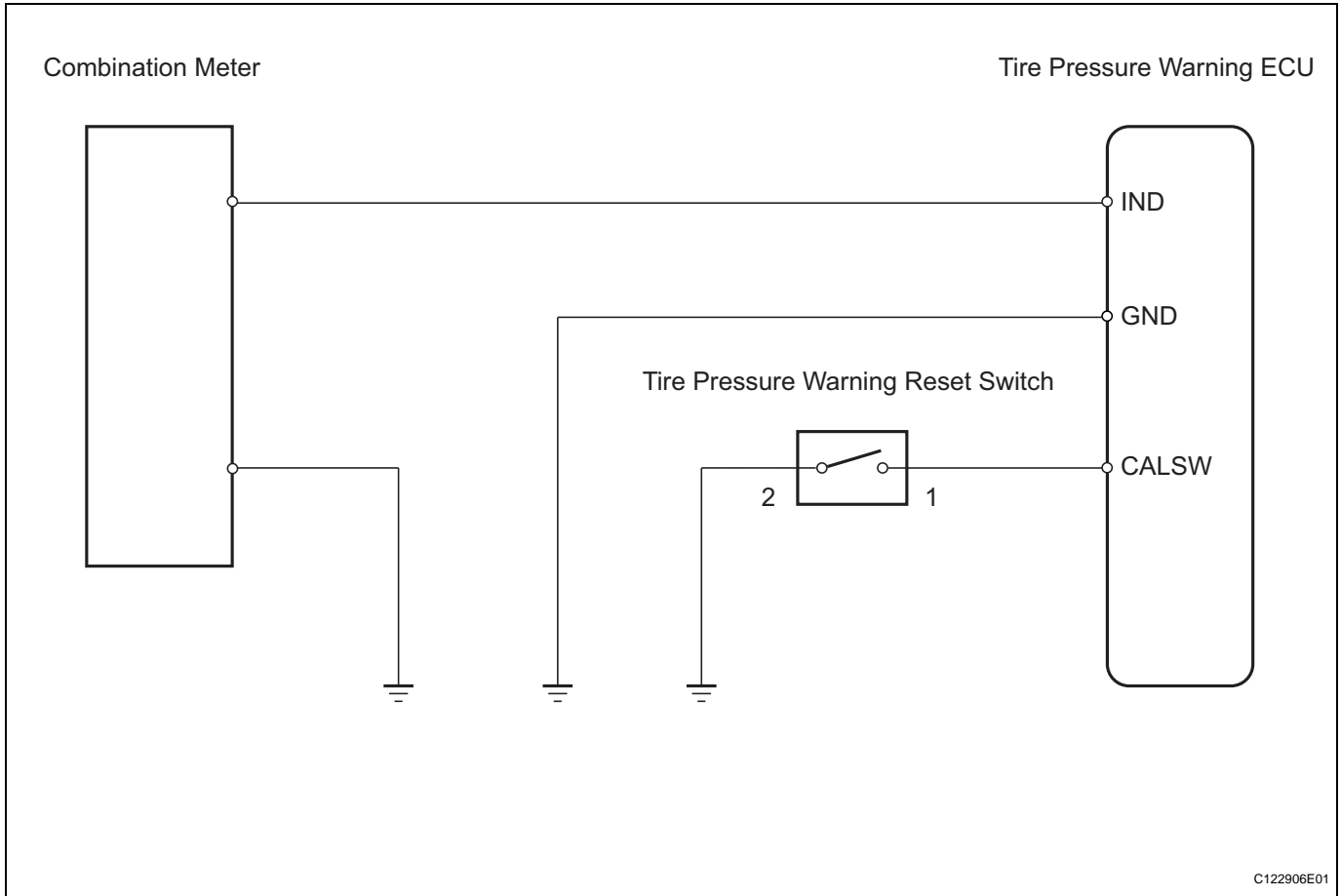
## Tire Pressure Warning Reset Switch Circuit

### DESCRIPTION

Tire pressure warning reset switch is adopted for initialization of the tire pressure warning threshold. When the tire pressure warning reset switch is pressed for 3 seconds or more, the tire pressure data is registered in the tire pressure warning ECU.

The tire pressure warning reset switch condition is checked through the DATA MONITOR using the intelligent tester or by conducting the TEST MODE PROCEDURE.

### WIRING DIAGRAM



### NOTICE:

- When replacing the tire pressure warning ECU, read the IDs stored in the ECU using the intelligent tester and note them down before removal (See page [TW-28](#) ).
- It is necessary to perform initialization (See page [TW-15](#) ) after registration (See page [TW-11](#) ) the transmitter IDs into the tire pressure warning ECU after the ECU have been replaced.

### 1 READ VALUE OF DATA LIST (INITIAL SW)

- Connect the intelligent tester to the DLC3 connector.
- Turn the ignition switch to the ON position and turn the tester ON.
- Select INITIAL SW by following the prompts displayed on the intelligent tester.

**Standard**

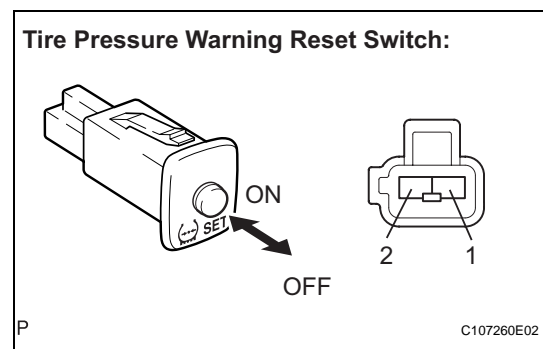
Item	Condition	Specified Condition
INITIAL SW	Tire pressure warning reset switch OFF → ON	Display OFF → ON

**NG** → **Go to step 2**

**OK**

**PROCEED TO NEXT CIRCUIT INSPECTION SHOWN IN PROBLEM SYMPTOMS TABLE**

**2 INSPECT TIRE PRESSURE WARNING RESET SWITCH**



- (a) Disconnect the connector from the tire pressure warning reset switch.
- (b) Measure the resistance between terminals 1 and 2 of the tire pressure warning reset switch.

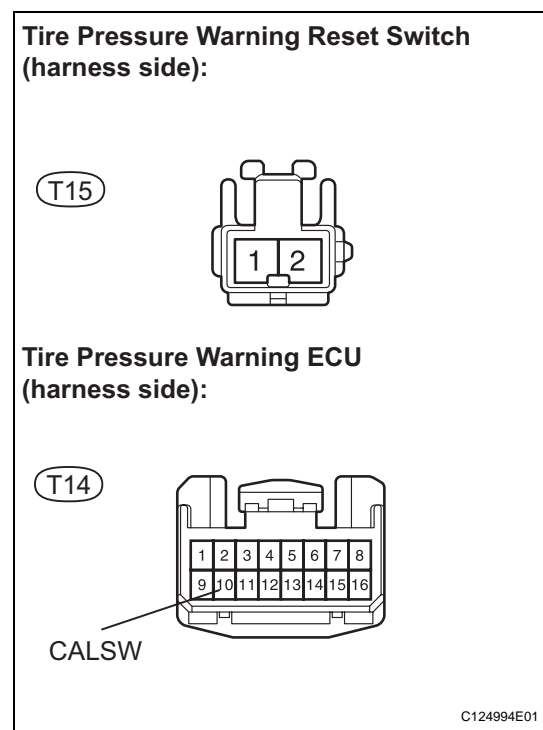
**Standard resistance**

Switch Condition	Specified Condition
ON	Below 1 Ω
OFF	10 kΩ or higher

**NG** → **REPLACE TIRE PRESSURE WARNING RESET SWITCH**

**OK**

**3 CHECK HARNESS AND CONNECTOR (TIRE PRESSURE WARNING RESET SWITCH-TIRE PRESSURE WARNING ECU)**



- (a) Disconnect the connector from the tire pressure warning ECU.
  - (b) Measure the resistance.
- Standard resistance**

Tester Connection	Specified Condition
CALSW (T14-10) - T15-1	Below 1 Ω
CALSW (T14-10) - Body ground	10 kΩ or higher
T15-2 - Body ground	Below 1 Ω

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

**TW**

OK

PROCEED TO NEXT CIRCUIT INSPECTION SHOWN IN PROBLEM SYMPTOMS TABLE