

Confidential

Final Preproduction Quality Inspection of 180L

Deep Dive Study Electrical Engineering (One of several)

To prevent the accelerator malfunction that caused the vehicle to accelerate on its own (see note 1) that occurred on the 250L, we conduct an “Overall Quality Inspection of Failsafe Signaling Systems.”

Note 1: Perform a CAN signaling in ECU only inspection, and take necessary action on the receiving side.

[Step 1] Determine the data that leads to malfunction and wrong diagnostics on the receiving end.

[Step 2] Check the extracted data in Data Master Sheet.

[Step 3] Check the sending side to determine if any of the data seems to be suspect according to the following:

- Content is unclear
- No failsafe data is present (Consider the transition range when malfunction is detected and in the range when detection is false.)

Note 1: When the accelerator sensor malfunctions, the accelerator causes the vehicle to accelerate.

Specifications are set so the engine ECU will turn idling OFF (no pressure applied to accelerator) when there is a malfunction of the accelerator sensor, however, the accelerator ECU (receiving side) recognized the signal as idle ON (no pressure applied to accelerator). (Kanzaki??) Therefore, when the accelerator sensor malfunctioned, the accelerator ECU recognized the signal as the accelerator being pressed and released the brakes to cause the vehicle to increase in speed.

Results of Inspection

Prepare an inspection sheet for the receiving side.

1. ECU ()

2. Step1 Is the relevant signaling data present? Yes/no

3. Step 2, Step 3

No	Data Name	Transmission ECU	Inspection Result (Describe countermeasure if a problem exists and timing for implementation)	Judgment
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