

GROUP 54

CHASSIS ELECTRICAL

GENERAL

OUTLINE OF CHANGES

- Troubleshooting procedures have been changed as the immobilizer-ECU has been changed due to changes on the diesel engine <Diesel-powered vehicles>.
- The SRS warning lamp bulb inside the combination meter has been changed from 0.84 W to 1.4 W.
- The GDI ECO indicator lamp inside the combination meter can be dimmed by operating the rheostat.
- The defogger switch inspection procedure has been added as the timer function of the rear window defogger has been discontinued <Vehicles with manual air conditioner>.

IMMOBILIZER SYSTEM <Diesel-powered Vehicles>

TROUBLESHOOTING

INSPECTION CHART FOR DIAGNOSIS CODES

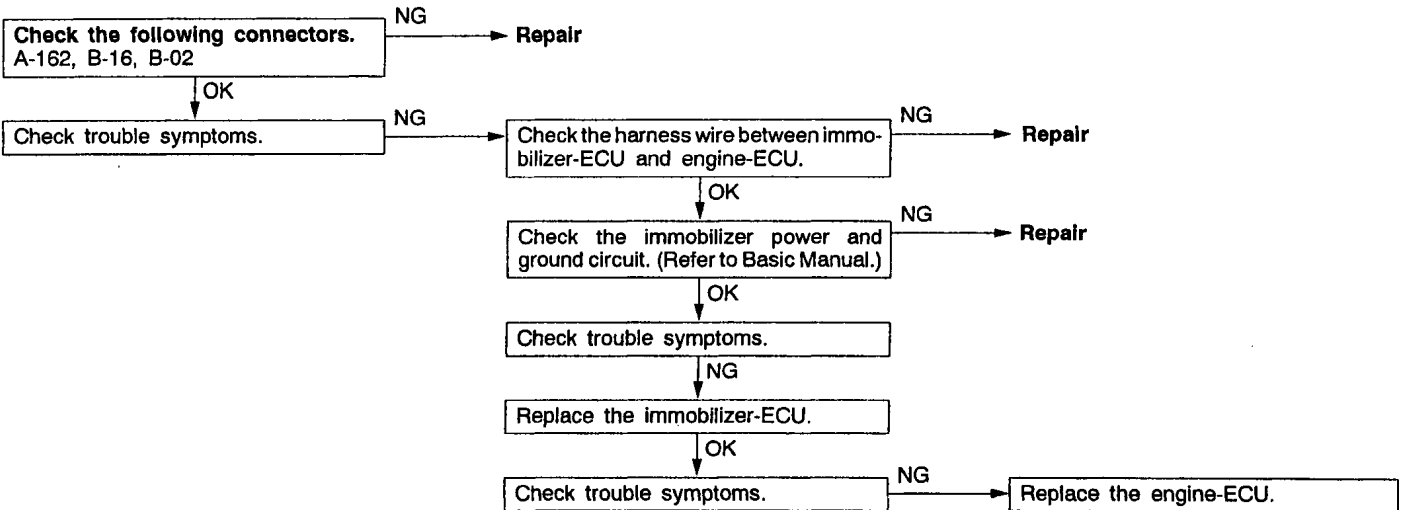
Diagnosis code No.	Inspection items	Reference page
11	Transponder communication system	–
12	ID code are not the same or are not registered	–
21	Communication system between immobilizer-ECU and engine-ECU	54-2

NOTE

Refer to the Basic Manual for the inspection procedures of diagnosis code Nos. 11 and 12.

INSPECTION PROCEDURE FOR DIAGNOSIS CODE

Code No.21 Communication system between Immobilizer-ECU and engine-ECU	Probable cause
After the ignition switch is turned to the ON position, the confirmation code is not received from the engine-ECU within the allowable time, or an abnormal code is received.	<ul style="list-style-type: none"> ● Malfunction of harness or connector ● Malfunction of the engine-ECU ● Malfunction of immobilizer-ECU



REAR WINDOW DEFOGGER SWITCH <Vehicles with Manual Air Conditioner>

INSPECTION

DEFOGGER SWITCH CONTINUITY CHECK

Switch position	Terminal No.		
	10	11	12
OFF	○	IND ⊕	○
ON	○	IND ⊕	○ ○

