

# Diagnostics Chart for Security Indicator Light

IMMobilizer (DIAGNOSTICS)

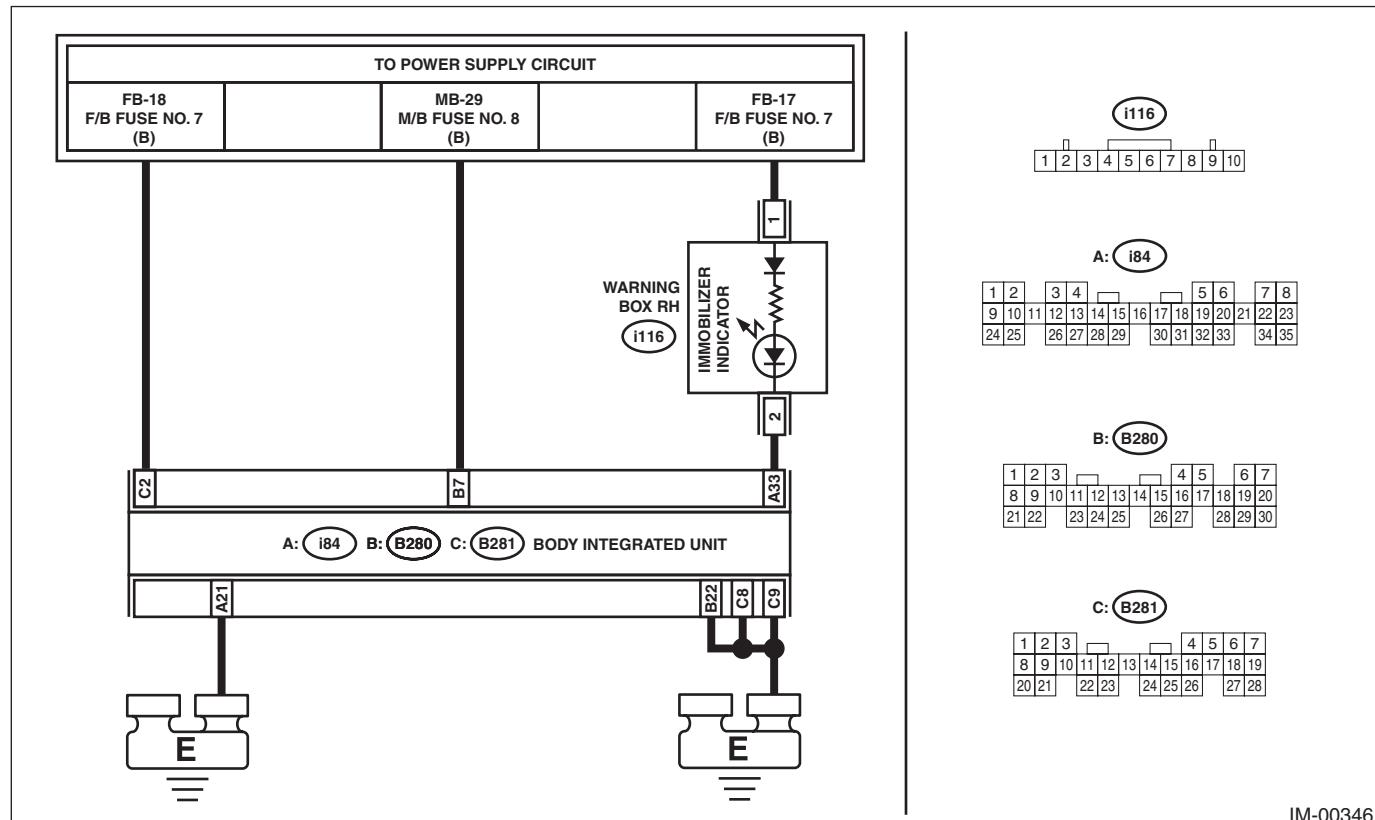
## 8. Diagnostics Chart for Security Indicator Light

### A: INSPECTION

#### 1. CHECK SECURITY INDICATOR LIGHT CIRCUIT

##### WIRING DIAGRAM:

Immobilizer system <Ref. to WI-74, WIRING DIAGRAM, Immobilizer System.>



Step	Check	Yes	No
1 <b>CHECK FUSE.</b> 1) Turn the ignition switch to OFF, and remove the ignition key from the ignition switch. 2) Check the fuse M/B No. 8.	Is the fuse OK?	Go to step 2.	Replace the fuse. If the replaced fuse blows out easily, repair the short circuit in the harness between the fuse and body integrated unit.
2 <b>CHECK SECURITY INDICATOR LIGHT.</b> 1) Disconnect the harness connector from body integrated unit. 2) Connect the resistor (100 Ω) between body integrated unit harness connector terminal (i84) No. 33 and chassis ground.	Does the security indicator light illuminate?	Go to step 3.	Go to step 5.
3 <b>CHECK BODY INTEGRATED UNIT GROUND CIRCUIT.</b> Measure the resistance between body integrated unit harness connector terminal and chassis ground. <b>Connector &amp; terminal</b> (B280) No. 22 — Chassis ground: (B281) No. 8 — Chassis ground: (B281) No. 9 — Chassis ground: (i84) No. 21 — Chassis ground:	Is the resistance less than 10 Ω?	Go to step 4.	Repair the open circuit of the body integrated unit ground circuit.

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### IMMOBILIZER (DIAGNOSTICS)

Step	Check	Yes	No
<b>4</b> <b>CHECK BODY INTEGRATED UNIT POWER SUPPLY CIRCUIT.</b>  Measure the voltage between the body integrated unit harness connector terminal and chassis ground.  <b>Connector &amp; terminal</b> <b>(B280) No. 7 (+) — Chassis ground (-):</b> <b>(B281) No. 2 (+) — Chassis ground (-):</b>	Is the voltage 10 V or more?	Replace the body integrated unit <Ref. to SL-48, Body Integrated Unit.> Replace all the ignition keys (transponders). Execute the registration procedure next. Refer to the "REGISTRATION MANUAL FOR IMMOBILIZER".	Check the harness for open or short circuit between body integrated unit and fuse.
<b>5</b> <b>CHECK WARNING BOX CIRCUIT.</b>  1) Remove the warning box. <Ref. to IDI-17, REMOVAL, Warning Box.> 2) Measure the voltage between the warning box harness connector terminal and chassis ground.  <b>Connector &amp; terminal</b> <b>(i116) No. 1 (+) — Chassis ground (-):</b>	Is the voltage 10 V or more?	Go to step <b>6</b> .	Check the harness for open or short circuits between warning box and fuse.
<b>6</b> <b>CHECK WARNING BOX CIRCUIT.</b>  Measure the resistance between body integrated unit harness connector terminal and warning box harness connector terminal.  <b>Connector &amp; terminal</b> <b>(i84) No. 33 — (i116) No. 2:</b>	Is the resistance less than 10 $\Omega$ ?	LED bulb is defective. Replace the warning box. <Ref. to IDI-17, REMOVAL, Warning Box.>	Repair the harness or connector.

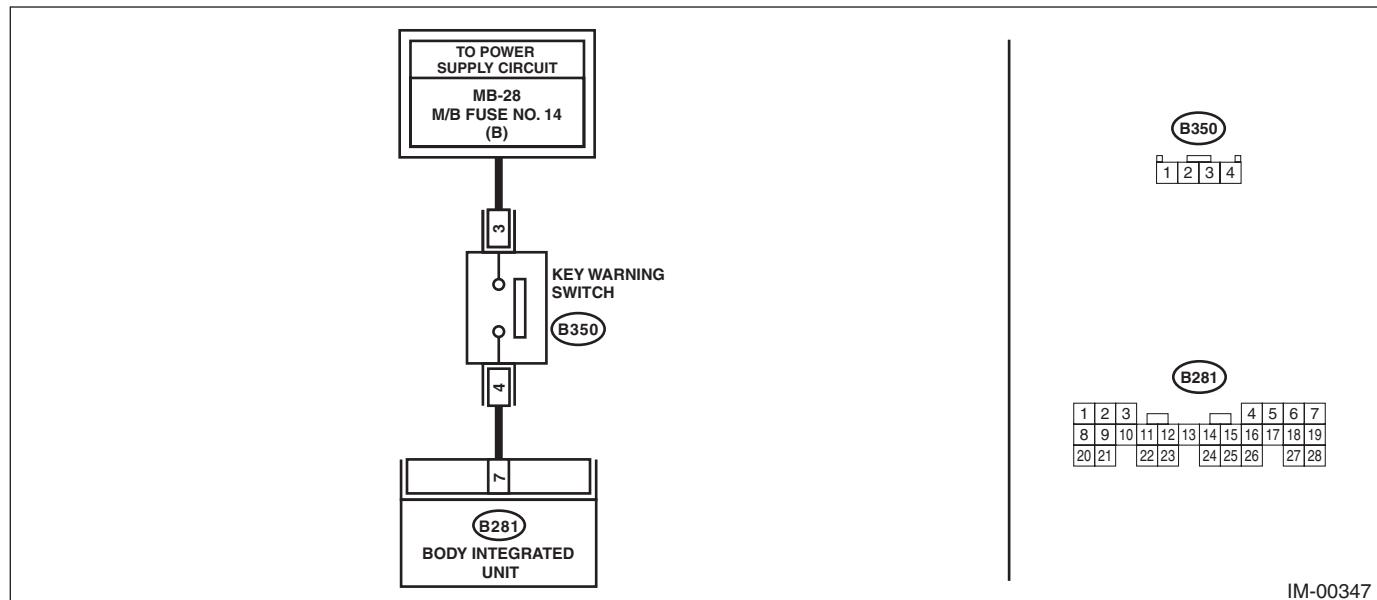
# Diagnostics Chart for Security Indicator Light

IMMOBILIZER (DIAGNOSTICS)

## 2. CHECK KEY SWITCH CIRCUIT

### WIRING DIAGRAM:

Immobilizer system <Ref. to WI-74, WIRING DIAGRAM, Immobilizer System.>



IM-00347

Step	Check	Yes	No
1 <b>CHECK POWER SUPPLY CIRCUIT.</b> 1) Disconnect the harness connector from key warning switch. 2) Measure the voltage between key warning switch harness connector terminal and chassis ground. <i>Connector &amp; terminal (B350) No. 3 (+) — Chassis ground (-):</i>	Is the voltage 10 V or more?	Go to step 2.	Check the harness for an open or short between the key warning switch and fuse.
2 <b>CHECK KEY WARNING SWITCH.</b> 1) Insert the ignition key in the ignition switch. (OFF or ACC) 2) Measure the resistance between key warning switch connector terminals. <i>Connector &amp; terminal No. 3 — No. 4:</i>	Is the resistance less than 1 $\Omega$ ?	Go to step 3.	Replace the key warning switch.
3 <b>CHECK KEY WARNING SWITCH.</b> 1) Remove the ignition key from ignition switch. 2) Measure the resistance between key warning switch connector terminals. <i>Connector &amp; terminal No. 3 — No. 4:</i>	Is the resistance 1 $M\Omega$ or more?	Go to step 4.	Replace the key warning switch.
4 <b>CHECK HARNESS BETWEEN KEY WARNING SWITCH AND BODY INTEGRATED UNIT.</b> 1) Disconnect the harness connector from body integrated unit. 2) Measure the resistance between key warning switch harness connector terminal and body integrated unit harness connector terminal. <i>Connector &amp; terminal (B350) No. 4 — (B281) No. 7:</i>	Is the resistance less than 10 $\Omega$ ?	Replace the body integrated unit <Ref. to SL-48, Body Integrated Unit.> Replace all the ignition keys (transponders). Execute the registration procedure next. Refer to the "REGISTRATION MANUAL FOR IMMOBILIZER".	Repair the harness between key warning switch and body integrated unit.