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The diagram illustrates the wiring for the Engine Immobiliser System, divided into four main sections: Power Source, Engine Immobiliser System, and two sections for the Transponder Key Computer (T14 and T15).

Power Source: This section shows the battery connections. The main battery is connected to the system via a 120A J/B NO. 2 and a 140A ALT. A secondary battery is connected via a 120A ALT. The system is powered by a Diesel engine.

Engine Immobiliser System: This section shows the main wiring for the immobiliser. It includes the Ignition Switch (I26), the Engine ECU (ECU-B2), and the Engine ECU and ECT ECU. The system is connected to the Power Source via a 120A J/B NO. 2 and a 140A ALT. The system is also connected to the Transponder Key Computer (T14 and T15).

Transponder Key Computer (T14 and T15): These components are responsible for the key authentication. The T14 Transponder Key Amplifier is connected to the T15 Transponder Key Computer. The T15 is connected to the Engine ECU and the Engine ECU and ECT ECU.

Legend:

- * 1 : 1HZ
- * 2 : Except 1HZ
- * 3 : 2UZ-FE, 1HD-FTE
- * 4 : 1FZ-FE China, Saudi Arabia, Peru
- * 5 : 1FZ-FE Except China, Saudi Arabia, Peru

- * 1 : 1HZ
- * 2 : Except 1HZ
- * 3 : 2UZ-FE, 1HD-FTE
- * 4 : 1FZ-FE China, Saudi Arabia, Peru
- * 5 : 1FZ-FE Except China, Saudi Arabia, Peru

- * 4 : 1FZ-FE China, Saudi Arabia, Peru
- * 5 : 1FZ-FE Except China, Saudi Arabia, Peru
- * 6 : 2UZ-FE, 1HD-FTE, 1HZ
- * 7 : Except 1FZ-FE

