PROBLEM SYMPTOMS TABLE

DI8T7−01

Symptom	Suspect Area	See page
Engine immobiliser system is not set. (Engine starts with key codes other than the registered key code)	1. Power source circuit 2. Steering lock ECU	DI−897 IN−35
Engine does not start.	1. Key (Smart) 2. Wire harness 3. Transponder key amplifier circuit (w/ coil) 4. Steering lock ECU	*1 – DI−914 IN−35
Security indicator is always ON.	1. Security indicator 2. Wire harness 3. Theft deterrent ECU *3 4. Steering lock ECU	*2 – IN−35 IN−35
Security indicator is always OFF. (Although code has been registered in the automatic registration mode, indicator is not OFF)	1. Wire harness 2. Theft deterrent ECU *3 3. Steering lock ECU	– IN−35 IN−35
Interior verification is performed, but the engine does not start.	1. Mutiplex communication circuit 2. COMMUNICATION ID 3. Wire harness 4. Steering lock ECU	*4 *5, *6 – IN−35
Interior verification is performed, but the steering lock is not re-leased.	1. Mutiplex communication circuit 2. COMMUNICATION ID 3. Steering lock ECU	*4 *5 IN−35

*1: Check whether or not the key which did not start the engine has been registered and that it is possible to start with other already registered keys.

*2: Finish the automatic registration mode because the mode might still remain.

*3: The theft deterrent indicator gives blinking signals of the immobilizer when the Transponder Key ECU sends a command through BEAN to the Theft Deterrent ECU to activate the theft deterrent indicator.

*4: If DTC indicating that the Theft Deterrent ECU's communication is cut off in BEAN is detected, repair it first.

*5: COMMUNICATION ID different between the Theft Deterrent ECU and the Steering Lock ECU.

*6: COMMUNICATION ID is different between the Steering Lock ECU and the Engine and ECT ECU.