

GROUP 54

CHASSIS ELECTRICAL

GENERAL

OUTLINE OF CHANGES

- The troubleshooting procedures have been changed to correspond to the change of the immobilizer-ECU.
- The service procedures have been established to correspond to the change of the rear fog lamp switch.
- The service procedures have been established to correspond to the adoption of the rear window defogger timer.

IGNITION SWITCH AND IMMOBILIZER SYSTEM

TROUBLESHOOTING

Immobilizer System

INSPECTION CHART FOR DIAGNOSIS CODES <PETROL-POWERED VEHICLES>

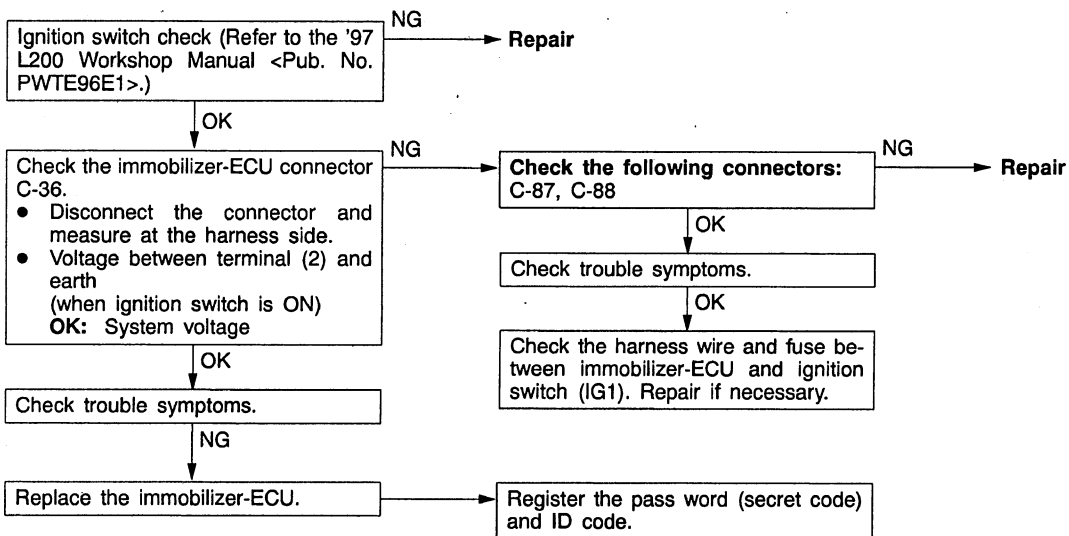
Diagnosis code No.	Inspection items	Reference page
11*	Transponder communication system or radio interference of ID code	★
12*	ID code are not the same or are not registered	★
21	Communication system between MUT-II and engine-ECU	★
31	EEPROM abnormality inside immobilizer-ECU	★
32	IG signal circuit system	54-2
33*	Starting prevention mode activated due to incorrect operation	54-2

NOTE

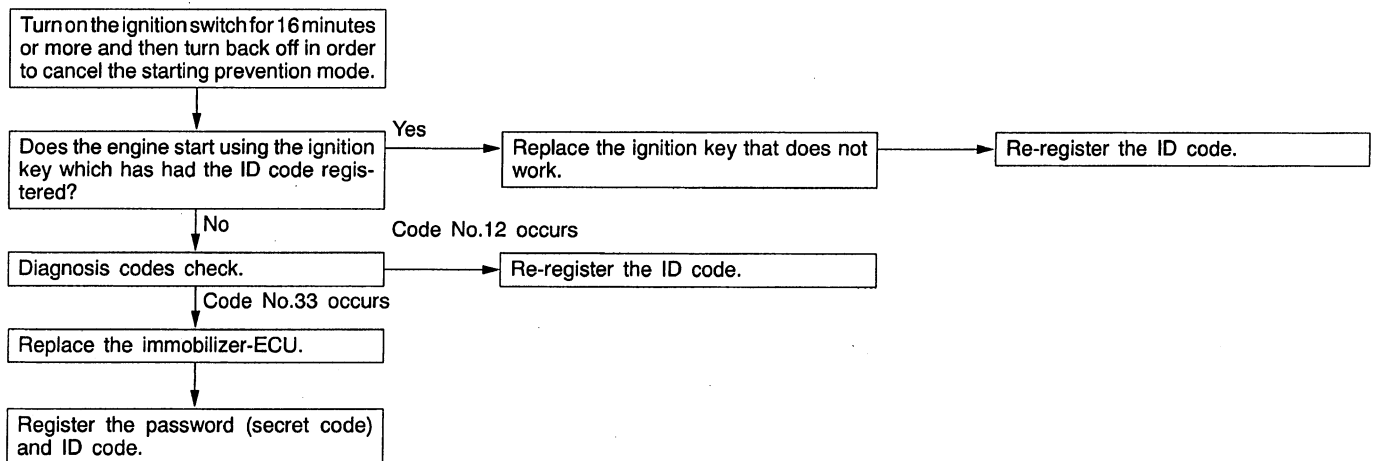
- (1) If the system condition returns to normal, the diagnosis code with mark * will automatically erased.
- (2) ★: Refer to '97 L200 Workshop Manual <Pub. No. PWTE96E1>.

INSPECTION PROCEDURE FOR DIAGNOSIS CODES <PETROL-POWERED VEHICLES>

Code No.32 IG signal circuit system	Probable cause
The ignition switch signal is not being input to the immobilizer-ECU.	• Malfunction of wiring harness or connector • Malfunction of the Ignition switch • Malfunction of the immobilizer-ECU



Code No.33 Starting prevention mode activated due to incorrect operation	Probable cause
The ID codes do not match for a total of 5 continuous operations.	• The ID code in the ignition key being used has not been properly registered. • Malfunction of the immobilizer-ECU • Malfunction of the transponder



54-3 CHASSIS ELECTRICAL – Ignition Switch and Immobilizer System

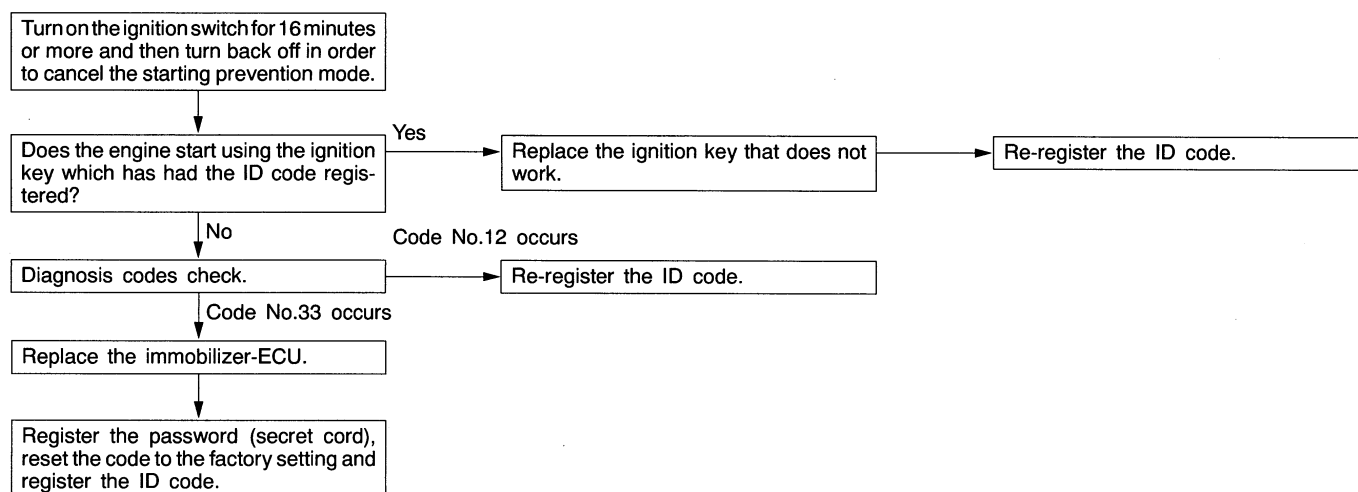
INSPECTION CHART FOR DIAGNOSIS CODES <DIESEL-POWERED VEHICLES>

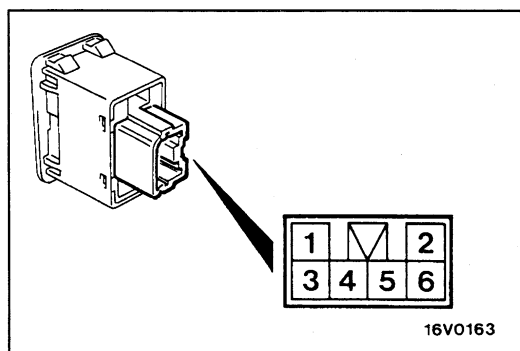
Diagnosis code No.	Inspection items	Reference page
11*	Transponder communication system or radio interference of ID code	★
12*	ID code are not the same or are not registered	★
21	Communication system between fuel cut valve controller and immobilizer-ECU	★
22	Malfunction of fuel cut valve controller system	★
23	Identification codes are not identical	★
31	EEPROM abnormality inside immobilizer-ECU	★
33*	Starting prevention mode activated due to incorrect operation	54-3

NOTE

- (1) If the system condition returns to normal, the diagnosis code with mark * will automatically erased.
(2) ★: Refer to '97 L200 Workshop Manual <Pub. No. PWTE96E1>.

Code No.33 Starting prevention mode activated due to incorrect operation	Probable cause
The ID codes do not match for a total of 5 continuous operations.	• The ID code in the ignition key being used has not been properly registered. • Malfunction of the immobilizer-ECU • Malfunction of the transponder





REAR FOG LAMP

REAR FOG LAMP

INSPECTION

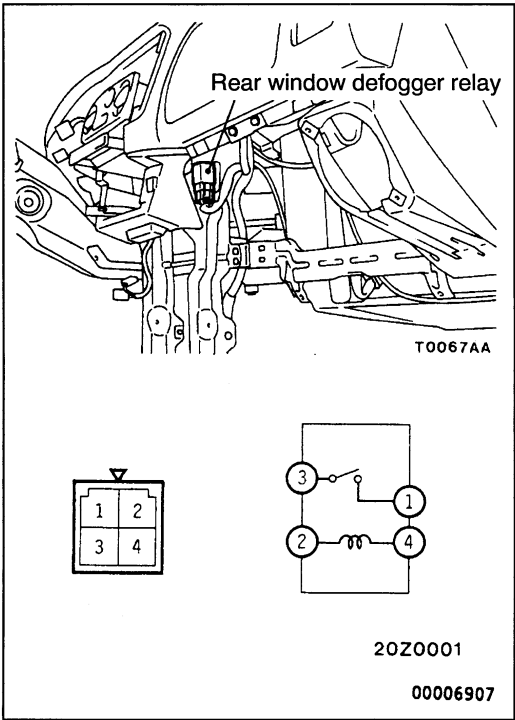
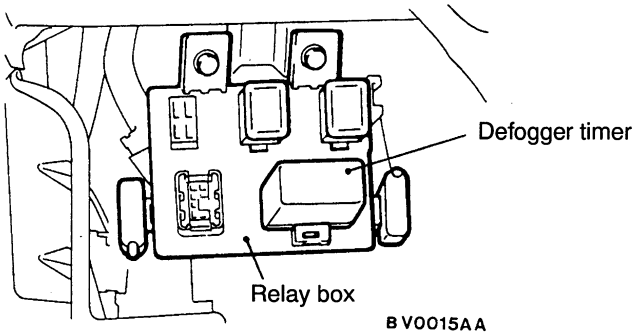
REAR FOG LAMP SWITCH CONTINUITY CHECK

Switch position	Terminal No.				
	1	2	ILL	3	6
OFF					
ON					

REAR WINDOW DEFOGGER

REAR WINDOW DEFOGGER SWITCH

REMOVAL AND INSTALLATION



INSPECTION

REAR WINDOW DEFOGGER RELAY CONTINUITY CHECK

Battery voltage	Terminal No.			
	1	2	3	4
Supplied	○	⊖	○	⊕
Not supplied		○		○