

POWER DOOR LOCK CONTROL SYSTEM

73083-02

ON-VEHICLE INSPECTION

1. DOOR LOCK FAIL-SAFE

- (a) When a malfunction in the door control switch (manual switch, interlocked operation with key) has been detected, door LOCK/UNLOCK operations become disabled.

2. CHECK ELECTRICAL DOOR LOCK OPERATION

- (a) Check the basic function.
- (1) Check that all doors lock when the door control switch (for manual operation) is turned to LOCK and all doors unlock when turned to UNLOCK.
 - (2) Check that all doors lock when the driver side door lock key cylinder is turned to LOCK and all doors unlock when turned to UNLOCK from outside the vehicle.
- (b) Check the key confinement prevention function.

NOTICE:

In order to prevent the key from being locked-in, the inspection should be made with the driver side door glass open.

- (1) Insert the key into the ignition key cylinder.
 - (2) With the driver side door open, check that all doors unlock immediately after the door lock knob for the driver side door is turned to LOCK.
 - (3) With the driver side door open, check that all doors unlock immediately after the door control switch (for manual operation) is turned to LOCK.
 - (4) With the driver side door open, turn the driver side door lock knob to LOCK and hold it for 2 seconds or more, and then close the driver side door. Then, check that all doors unlock.
- (c) Check the security function.
- (1) Close all doors with the driver side door glass open so that the door control switch can be operated from outside the vehicle.
 - (2) Pull out the key, open the driver side door, and close and lock the door without using the key. Under this condition, check that all doors do not unlock when the door control switch (for manual operation) is turned to UNLOCK from outside the vehicle.
 - (3) Pull out the key, close and lock the driver side door by key operation. Under this condition, check that all doors do not unlock when the door control switch (for manual operation) is turned to UNLOCK from outside the vehicle.
 - (4) Pull out the key, close the driver side door and lock the door by wireless door lock operation. Under this condition, check that all doors do not unlock when the door control switch (for manual operation) is turned to UNLOCK from outside the vehicle.

HINT:

Check that the security function is canceled under the conditions below:

- The ignition switch is turned ON.
- The driver side door is unlocked using the key.
- The door control switch (for manual operation) is turned to UNLOCK after the door control knob is turned to UNLOCK manually.
- The doors are unlocked by wireless operation.

- (d) Check the illumination function.
 - (1) Set the room light switch in the DOOR position.
 - (2) With all doors locked, check that all doors unlock when the driver side door lock cylinder is turned to UNLOCK using the key. At the same time, the room light comes on.
 - (3) The room light goes off in approximately 15 seconds if doors have not been opened for a while.

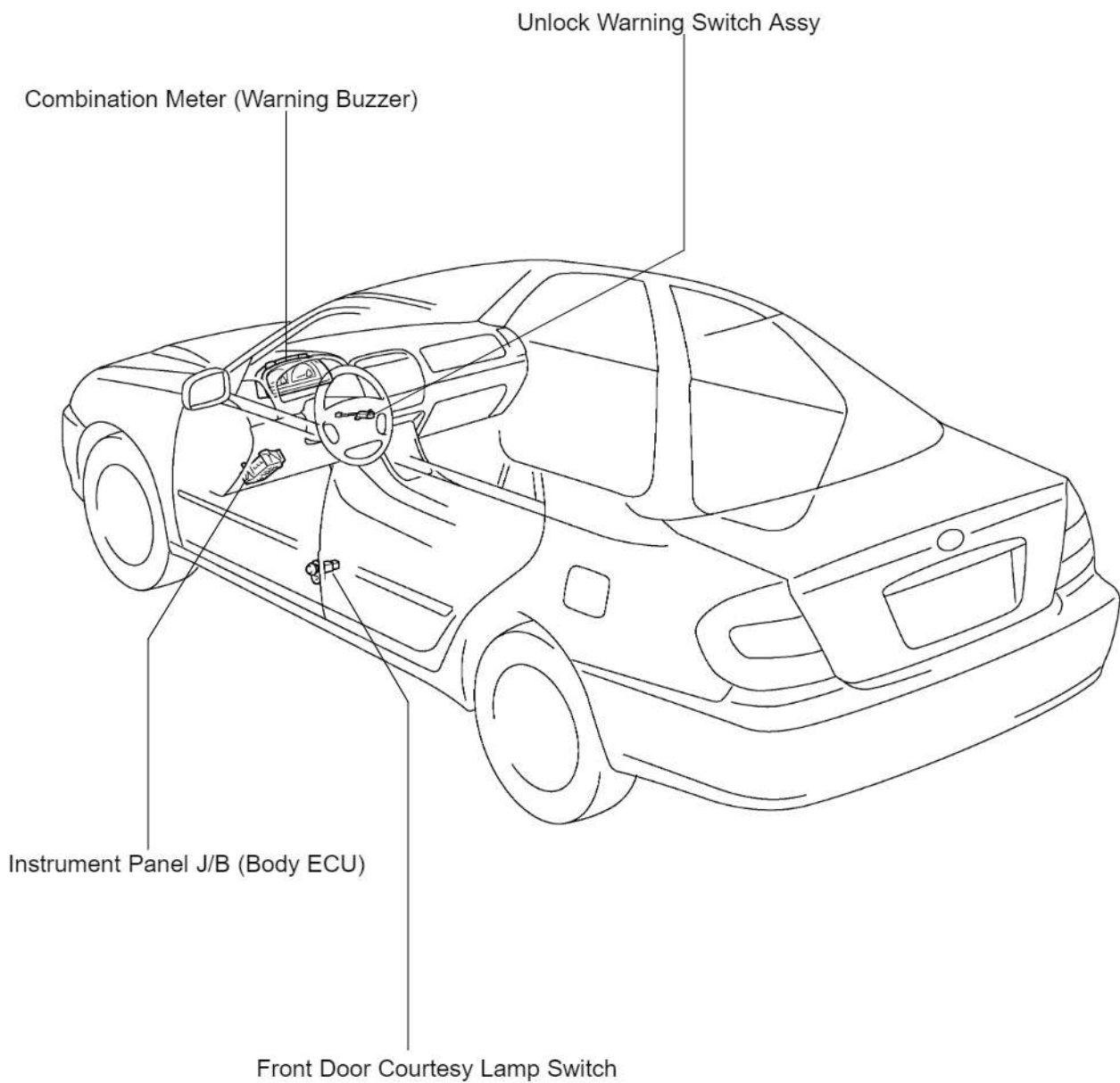
KEY UNLOCK WARNING SYSTEM

PROBLEM SYMPTOMS TABLE

7307W-04

Symptom	Suspected Area	See page
Key reminder buzzer does not sound	1. Unlock warning switch	73-15
	2. Front door courtesy lamp switch	73-15
	3. Instrument panel J/B (Body ECU)	73-13
	4. Combination meter	–
	5. Wire harness	–

LOCATION



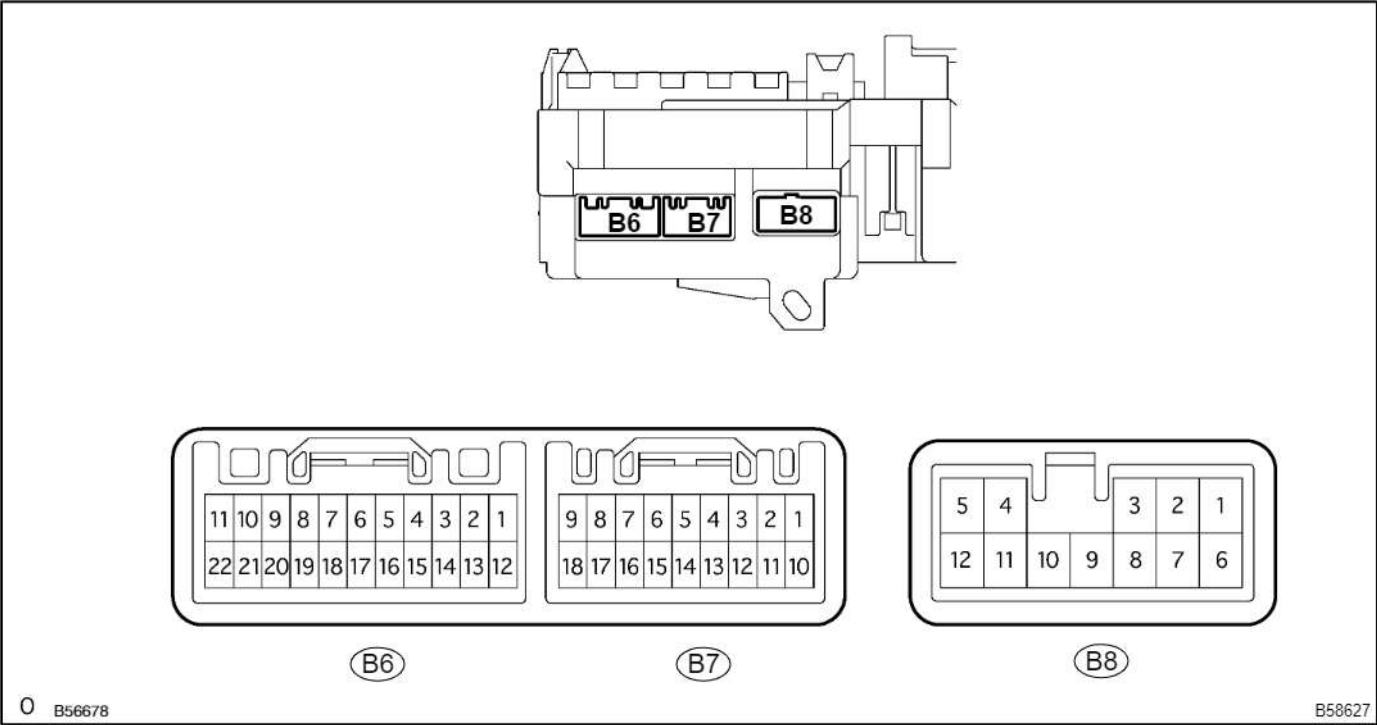
ON-VEHICLE INSPECTION

1. FUNCTION CHECK

- (a) Check that the key reminder warning buzzer sounds.
 - (1) With the driver side door closed, insert the key into the ignition key cylinder, and then turn the key to LOCK or ACC.
 - (2) Then, check that the buzzer sounds intermittently after the driver side door is opened.
- (b) Check that the key reminder warning buzzer stops.
 - (1) Check that the buzzer stops when any of the following operations is performed while the buzzer is sounding.
 - Close the driver side door (front door courtesy lamp switch is OFF).
 - Turn the ignition switch ON.
 - Pull out the key from the ignition key cylinder.

2. CHECK INSTRUMENT PANEL JUNCTION BLOCK ASSY (BODY ECU) (LEFT SIDE)

- (a) Disconnect the B6 body ECU connector.
- (b) Check the continuity of the connector terminal.



Standard:

Symbols (Terminal No.)	Wiring color	Condition	Specified condition
KSW (B6-19) ⇄ Body ground	L ⇄ -	No key in ignition key cylinder → Key inserted	No continuity→Continuity

If the continuity is not as specified, there may be a malfunction on the wire harness side.

- (c) Reconnect the connector.
- (d) Check the voltage of the connector terminal.

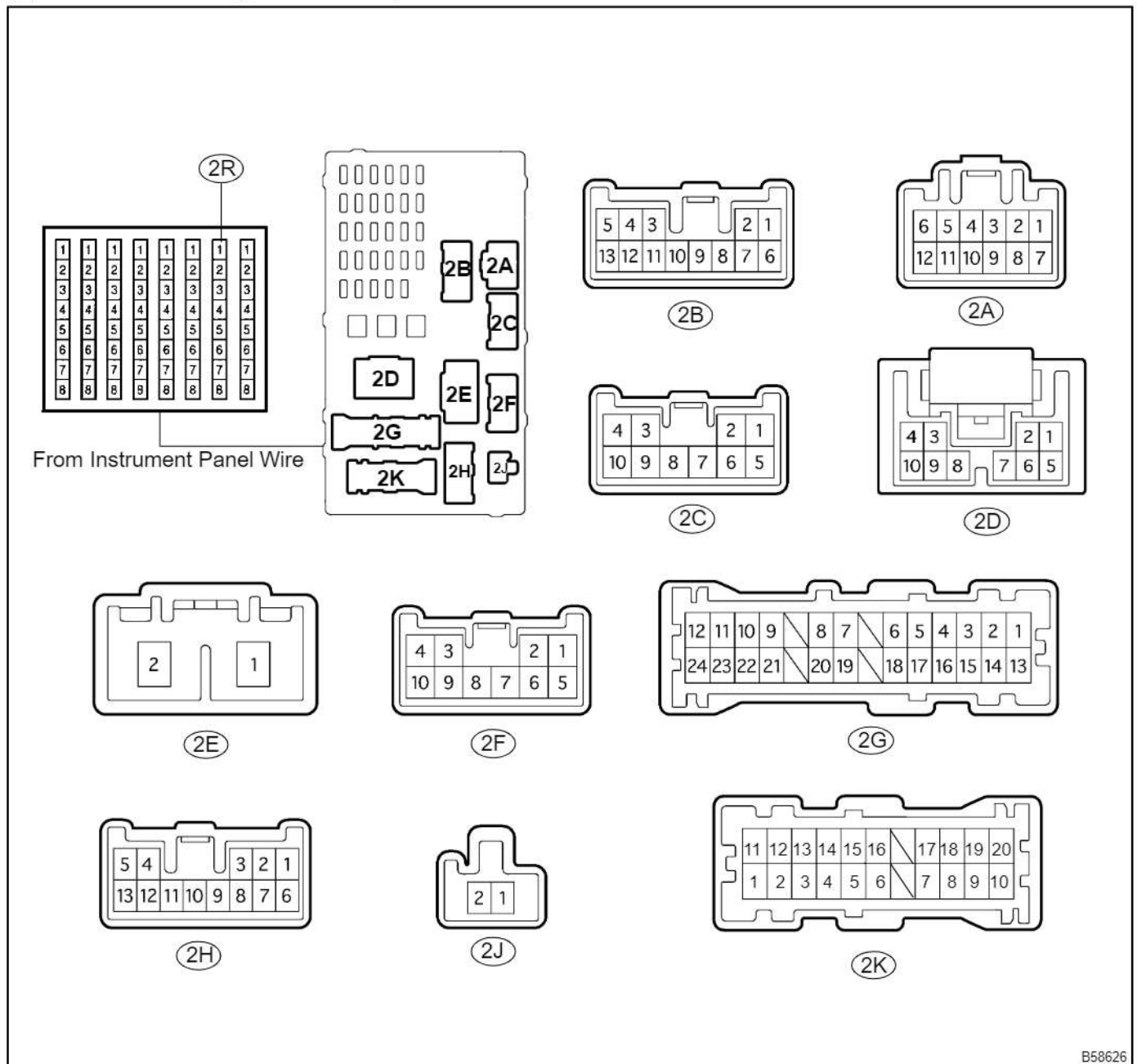
Standard:

Symbols (Terminal No.)	Wiring color	Condition	Specified condition
DCTY (B8-1) ⇄ Body ground	R-G ⇄ -	Driver side door fully closed → Opened	10 - 14 V → 0 V

If the value is not as specified, the instrument panel J/B may malfunction.

3. CHECK INSTRUMENT PANEL JUNCTION BLOCK ASSY (BODY ECU) (REAR SIDE)

- Disconnect the 2F and 2G connectors.
- Check the voltage or continuity between the connector terminals.



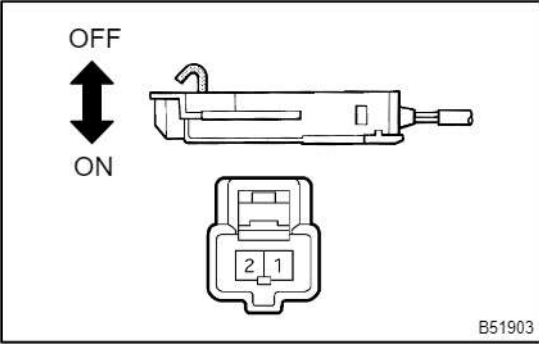
B58626

Standard:

Symbols (Terminals No.)	Wiring color	Condition	Specified condition
B (2F-7) ⇒ Body ground	R ⇒ -	Constant	10 - 14 V
BDR1 (2G-14) ⇒ Body ground	L-W ⇒ -	Constant	10 - 14 V
GND (2R-8) ⇒ Body ground	W-B ⇒ -	Constant	Continuity

If the result is not as specified, there may be a malfunction on the wire harness side.

INSPECTION



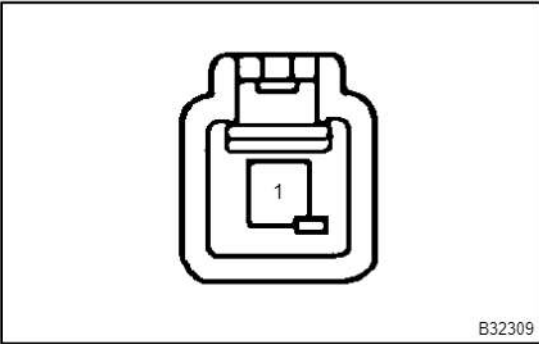
1. INSPECT UN-LOCK WARNING SWITCH ASSY

(a) Check the switch continuity.

Standard:

Terminals No.	Condition	Specification
1 ⇄ 2	Switch pressed in	Continuity
	Switch not pressed in	No continuity

If the continuity is not as specified, replace the switch.



2. INSPECT FRONT DOOR COURTESY LAMP SWITCH ASSY

(a) Check the switch continuity.

Standard:

Terminals No.	Condition	Specification
1 ⇄ Switch body	FREE	Continuity
	PUSH	No continuity

If the continuity is not as specified, replace the switch.

ENGINE IMMOBILISER SYSTEM (2AZ-FE(PZEV))

730EQ-07

REGISTRATION

1. DESCRIPTION OF CODE REGISTRATION

(a) When adding master keys and sub-keys (Additional registration).

(1) Register the key code (immobiliser code) in the transponder key ECU.

Target ECU	See step
Transponder key ECU	3.

(b) When replacing the transponder key ECU (New registration).

(1) Register the key code (immobiliser code) in the transponder key ECU.

Target ECU	See step
Transponder key ECU	2.

(2) Register the ECU COMMUNICATION ID between the ECM and the transponder key ECU.

Target ECU	See step
ECM	5.

(c) When replacing the ECM.

(1) Register the ECU COMMUNICATION ID between the ECM and the transponder key ECU.

Target ECU	See step
Transponder key ECU	5.

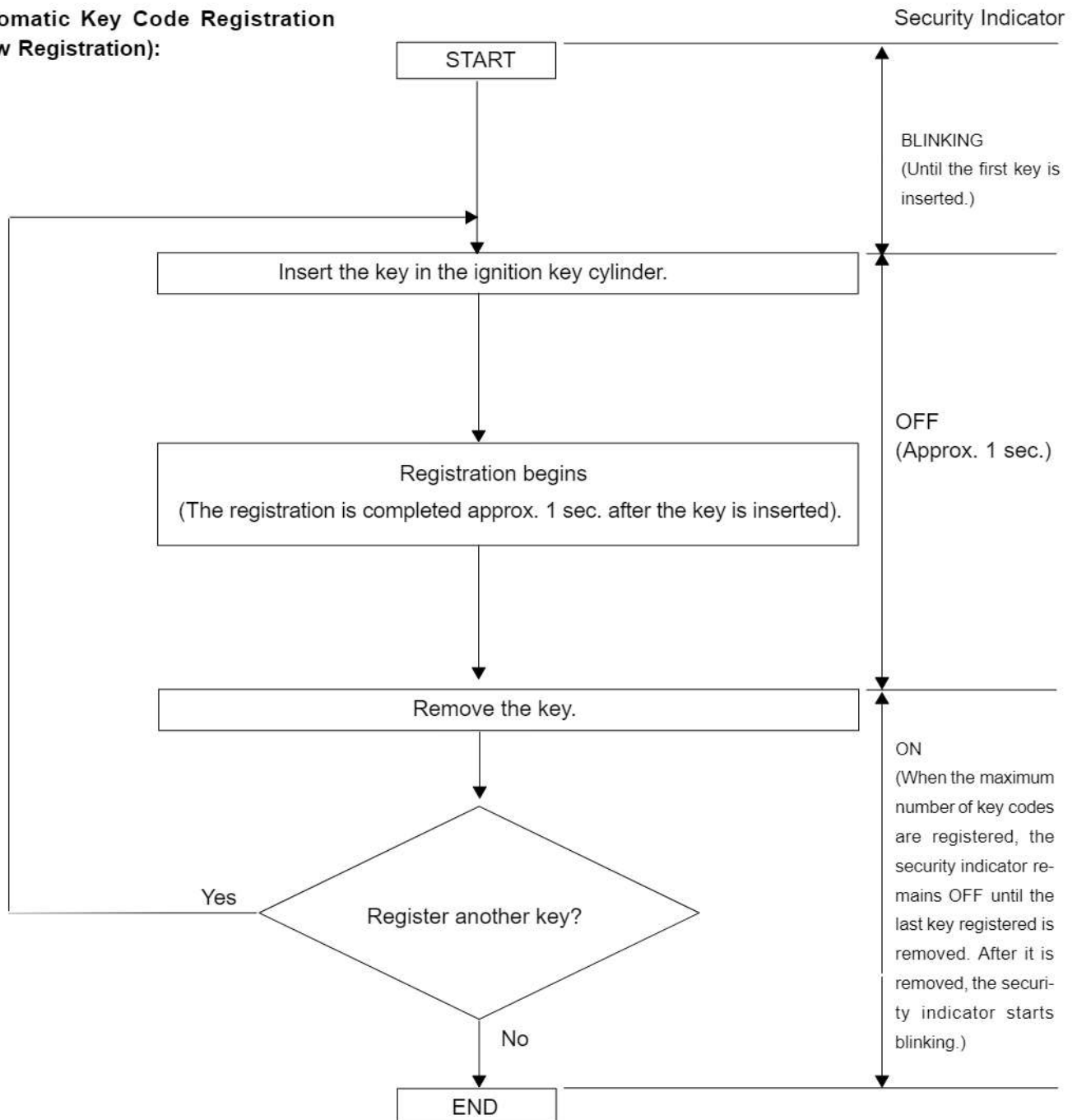
2. KEY REGISTRATION IN AUTOMATIC REGISTRATION (New Registration)

(a) The new registration of the key codes (immobiliser codes) is made automatically.

HINT:

- When you install a new transponder key ECU, the key codes (immobiliser codes) must be registered.
- A new transponder key ECU starts in the automatic key code registration mode. In this mode, a maximum of 4 key codes for 3 master keys and 1 sub-key can be registered. Since the transponder key ECU can distinguish types of keys, the registration order is not specified.

Automatic Key Code Registration (New Registration):

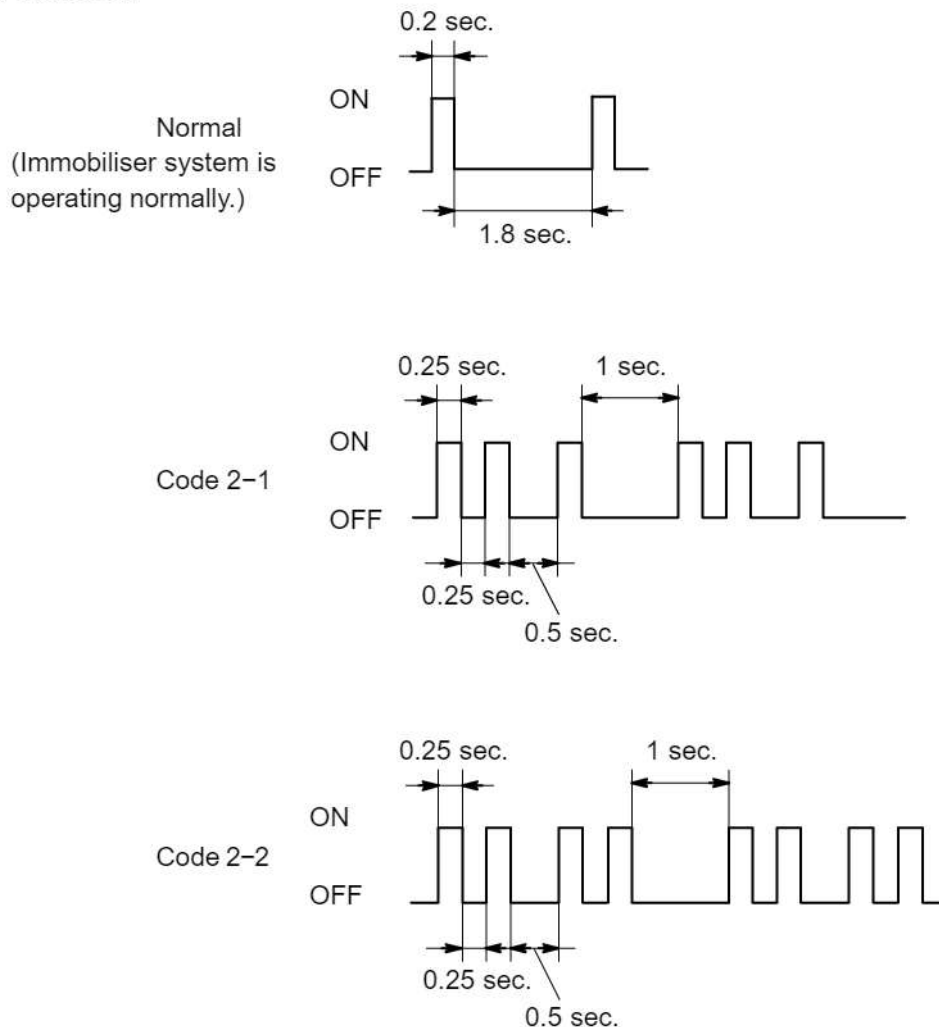


HINT:

- When no key is inserted in the ignition key cylinder in the automatic key code registration mode, the security indicator remains on.
- When the immobiliser system operates normally and the key is pulled out, the security indicator blinks.

NOTICE:

If the key code registration has failed in the automatic key code registration mode, code 2-1 will be output from the security indicator. Trying to re-register an already registered key will cause code 2-2 to be output when the key is inserted. The output details are shown below.

Security Indicator:

- (b) Finish the automatic key code registration mode.

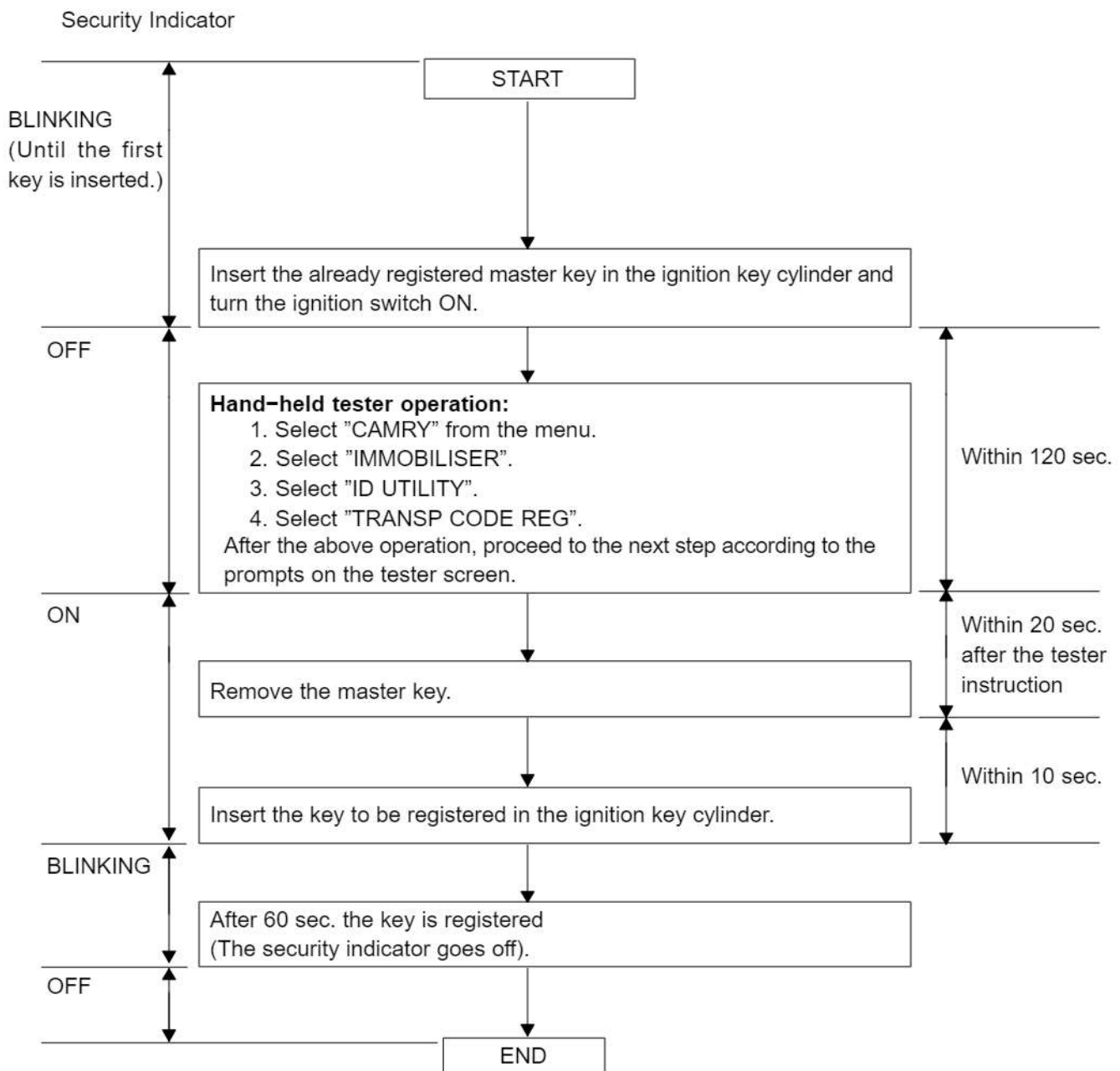
The automatic key code registration mode can be forced to end when at least 1 key code (immobiliser code) for the master key has been registered.

- (1) Turn the ignition switch ON/OFF alternately 5 times within 10 seconds using the already registered master key.

3. REGISTRATION OF ADDITIONAL KEY (Additional Registration)

HINT:

- A maximum of 5 master key codes and 3 sub-key codes can be registered.
- Registration mode will end if each step is not completed within the specified time.
- When the ignition cylinder or the key cylinder set is replaced, remove the transmitter module from the original master key in which a transmitter is built. Then install this transmitter module to a new key and use it as master key. If necessary, use this master key to register other keys.

Additional Registration:**HINT:**

- A brief outline of procedures for key code registration is shown on this page. For detailed information, please refer to the prompts on the screen of the hand-held tester.
- When the immobiliser system is operating normally and the key is pulled out, the security indicator blinks.

NOTICE:

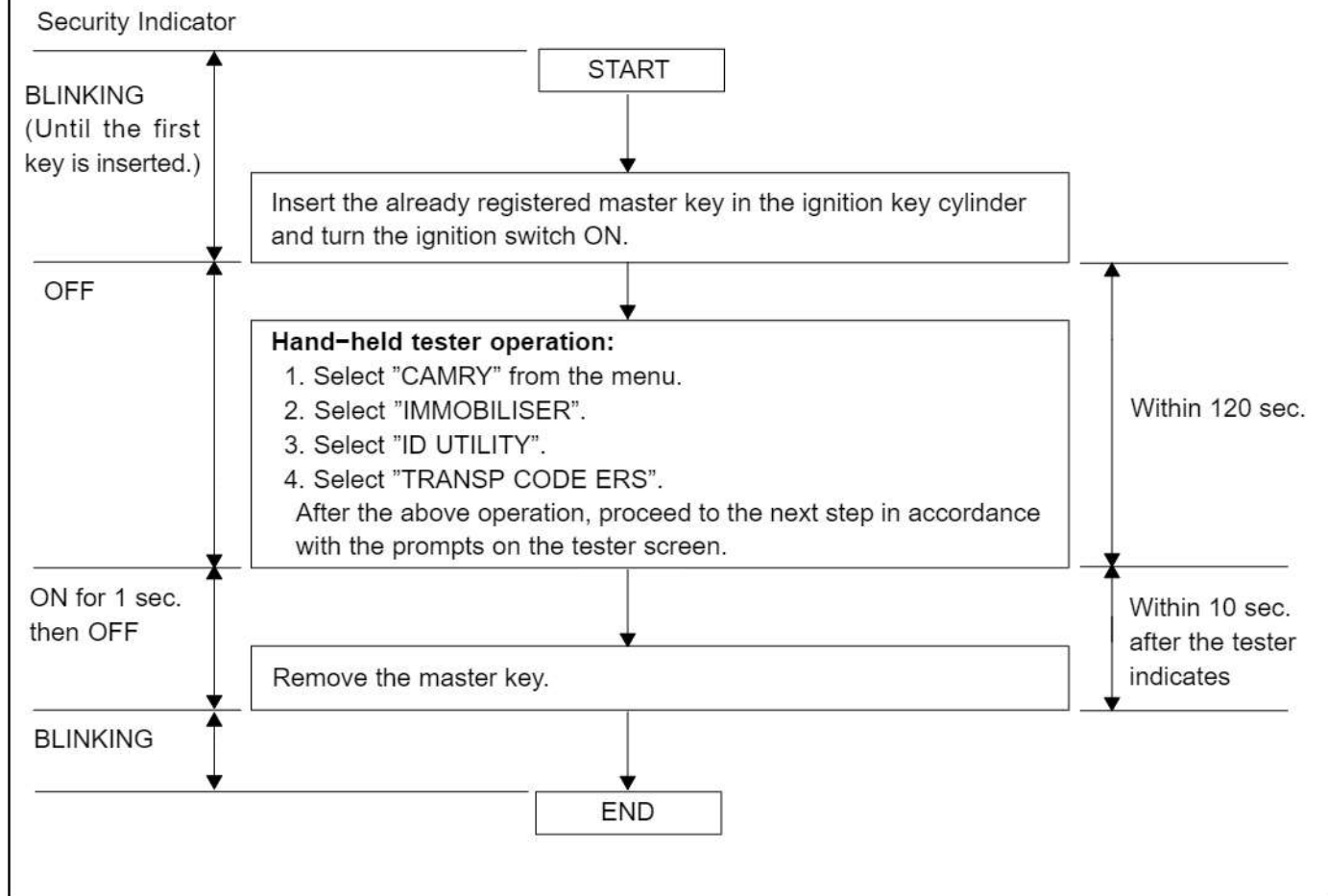
If the key code registration has failed in the automatic key code registration mode, code 2-1 will be output from the security indicator. Trying to re-register an already registered key will cause code 2-2 to be output when the key is inserted. The output details are shown in step 2 (New Registration).

4. ERASURE OF KEY CODE

HINT:

- All key codes are erased except for the master key which is used for erasure operation.
In order to use a key for which the code has been erased, it is necessary to register the key code again.
- Registration operation will be cancelled if each step is not completed within the specified time.

Erasing Key Code:



HINT:

- A brief outline of procedures for key code registration is shown on this page. For detailed information, please refer to the prompts on the screen of the hand-held tester.
- When the immobiliser system is operating normally and the key is pulled out, the security indicator blinks.

5. ECU COMMUNICATION ID REGISTRATION

NOTICE:

- The ECU communication ID should be registered when the transponder key ECU and/or the ECM is replaced, in order to match these ECM COMMUNICATION ID.
 - The engine cannot be started unless the ECM COMMUNICATION ID matches.
- (a) Register the ECU communication ID.
- (1) After the transponder key ECU and/or the ECM is replaced, turn the ignition switch ON (the engine is not running).
 - (2) Short the Tc and CG terminals of the DLC3 and leave it as is for 30 minutes.
 - (3) Check that the engine starts.

ENGINE IMMOBILISER SYSTEM (Except 2AZ-FE(PZEV))

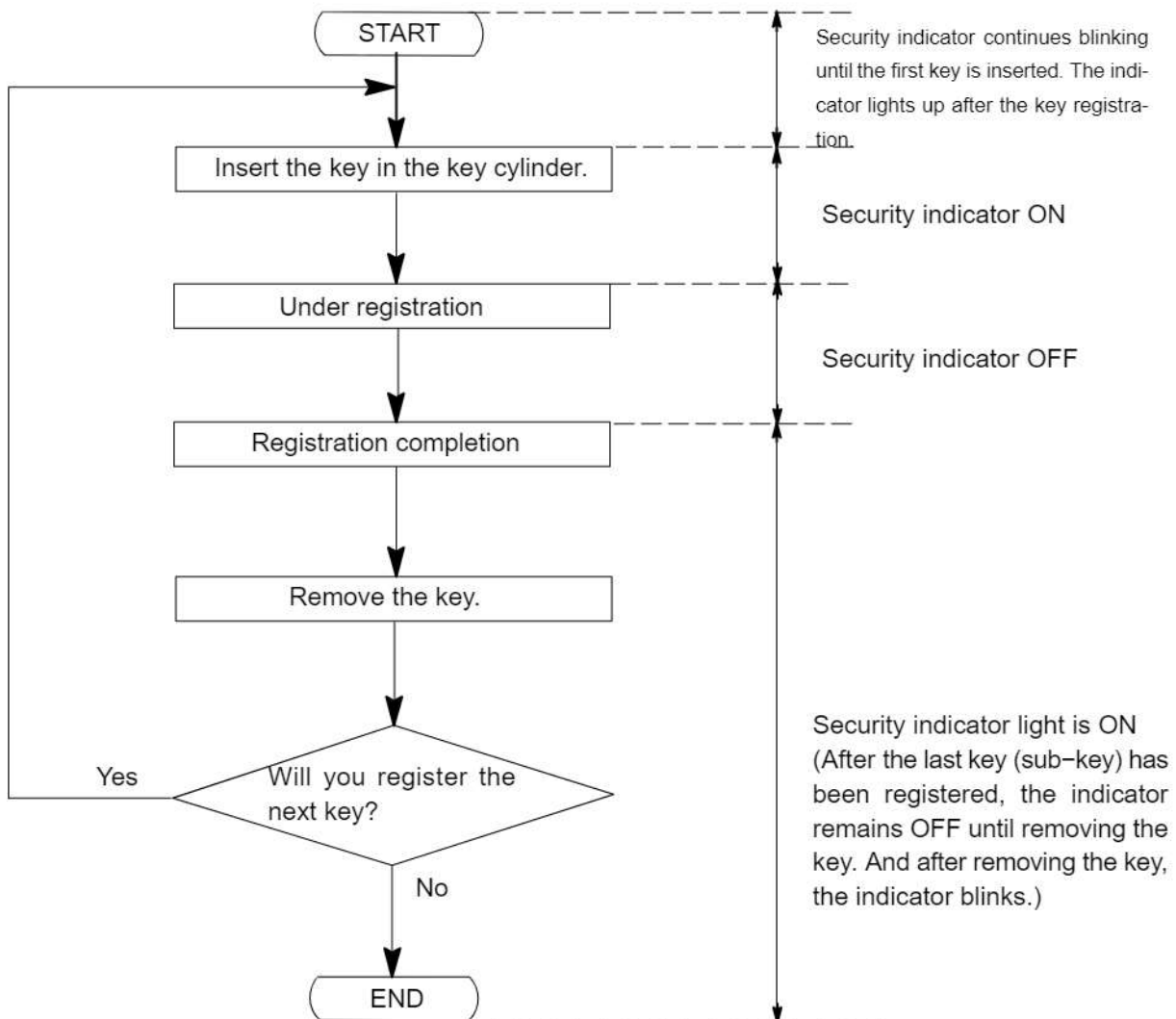
REGISTRATION

73086-03

1. KEY REGISTRATION IN AUTOMATIC REGISTRATION

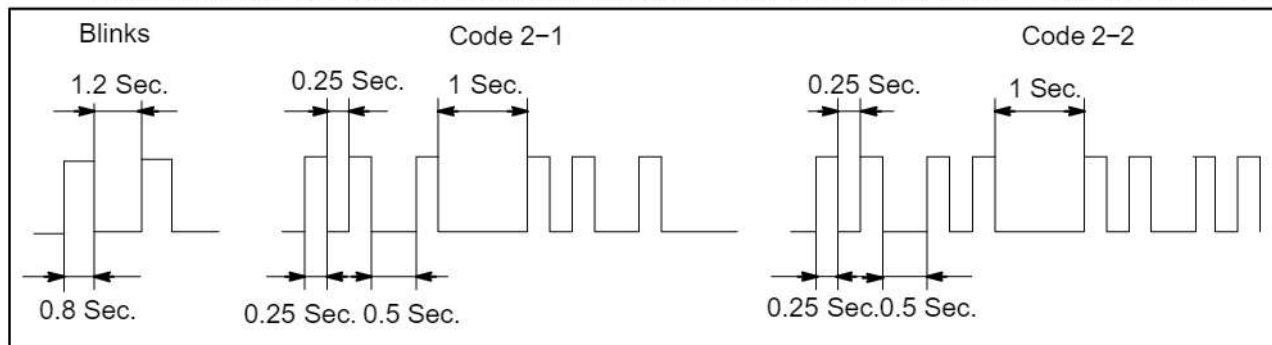
(a) Registration of a new transponder key.

- This must be done when you install a new ECM.
- The new ECM is in the automatic key code registration mode. The number of key codes for this ECM is already fixed, and so it can be registered.
On this type of vehicle, up to 3 key codes can be registered.
- In the automatic registration mode, the key registered last becomes the sub-key.



HINT:

- When no key is inserted in the key cylinder in the automatic registration mode, the security indicator always lights on.
- When the immobiliser system operates normally and the key is pull out, the security indicator blinks.
- When key code registration could not be performed in the automatic registration mode, code 2-1 is output from the security indicator. And when inserting the already registered key, code 2-2 is output.



(b) Automatic registration mode completion

If finishing the mode forcibly after registering more than 1 key codes in the automatic registration mode, perform the following procedures.

After 1 more key code has been registered with the master key, perform step (1) or (2) without pulling the key out or inserting the already registered key.

- (1) Depress and release the brake pedal 5 times or more within 15 seconds.
- (2) With the hand-held tester, require the automatic registration mode completion.

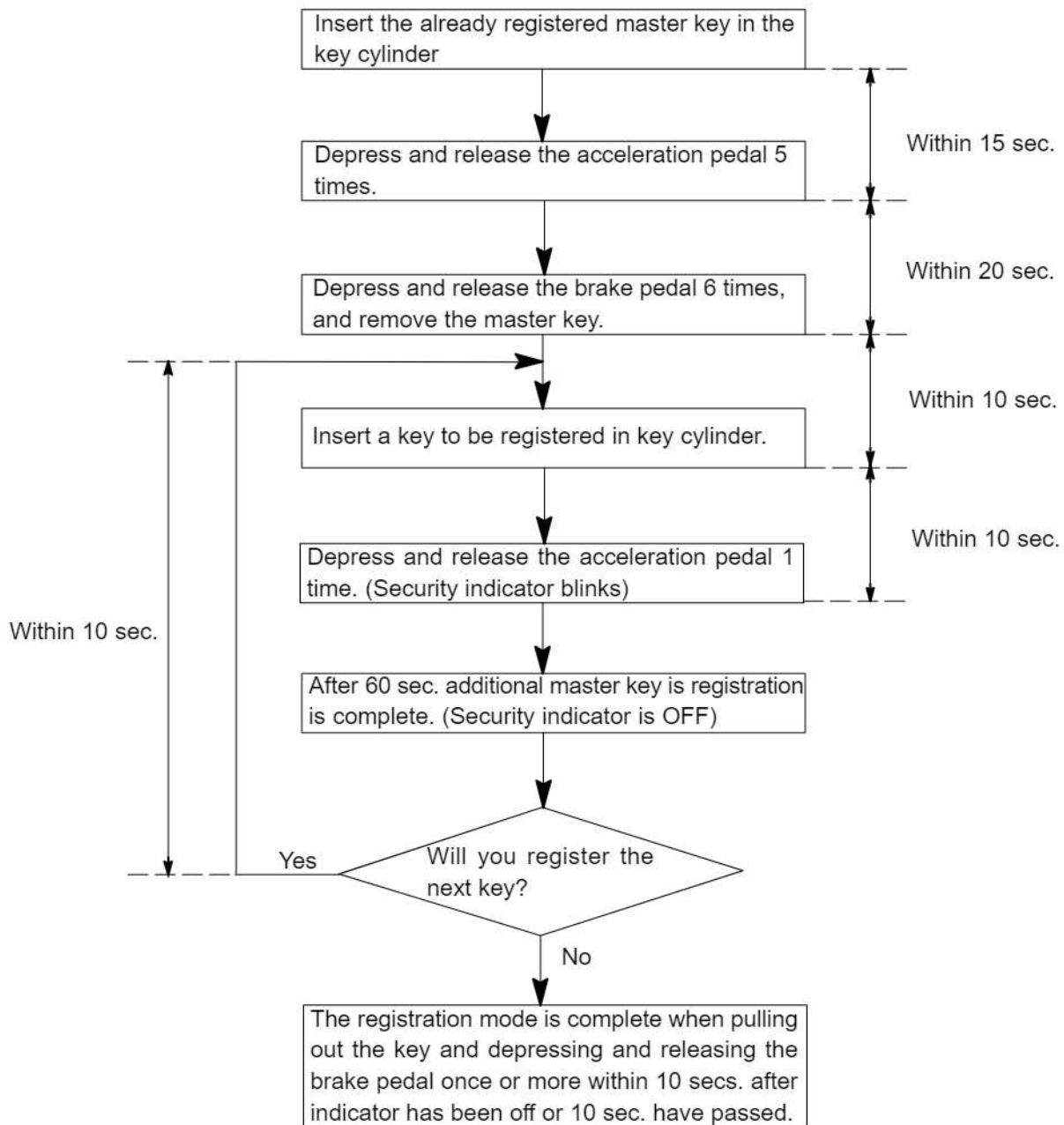
2. REGISTRATION OF ADDITIONAL KEY

There are 2 ways for registration of additional master key; one way is depressing the brake pedal and acceleration pedal and the other way is using the hand-held tester.

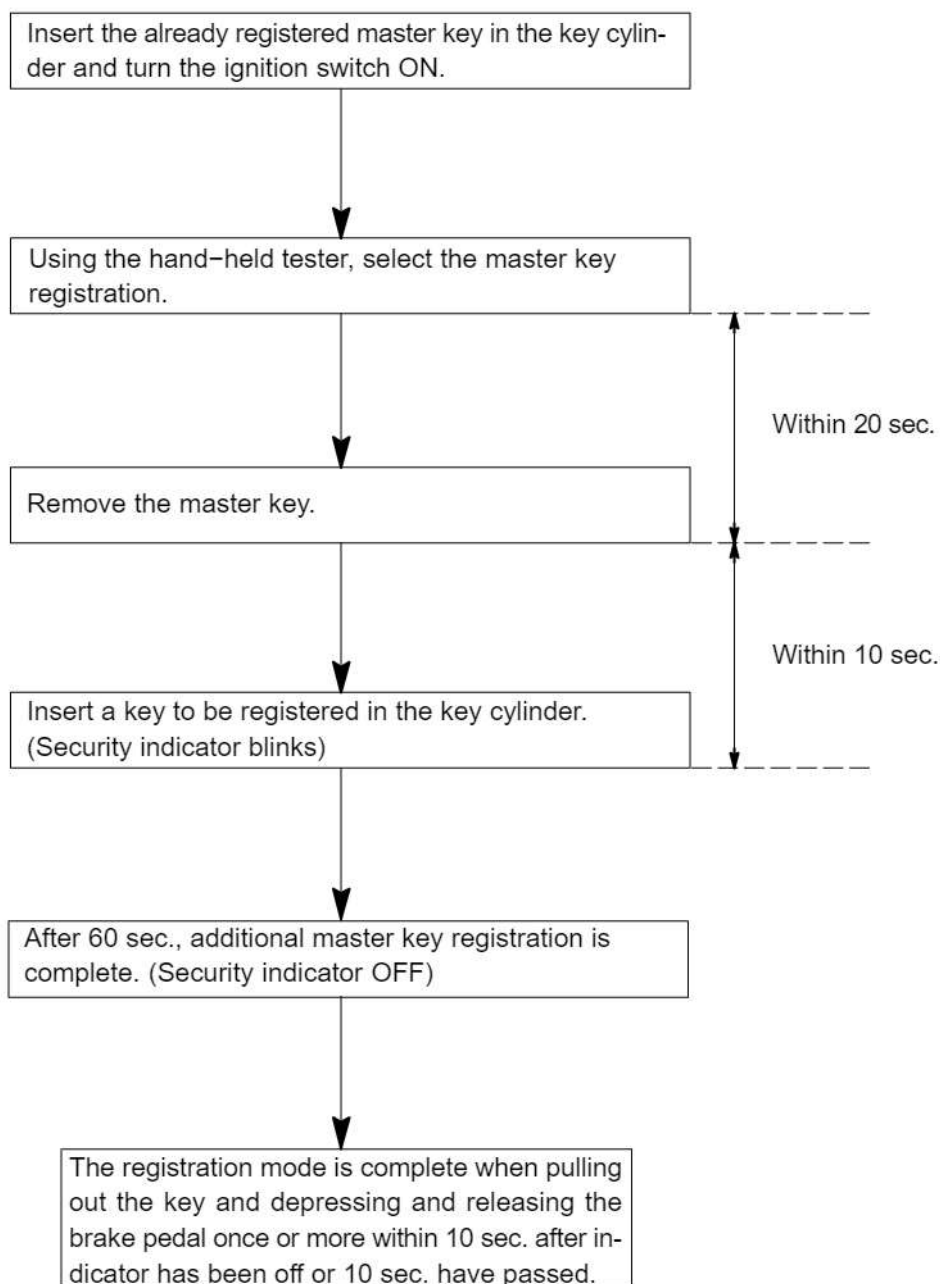
HINT:

- It is possible to register up to 7 master key codes including the already registered key code.
- When any operation time described below is over, registration mode will be stopped forcibly.
- When the next procedure is started while the timer is working, the timer stops working, then the next timer starts.
- When replacing "Ignition Cylinder Key Set" or "Lock Cylinder Set" and register according to the following procedure using the original master key. However, after the registration of the additional master key, the original master key and the original sub-key are not necessary any more, and there fore registration of those key codes should be deleted.

(1) Depressing the brake pedal and acceleration pedal:



(2) Using the hand-held tester:



HINT:

Follow the screen of the hand-held tester for more detailed procedure.

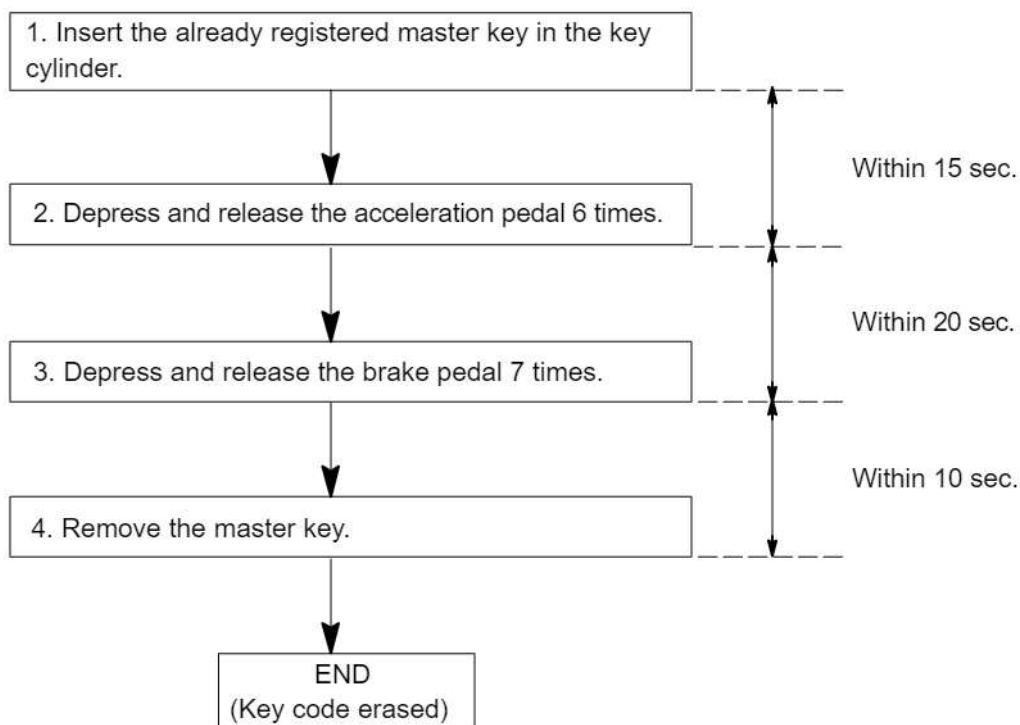
3. ERASURE OF KEY CODE

There are 2 ways for erasure of transponder key codes; one way is depressing the brake pedal and acceleration pedal and the other way is using hand-held tester.

HINT:

- Delete all the other master and sub-key codes than a master key code to use the erasing operation. When using the key which was used for deletion, it is necessary to register the code again.
- When any operation time described below is over, registration mode will be stopped forcibly.
- When the next procedure is started while the timer is working, the timer stops working, then the next timer starts.

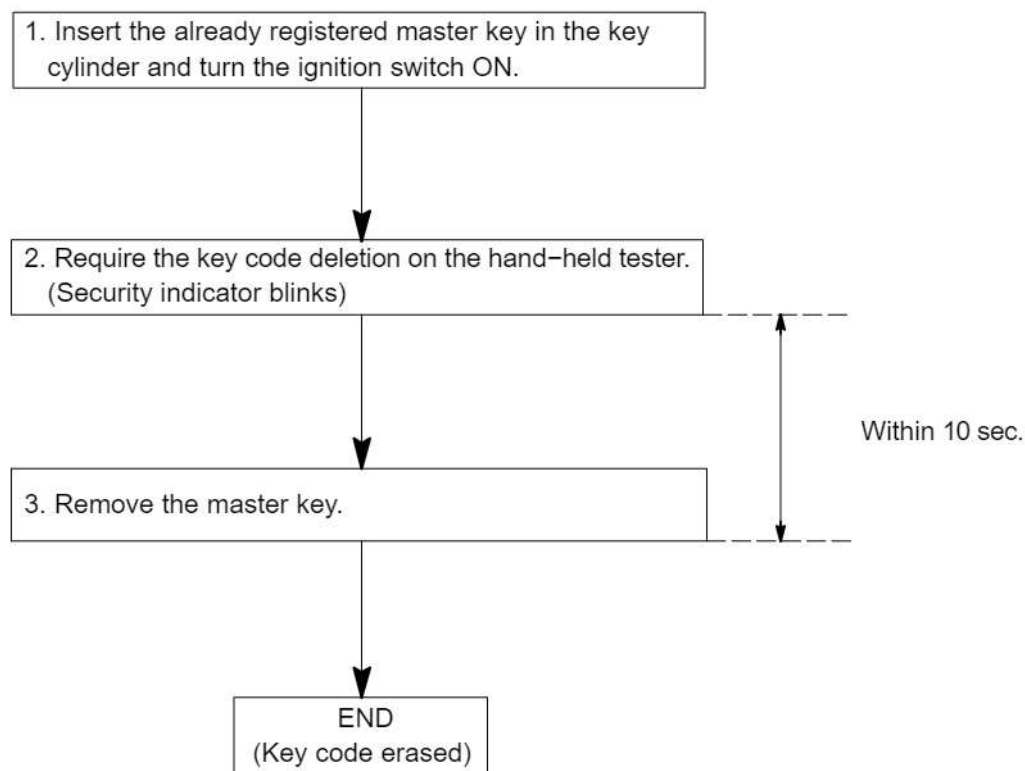
(1) Depressing the brake pedal and acceleration pedal:



HINT:

When the key cannot be pulled out in step 4, key code deletion is canceled.

(2) Using the hand-held tester:



HINT:

- When the key cannot be pulled out in step 3, key code deletion is canceled. (Security indicator is OFF.)
- Follow the screen of the hand-held tester for more detailed procedure.

THEFT DETERRENT SYSTEM

7307L-02

ON-VEHICLE INSPECTION

1. OUTLINE OF THEFT DETERRENT SYSTEM

- (a) When the theft deterrent system detects that the vehicle is being tampered with, the system sets off the alarm, causing the horns to sound and the lights to light up or blink in order to alert people around the vehicle to the theft.
- (b) The theft deterrent system has 2 modes; one is active arming mode and the other is passive arming mode. Passive arming mode can be switched ON/OFF by the specified method (See step 6).
- (c) Each mode has 4 states; disarmed state, arming preparation state, armed state, alarm sounding state.
 - (1) Disarmed state:
 - ★ The alarm function is not operating.
 - ★ The theft deterrent system is not operating.
 - (2) Arming preparation state:
 - ★ The time until the system goes into the armed state.
 - ★ The theft deterrent system is not operating.
 - (3) Armed state:
 - ★ The theft deterrent system is operating.

HINT:

If the vehicle remains in a condition that sets off the alarm (any door remains open, engine hood remains open, luggage compartment door remains open, ignition switch remains directly connected) after the alarm ends, the alarm will be set off repeatedly a maximum of 10 times for every one of the above specified conditions.

Alarm time: (60 sec. $\pm$ 5 sec.) x 10

(4) Alarm sounding state:

When the theft deterrent system detects that the vehicle is being tampered with while in the armed state, the system causes the horns to sound and the lights to light up or blink in order to alert people around the vehicle to the theft.

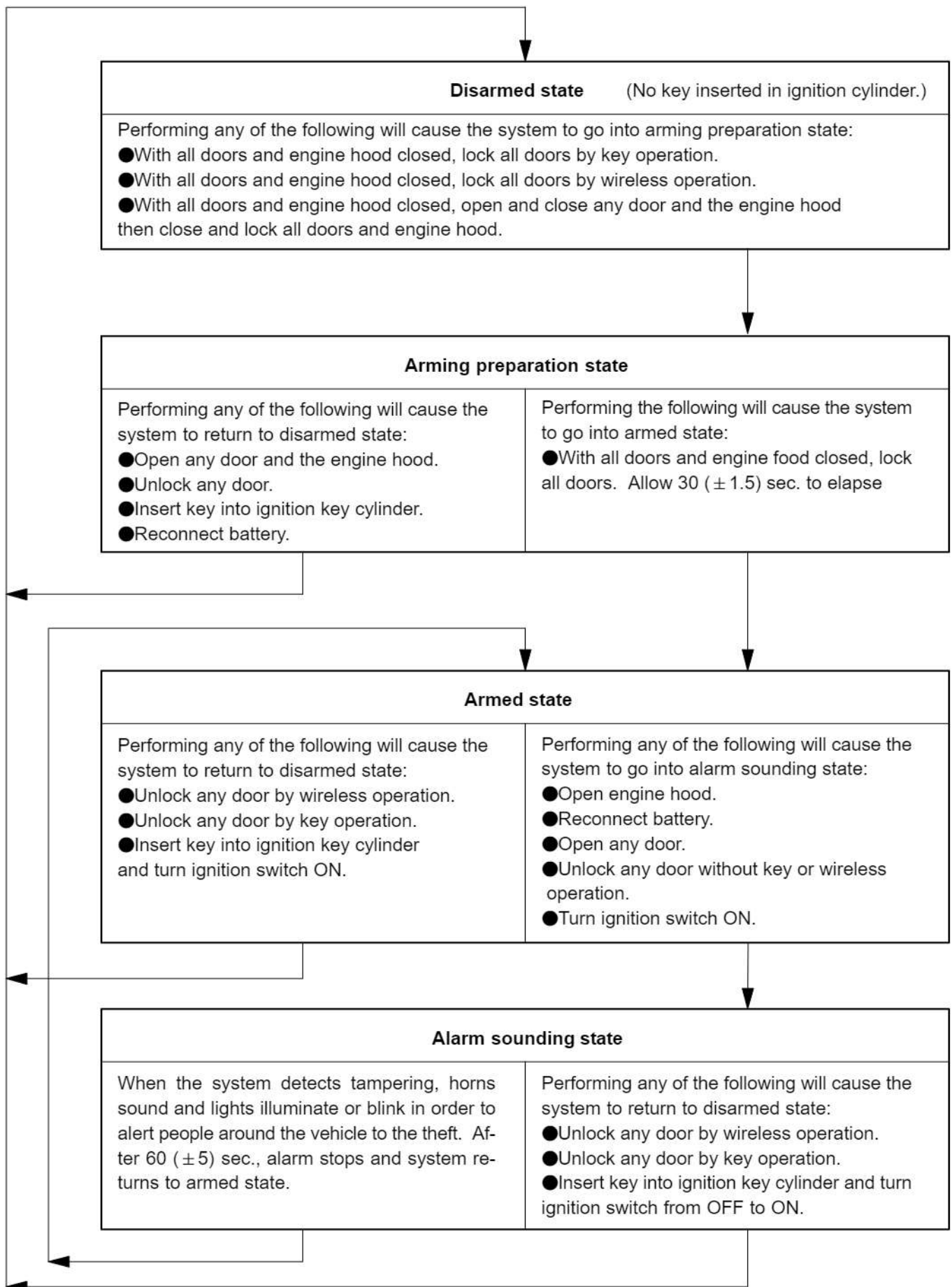
Refer to the table below for the alarm method and time:

Alarm Method	Headlight	Blinking (cycle of 0.4 sec.)
	Taillight	Blinking (cycle of 0.4 sec.)
	Hazard Warning Light	Blinking (cycle of flasher relay)
	Room Light	Illuminating
	Vehicle Horn	Sounding (cycle of 0.4 sec.)
	Theft Deterrent Horn	Sounding (cycle of 0.4 sec.)
Alarm Time	60 sec. $\pm$ 5 sec. (maximum 10 times)	

HINT:

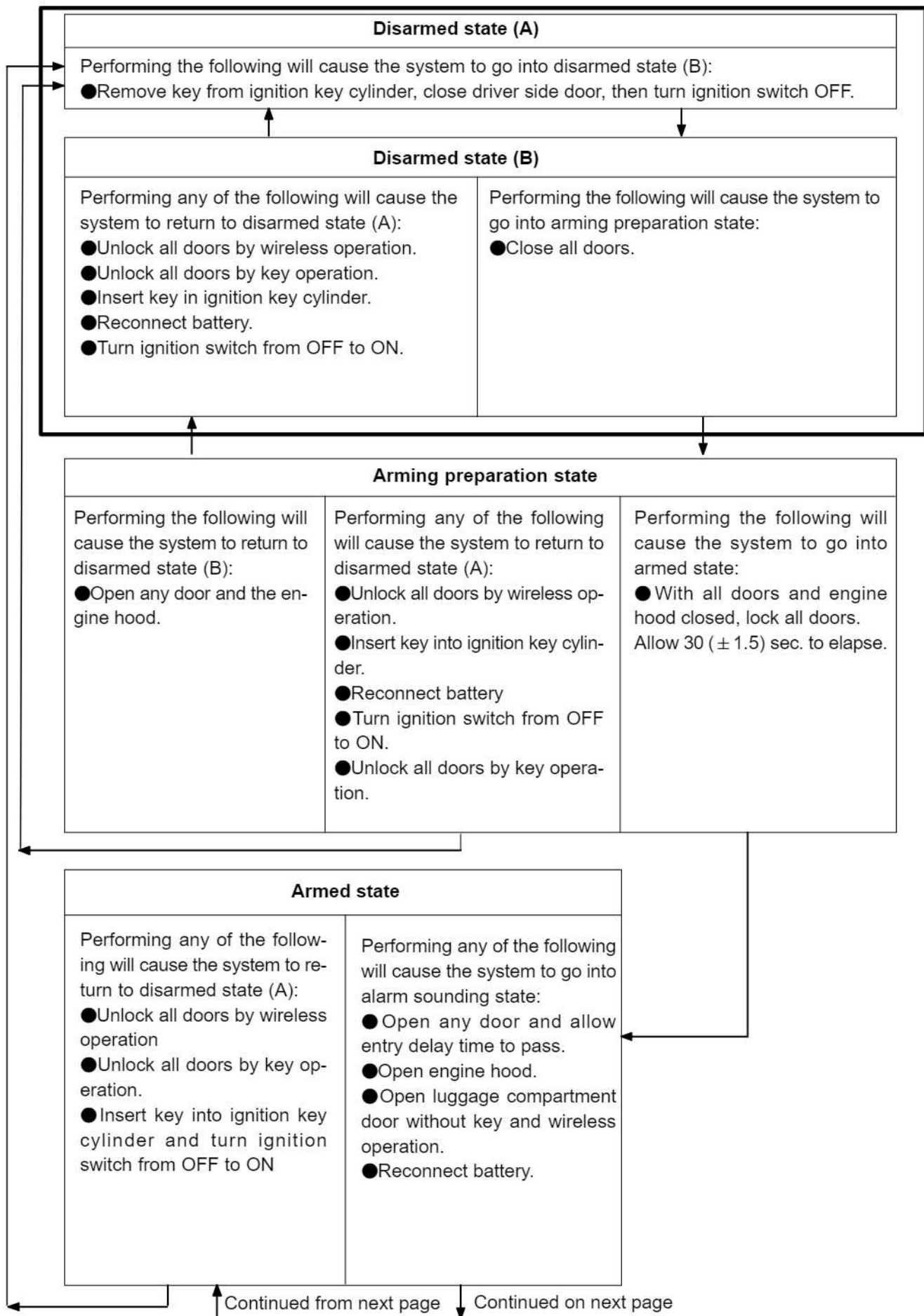
If either of the doors is unlocked and there is also no key in the ignition key cylinder during the armed state, a forced door lock signal will be output (See step 4).

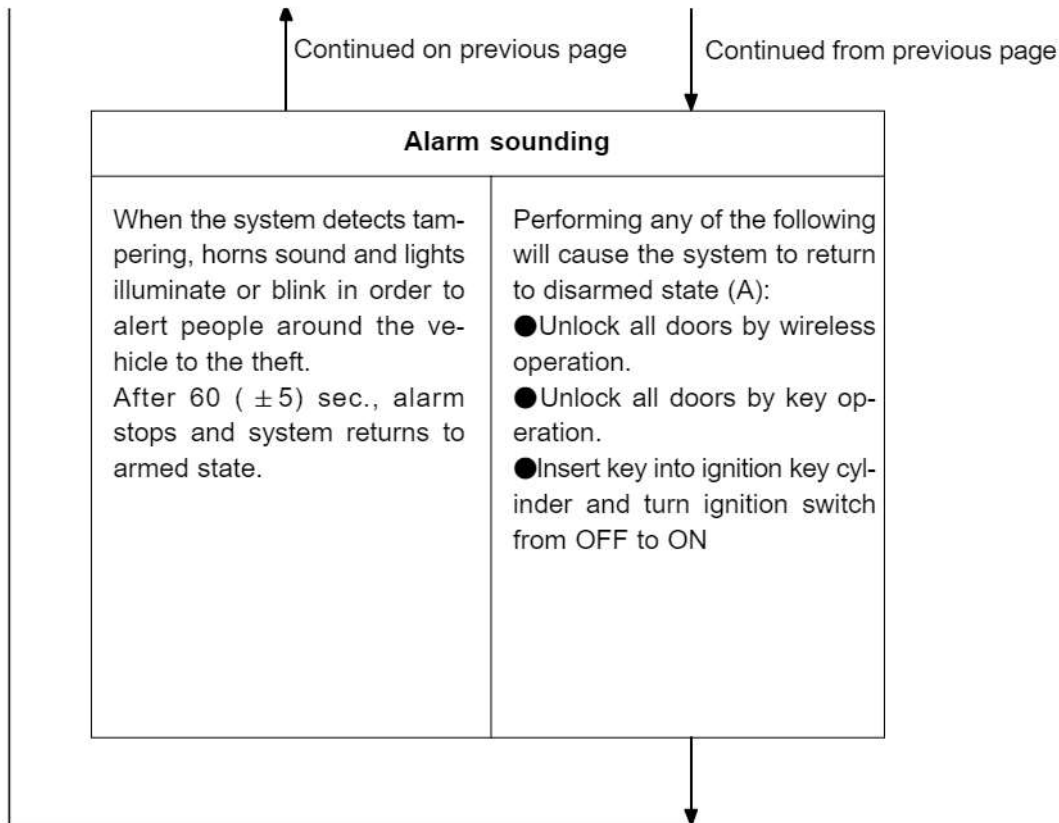
2. ACTIVE ARMING MODE



3. PASSIVE ARMING MODE

- ★ Passive arming mode can be switched ON/OFF by the specified method (See step 6).
- ★ The mode set initially (shipped from factory) is active arming mode (not passive arming mode).
- ★ During passive arming mode, the theft deterrent system goes into the armed state even if the doors are not locked.
- ★ Passive arming mode starts the alarm control after the key is removed from the ignition key cylinder and the doors are closed.
- ★ Detecting that the doors are unlocked does not set off the alarm during passive arming mode.
- ★ A forced door lock signal is not output during passive arming mode (See step 4).
- ★ When the theft deterrent system detects that the doors are opened during passive arming mode, the alarm is not set off immediately because an entry delay time is set.
- ★ If either of the following conditions is fulfilled during passive arming mode, the theft deterrent system will switch to active arming mode.
 - ★ With all doors and engine hood closed, lock all doors by key operation.
 - ★ With all doors and engine hood closed, lock all doors by wireless operation.
 - ★ With all doors and engine hood closed, open and close any door and the engine hood then close and lock all doors and engine hood.





*3: When any door is opened while all the doors are closed during the armed state in passive arming mode, the entry delay time starts. If the switch condition (armed state → disarmed state) is fulfilled during the entry delay time, the theft deterrent system will return to the disarmed state. However, if the switch condition to the disarmed state is not fulfilled, the theft deterrent system will recognize it as a theft and go into alarm sounding state.

Entry delay time of 0, 14 or 30 sec. can be selected by the customizing function.

4. FORCED DOOR LOCK CONTROL

- (a) The forced door lock control prevents the vehicle from being tampered with. Immediately after a door is unlocked (alarm starts), the door is forced to lock by a forced door lock signal.
- (1) Conditions that force the doors to lock:
 When no key is in the ignition key cylinder and 0.4 second has elapsed after the previous output of a forced door lock signal, the doors will be forced to lock if any of the following conditions is fulfilled.
- ★ The theft deterrent system is in the armed state of active arming mode.
 - ★ All the doors are locked. → Any door is unlocked.
 - ★ Any door is unlocked state.

5. SECURITY INDICATOR LIGHT OUTPUT

- (a) The theft deterrent ECU outputs a signal to light up the security indicator light, according to the state of the theft deterrent system. However, some of the actual lighting conditions of the security indicator light are different from the outputs of the theft deterrent ECU.

State of theft deterrent system*1	Security indicator light	
	Output signals from the theft deterrent ECU	Actual lighting condition
Disarmed state	OFF	OFF (Immobiliser system unset) BLINKING (Immobiliser system set)
Arming preparation state	ON	ON
Armed state	OFF	BLINKING
Alarm sounding state	ON	ON

*1: Common to active arming mode and passive arming mode

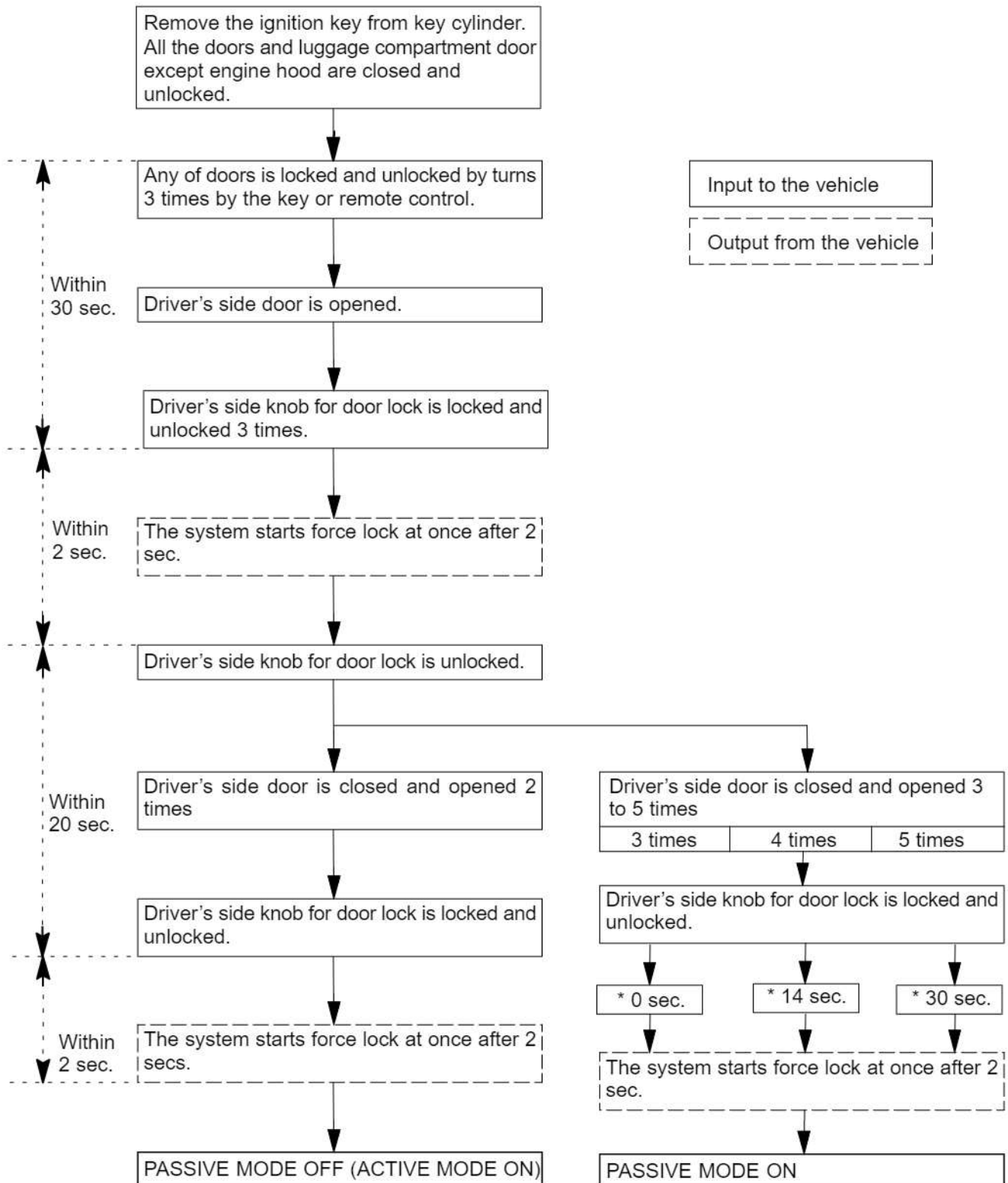
Blinking cycle:

Time	Security indicator light
0.2 sec.	ON
1.8 sec.	OFF

HINT:

When the immobiliser system is set, the security indicator light blinks during the disarmed state and the armed state, due to the output signals from the immobiliser system.

6. CHANGING METHOD OF PASSIVE MODE (ON or OFF)



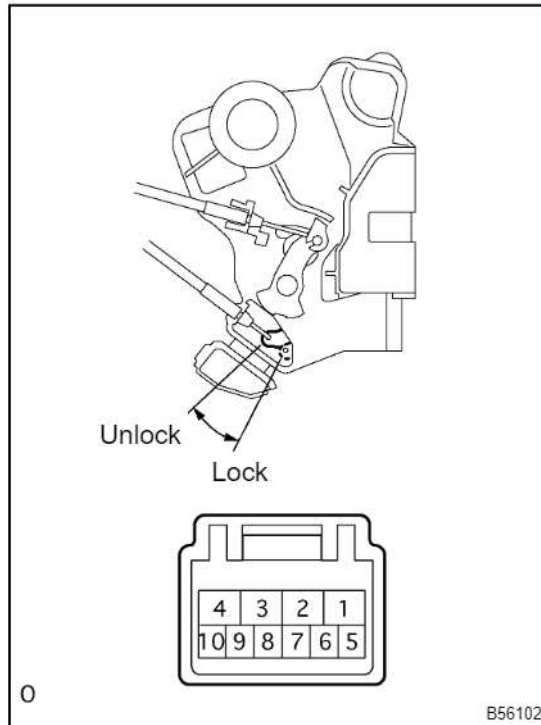
HINT:

● Initial mode is PASSIVE MODE OFF.

● If the ignition switch is turned ON, changing operation will be canceled.

*: Entry delay time

INSPECTION



1. INSPECT FRONT DOOR W/MOTOR LOCK ASSY RH

- (a) Inspect operation of the door lock motor.

Standard:

Measurement condition	Operation
Battery positive - Terminal 4 Battery negative - Terminal 1	Lock
Battery positive - Terminal 1 Battery negative - Terminal 4	Unlock

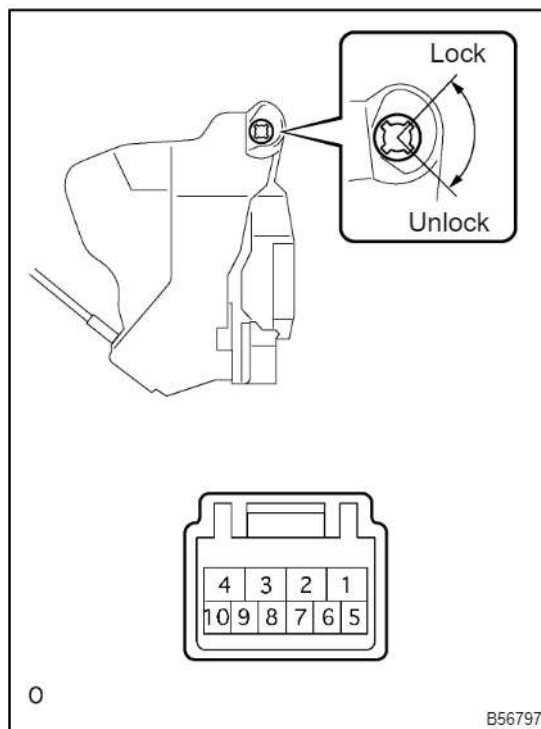
If operation is not as specified, replace the door lock assembly.

- (b) Inspect the position switch continuity.

Standard:

Terminals No.	Door lock position	Specification
7 ↔ 8	Lock	No continuity
	Unlock	Continuity

If the continuity is not as specified, replace the door lock assembly.



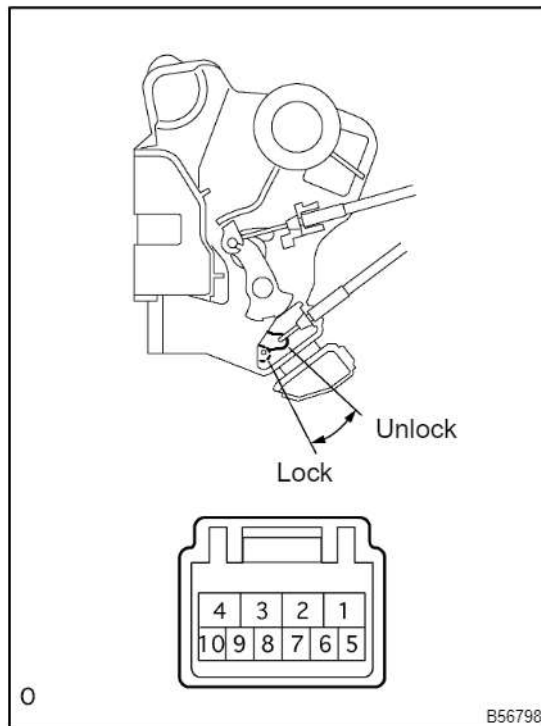
2. INSPECT FRONT DOOR W/MOTOR LOCK ASSY LH

- (a) Inspect the door lock assembly continuity.

Standard:

Terminals No.	Switch position	Specified condition
9 - 7	Lock	Continuity
-	OFF	No continuity
10 - 7	Unlock	Continuity

If the continuity is not as specified, replace the door lock assembly.



- (b) Inspect operation of the door lock motor.

Standard:

Measurement condition	Operation
Battery positive – Terminal 4 Battery negative – Terminal 1	Lock
Battery positive – Terminal 1 Battery negative – Terminal 4	Unlock

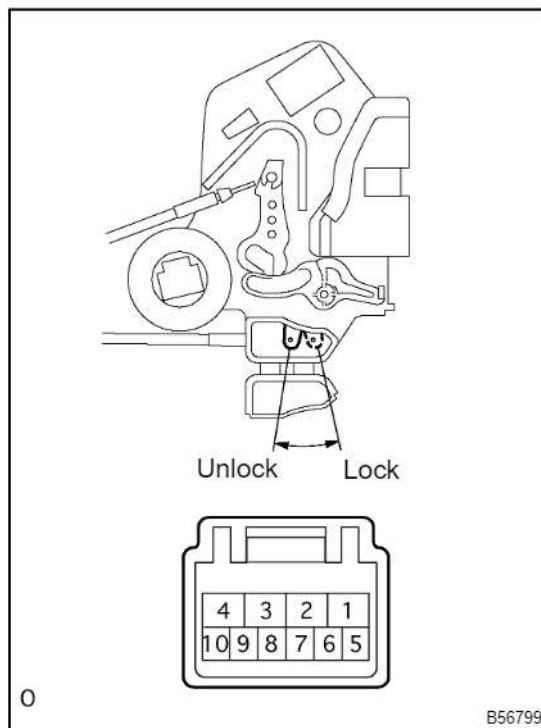
If operation is not as specified, replace the door lock assembly.

- (c) Inspect the position switch continuity.

Standard:

Terminals No.	Door lock position	Specification
7 ⇌ 8	Lock	No continuity
	Unlock	Continuity

If the continuity is not as specified, replace the door lock assembly.



3. INSPECT REAR DOOR W/MOTOR LOCK ASSY RH

- (a) Inspect operation of the door lock motor.

Standard:

Measurement condition	Operation
Battery positive – Terminal 4 Battery negative – Terminal 1	Lock
Battery positive – Terminal 1 Battery negative – Terminal 4	Unlock

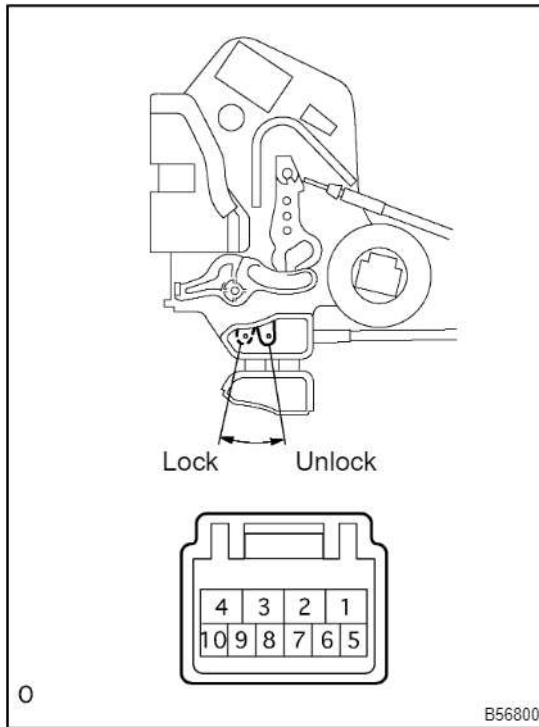
If operation is not as specified, replace the door lock assembly.

- (b) Inspect the position switch continuity.

Standard:

Terminals No.	Door lock position	Specification
6 ⇌ 9	Lock	No continuity
	Unlock	Continuity

If the continuity is not as specified, replace the door lock assembly.



4. INSPECT REAR DOOR W/MOTOR LOCK ASSY LH

- (a) Inspect operation of the door lock motor.

Standard:

Measurement condition	Operation
Battery positive - Terminal 4 Battery negative - Terminal 1	Lock
Battery positive - Terminal 1 Battery negative - Terminal 4	Unlock

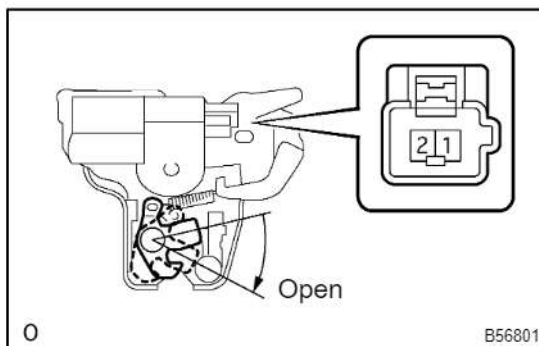
If operation is not as specified, replace the door lock assembly.

- (b) Inspect the position switch continuity.

Standard:

Terminals No.	Door lock position	Specification
6 ↔ 9	Lock	No continuity
	Unlock	Continuity

If the continuity is not as specified, replace the door lock assembly.



5. INSPECT LUGGAGE COMPARTMENT DOOR LOCK ASSY

- (a) Inspect operation of the door lock motor.

Standard:

Measurement condition	Operation
Battery positive - Terminal 1 Battery negative - Lock body	Open

If operation is not as specified, replace the door lock assembly.

WIRELESS DOOR LOCK CONTROL SYSTEM

73085-02

ON-VEHICLE INSPECTION

1. CHECK WIRELESS DOOR LOCK CONTROL FUNCTION

HINT:

The switch described in this text is a switch for transmitting signals (LOCK switch and UNLOCK switch), built in the door control transmitter.

- (a) Vehicle initial condition (conditions that allow the wireless control function to be operated)
 - No key in the ignition key cylinder
 - All doors closed (door open indicator off)
 - All doors locked

- (b) Check the basic function.

- (1) Check whether the LED lights up 3 times when each switch is pressed 3 times.

HINT:

In case that the LED does not light up when the switch has been pressed 3 times or more, it may have a dead battery.

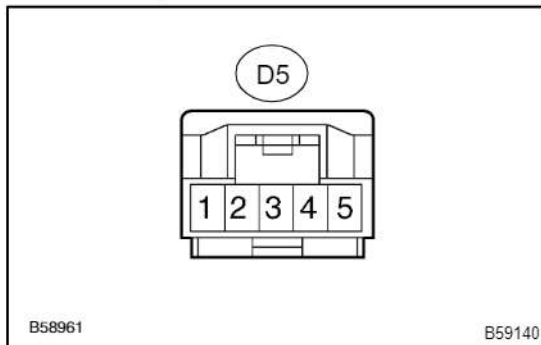
- (2) In the remote control operational area, check that all the doors lock or unlock when the switch has been pressed for approximately 1 second. However, this will not happen when the key is in the ignition key cylinder or any of the doors is open.

HINT:

The UNLOCK function operates even when any of the doors is open.

- (3) Check that the luggage compartment door opens when the trunk switch has been pressed for 1 second (this function operates even when a door is open).
- (c) Check the automatic locking function.
 - (1) Check that all doors lock automatically as long as none of the doors have been opened or all doors have not been locked within approximately 30 seconds after all doors are unlocked by pressing the switch.
 - (2) Under the above condition, check that the automatic locking function does not operate when any of the doors has been opened or all doors have been locked within approximately 30 seconds after all doors are unlocked by pressing the switch.
- (d) Check the switch operation fail-safe function.
 - (1) Check that doors can not be locked or unlocked by the switch while the key is in the ignition key cylinder. However, this does not apply when the system is in the recognition code registration mode.
- (e) Check the chattering prevention function.
 - (1) Check that the corresponding operation occurs only once, and not repeated continuously while the switch is kept pressed. However, when the switch is operated repeatedly at one second intervals, check that the corresponding operation is carried out.
- (f) Check the repeat function.
 - (1) Check that all doors attempt to automatically lock once again, 1 second after the lock switch has been pressed while the movement of the driver side door control knob, which is in the unlocked state, is being restricted.
- (g) Check the operation stop function when a door is open or not completely closed.
 - (1) Check that doors are not locked or unlocked by the switch while the doors are open or not completely closed.

- (h) Check the hazard flashing and buzzer sounding function (answer-back).
- (1) Check that the hazard lights flash and also the buzzer sounds once (when locked) or twice (when unlocked) simultaneously with locking or unlocking operation of all doors, when the switch is pressed.



2. CHECK WIRELESS CONTROL RECEIVER

- (a) Disconnect the D5 receiver connector, and check the voltage or continuity of each terminal of the wire harness side connector

Standard :

Symbols (Terminals No.)	Wiring color	Condition	Specification
GND (D5-1) ⇔ Body ground	W-B ⇔ -	Constant	Continuity
+B (D5-5) ⇔ Body ground	R ⇔ -	Constant	10 - 14 V

If the result is not as specified, there may be a malfunction on the wire harness side.

- (b) Using an oscilloscope, connect the receiver connector and check the voltage.

Standard :

Symbols (Terminal No.)	Wiring color	Condition	Specification
RDA (D5-2) ⇔ Body ground	L-W ⇔ -	All doors are closed → Door control transmitter ON	Below 1 V → 6 - 7 V → Below 1 V

If the result is not as specified, there may be a malfunction on the wire harness side.

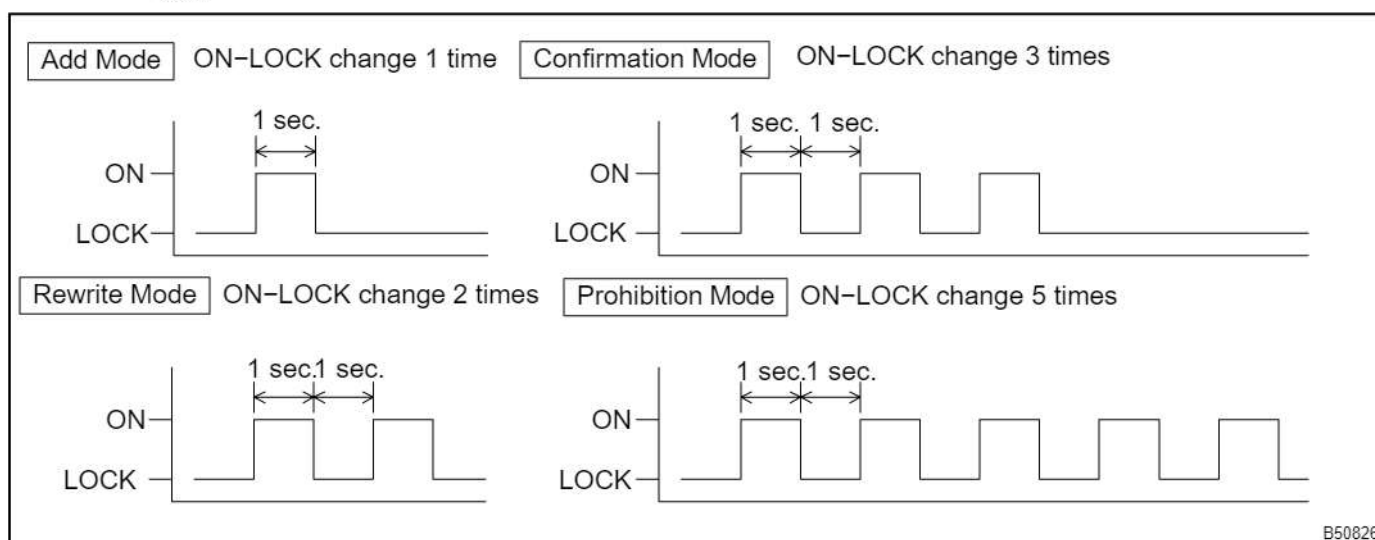
DOOR CONTROL TRANSMITTER REPLACEMENT

73084-02

1. REGISTRATION OF RECOGNITION CODE

HINT:

- The add mode is used to register a new recognition codes while still retaining codes already registered. This mode is used to add a new transmitter. If the number of registered codes exceeds 4, the previously registered codes will be erased in order, starting from the first registered code.
 - The rewrite mode is used to erase all the previously registered codes in order to register all new recognition codes. This mode is used to exchange the transmitter or the door control receiver for a new one.
 - The prohibition mode is used to erase all the registered codes and disables the wireless door lock function. Use this mode when the transmitter is lost.
 - The confirmation mode is used to confirm how many recognition codes have already been registered before an additional registration of the recognition codes.
- (a) Make sure that the vehicle fulfills the following conditions.
- (1) No key is inserted in the ignition key cylinder.
 - (2) The driver side door is opened (The other doors are closed).
 - (3) The driver side door is unlocked.
- (b) Select a mode.
- (1) Insert the key into the ignition key cylinder, then pull it out (Perform this operation once again within 5 seconds).
 - (2) Close and open the driver side door twice.
 - (3) Insert the key into the ignition key cylinder, then pull it out.
 - (4) Close and open the driver side door twice.
 - (5) Insert the key into the ignition key cylinder, then close the driver side door.
 - (6) To select a mode, turn the ignition switch from ON to LOCK at approximately 1 second intervals according to the number of times shown below. Then remove the key from the ignition key cylinder.



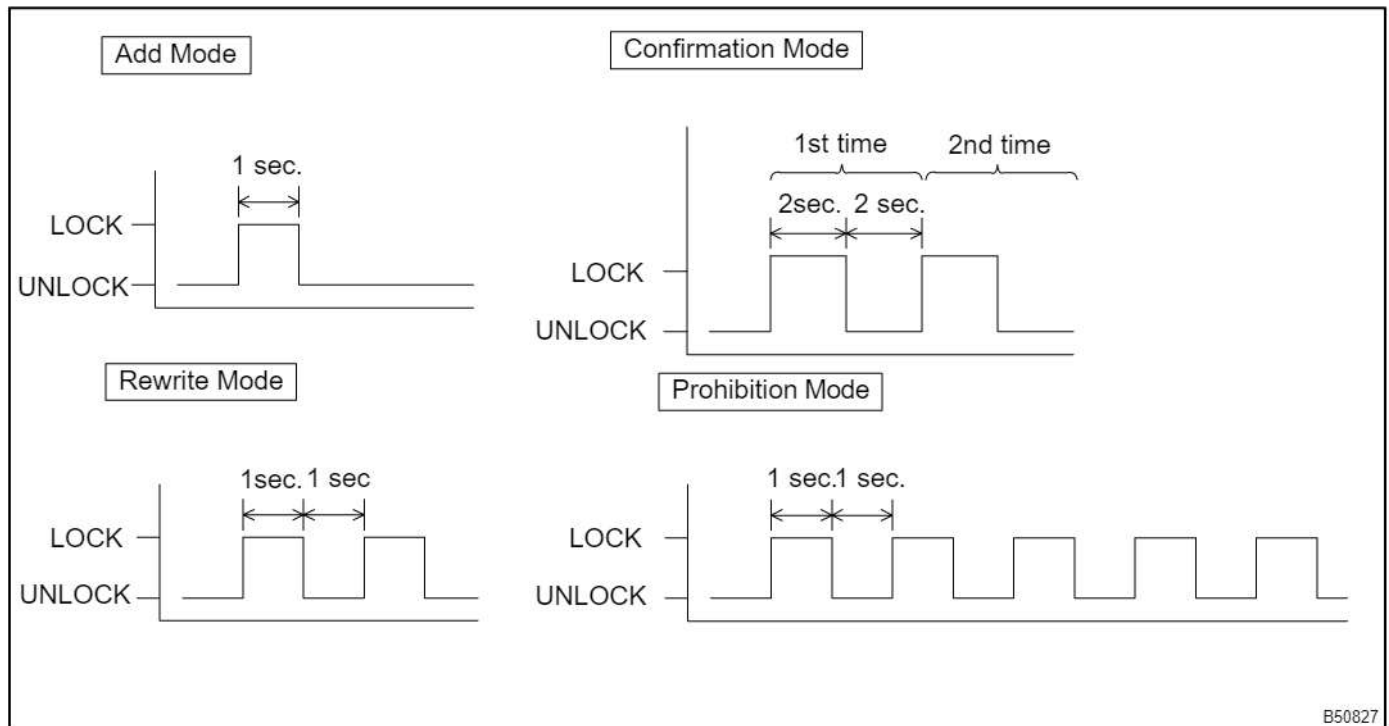
NOTICE:

- If the number of ON-LOCK operations of the ignition switch is 4 or more than 5, the registration will end without any signs.

- (7) Within 3 seconds after a mode has been selected, the theft warning ECU automatically performs LOCK-UNLOCK operation to inform the operator which mode has been selected.

HINT:

- When the confirmation mode has been selected and 0 codes are registered, LOCK-UNLOCK operation is automatically performed 5 times.
- When the confirmation mode has been selected and LOCK-UNLOCK operation has been performed twice as shown in the illustration below, the number of the registered recognition codes is 2.



HINT:

When the prohibition mode or the confirmation mode is selected, the registration mode ends.

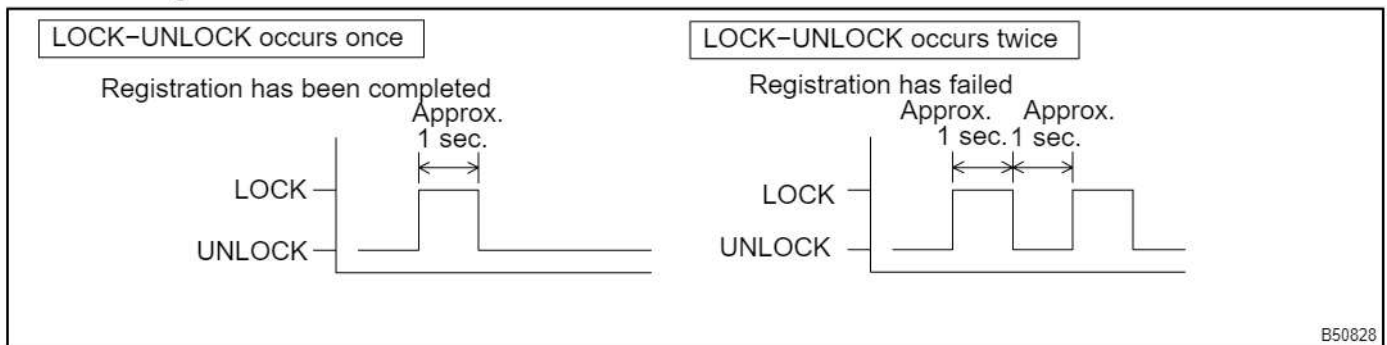
(c) Register the transmitter.

- (1) Within 40 seconds after the add mode or the rewrite mode has been selected, simultaneously press the LOCK and UNLOCK switches twice.

NOTICE:

Press and hold both switches for 1 second or more during each press. However, the time between the 1st press and the 2nd press must be under 3 seconds.

- (2) LOCK-UNLOCK operation is automatically performed once within 3 seconds after above operation (step 1), when the recognition code of the transmitter has been registered correctly. If the LOCK-UNLOCK operation is performed twice, the registration of the recognition code has failed. In this case, register the recognition code from the beginning of the registration procedures once again.



- (3) In order to continue in registration mode, start the next registration within 40 seconds after the previous one.

HINT:

The maximum number of the recognition codes that can be registered is 4.

- (d) If even one of the following conditions is satisfied, the registration mode will end.
- (1) 40 seconds have elapsed under the condition that the registration mode is ready.
 - (2) The driver side door is opened
 - (3) The key is inserted in the ignition key cylinder.
 - (4) 4 recognition codes are registered at once.