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Model Year Start: 2023	**Model:** Prius Prime	**Prod Date Range:** [12/2022 -]
Title: THEFT DETERRENT / KEYLESS ENTRY: SMART KEY SYSTEM (for Start Function): DATA LIST / ACTIVE TEST; 2023 - 2024 MY Prius Prius Prime [12/2022 -]		

DATA LIST / ACTIVE TEST

DATA LIST

NOTICE:

- In the table below, the values listed under "Normal Condition" are reference values. Do not depend solely on these reference values when deciding whether a part is faulty or not.
- When performing an inspection, make sure that "ACC Customize" is set to "ON" using the multi-display.

  Click here INFO
- When "ACC Customize" is set to "ON" (ACC supply power enabled), the certification ECU (smart key ECU assembly) controls the ACC relay on and off. When "ACC Customize" is set to "OFF" (ACC supply power disabled), the certification ECU (smart key ECU assembly) and radio and display receiver assembly control the ACC relay on and off.

  Therefore, inspection conditions and results may differ depending on whether "ACC customize" is set to ON or OFF when inspecting the Data List.

HINT:

Using the GTS to read the Data List allows the values or states of switches, sensors, actuators and other items to be read without removing any parts. This non-intrusive inspection can be very useful because intermittent conditions or signals may be discovered before parts or wiring is disturbed. Reading the Data List information early in troubleshooting is one way to save diagnostic time.

(a) Connect the GTS to the DLC3.

(b) Turn the ignition switch to ON.

(c) Turn the GTS on.

(d) Enter the following menus: Body Electrical / (desired system) / Data List.

(e) Read the Data List according to the display on the GTS.

Body Electrical > Power Source Control > Data List

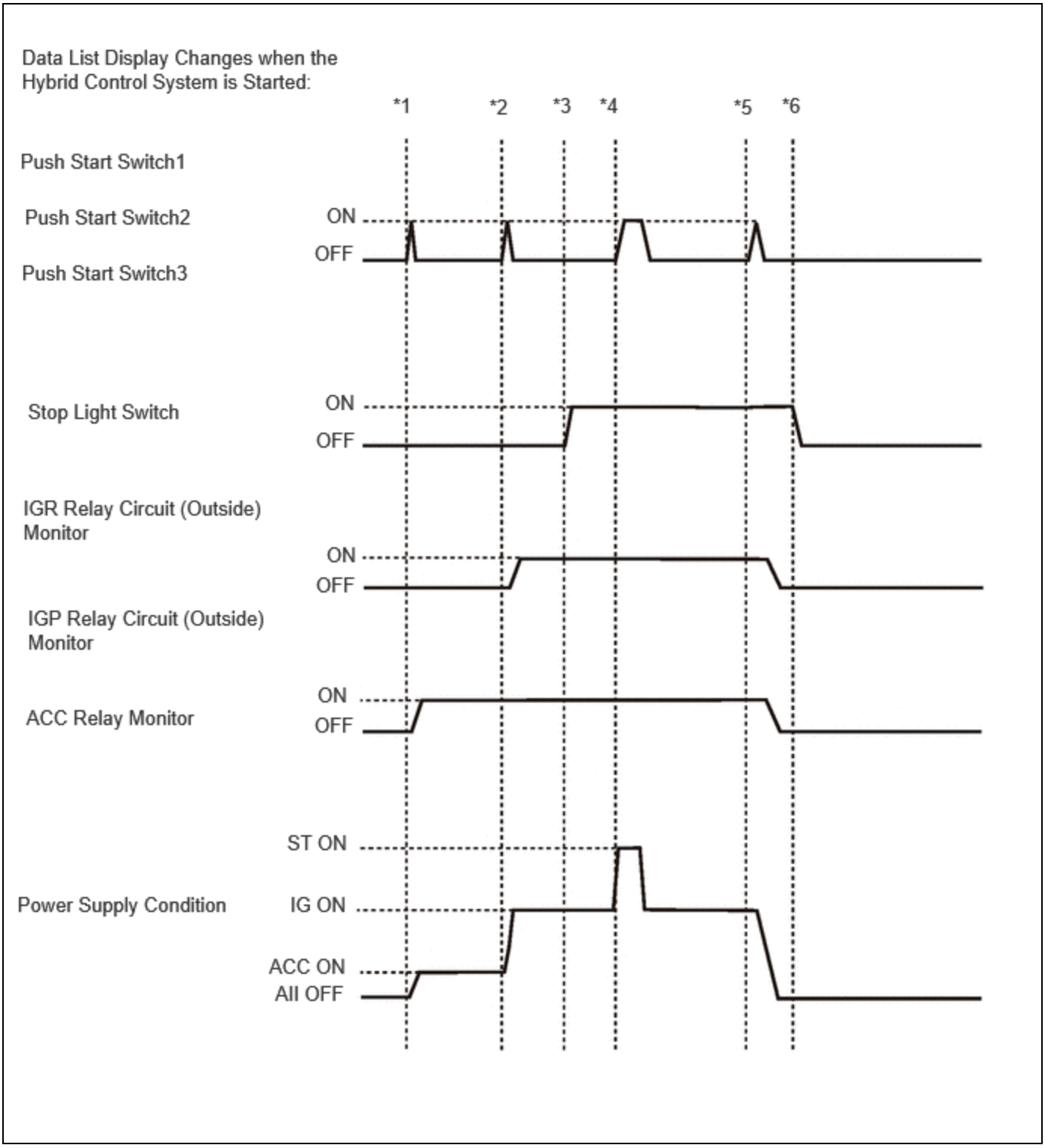
TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
Total Distance Traveled	Total distance traveled	Min.: 0 Max.: 999999	Actual total distance displayed	-
Total Distance Traveled - Unit	Total distance traveled unit	km or mile	-	-
Push Start Switch 1	Power switch 1 status	OFF or ON	OFF: Power switch not pressed ON: Power switch pressed	• If the power switch is pressed for a short time, the display may not change.

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
				• Use this item to determine if the power switch input signal is malfunctioning.
Push Start Switch 2	Power switch 2 status	OFF or ON	OFF: Power switch not pressed ON: Power switch pressed	• If the power switch is pressed for a short time, the display may not change. • Use this item to determine if the power switch input signal is malfunctioning.
Push Start Switch 3	Power switch 3 status	OFF or ON	OFF: Power switch not pressed ON: Power switch pressed	• If the power switch is pressed for a short time, the display may not change. • Use this item to determine if the power switch input signal is malfunctioning.
Steering Unlock Switch	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Shift P Signal	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Stop Light Switch	State of brake pedal	OFF or ON	OFF: Brake pedal released ON: Brake pedal depressed	• Use this item to determine if the stop light switch assembly is malfunctioning. • The hybrid control system cannot be started when this item is OFF. • If the stop light switch assembly is malfunctioning, the hybrid control system can be started by pressing and holding the power switch for a certain period of time.

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
IGP Relay Circuit (Outside) Monitor	IGP relay coil voltage monitor status	OFF or ON	OFF: Ignition switch off ON: Ignition switch ON	• Use this item to determine if the IGP relay is malfunctioning. • When the ignition switch is ACC, OFF is displayed.
IGP Relay Circuit (Inside) Monitor	IGP relay activation	OFF or ON	OFF: Ignition switch off ON: Ignition switch ON	• Use this item to determine if the IGP relay is malfunctioning. • When the ignition switch is ACC, OFF is displayed.
IGR Relay Circuit (Outside) Monitor	IGR relay coil voltage monitor status	OFF or ON	OFF: Ignition switch off ON: Ignition switch ON	• Use this item to determine if the IGR relay is malfunctioning. • When the ignition switch is ACC, OFF is displayed.
IGR Relay Circuit (Inside) Monitor	IGR relay activation	OFF or ON	OFF: Ignition switch off ON: Ignition switch ON	• Use this item to determine if the IGR relay is malfunctioning. • When the ignition switch is ACC, OFF is displayed.
IGP Hold Circuit Monitor	IGP relay hold monitor status	OFF or ON	OFF: Ignition switch off ON: Ignition switch ON	-
ACC Relay Monitor	ACC relay activation	OFF or ON	OFF: Ignition switch off ON: Ignition switch ACC	When the ignition switch is ON, ON is displayed.
IGB Relay Monitor	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Vehicle Running Condition (Line)	Vehicle being driven or stopped	Stop or Running	Stop: Vehicle stopped Running: Vehicle being driven at 5 km/h (3 mph) or more	-
IGB Output Condition	IGB signal output monitor status	OFF or ON	OFF: IGB signal not output ON: IGB signal output	• When the ignition switch is ON, ON is displayed. • Use this item to determine if an IGB signal malfunction exists.

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
IGBD Condition	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Power Supply Condition	Power supply state	OFF, ACC ON, IGR ON, IGP ON or Starter ON	OFF: Ignition switch off ACC ON: Ignition switch ACC IGR ON: Ignition switch ON IGP ON: Ignition switch ON Starter ON: Sending hybrid control system start request signal	-
Shift P Signal Condition (Line)	Shift position P	Shift P, Other than shift P, Shift N or Other than shift P/N	Shift P: Shift position in P Shift N: Shift position in N Other than shift P/N: Other than shift position in P or N	Use this item to determine if the shift position switch is malfunctioning.
Powertrain Type	Vehicle identification	Cnv-MT, Cnv-AT, Cnv-MMT, S&S-MT, S&S-AT, S&S-MMT, HV/FCHV-AT, PHV/EV-AT or 1Motor HV-AT	HV/FCHV-AT: Hybrid control system models	-
Shift P Signal Mismatch	P position signal malfunction	Not Detected or Detected	Not Detected: Signal normal Detected: Signal malfunction (signals via CAN communication and direct line do not match)	Even when Detected is displayed, it is still possible to turn the ignition switch off (the power source mode will not be stuck in ACC or ON).
Steering Lock - Unlock Time Out	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Key Certification Time Out	Key verification malfunction	Not Detected or Detected	Not Detected: Verification normal Detected: Verification error (Detected due to the electrical key transmitter sub-assembly ID code	When the hybrid control system cannot be started due to a key verification error, Yes is displayed.

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
			and the ID code stored in the certification ECU (smart key ECU assembly) not matching)	
IGR Relay Circuit (Outside) Malfunction	IGR relay coil circuit malfunction	Not Detected or Detected	Not Detected: Circuit normal Detected: Circuit malfunctioning	• Use this item to determine if the IGR relay is malfunctioning. • When the hybrid control system cannot be started due to an IGR relay malfunction, NG is displayed.
IGP Relay Circuit (Outside) Malfunction	IGP relay coil circuit malfunction	Not Detected or Detected	Not Detected: Circuit normal Detected: Circuit malfunctioning	• Use this item to determine if the IGP relay is malfunctioning. • When the hybrid control system cannot be started due to an IGP relay malfunction, NG is displayed.
Auto Power OFF Cancel Mode	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.



To check if the Data List display changes, get into the vehicle while carrying an electrical key transmitter sub-assembly and perform the following operations with the ignition switch off and the shift position in P.

- *1: Press the power switch with the brake pedal released and check that the ignition switch turns ACC.
- *2: Press the power switch with the brake pedal released and check that the ignition switch turns ON.
- *3: Depress the brake pedal (stop light switch assembly is on).
- *4: Press the power switch with the brake pedal depressed and check that the hybrid control system starts.
- *5: Press the power switch with the brake pedal depressed and check that the ignition switch turns off.
- *6: Release the brake pedal.

Body Electrical > Smart Key > Data List

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
Cut Fuse	Cut fuse installed	OFF or ON	OFF: Cut fuse not installed ON: Cut fuse installed	-
Electronic Key No Response	Communication response	No or Yes	No: Communication normal Yes: Communication malfunction	If there is wave interference in the LF band that the vehicle uses for transmission or the RF band that the electrical key transmitter sub-assembly uses for transmission, "Yes" may be displayed for "No Response" in the Data List.) Other potential causes: • An electrical key transmitter sub-assembly from a different vehicle is being used. • The electrical key transmitter sub-assembly or certification ECU (smart key ECU assembly) is malfunctioning.
Key Low Battery	Transmitter battery depleted	No or Yes	No: Transmitter battery not depleted Yes: Transmitter battery depleted	The electrical key transmitter sub-assembly sends voltage information to the certification ECU (smart key ECU assembly) when it is transmitting. "Yes" is displayed for the Data List item "Key Low Battery" when this voltage information indicates 2.2 V or less. This Data List item should be checked when the electrical key transmitter sub-assembly is at room temperature (example: at -20°C (-4°F), "Yes" may be displayed even if the transmitter battery is new).
B Code Difference	ECU code mismatch	No or Yes	No: Communication normal Yes: Communication malfunction	-

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
B Code Registered	ECU code registration status	No or Yes	No: ECU code not registered correctly Yes: ECU code registered correctly	-
Immobiliser	Immobiliser system status determined by certification ECU (smart key ECU assembly)*5	Set or Unset	Set: Immobiliser set (hybrid control system start prohibited) (ignition switch off) Unset: Immobiliser unset (hybrid control system start permitted) (ignition switch ACC or ON)	The hybrid control system cannot be started when Set is displayed. **HINT:** • The security indicator light blinks when Set is displayed. • The security indicator light is linked with set/unset of the immobiliser.
Immobiliser when IG=ON	Immobiliser function status when ignition switch ON	Unset or Set	Unset: Immobiliser function not set with ignition switch ON or immobiliser function unset 40 times after immobiliser function set Set: Immobiliser function set (driver door opened and closed with ignition switch ON)	-
Master Key	Matching of master key ID code and ID code registered in certification ECU (smart key ECU assembly)	No or Yes	No: ID code of master key does not match ID code registered in certification ECU (smart key ECU assembly) Yes: ID code of master key matches ID code registered in certification ECU (smart key ECU assembly)	-
Sub Key	Matching of sub key ID code and ID code registered in certification ECU (smart key ECU assembly)	No or Yes	No: ID code of sub key does not match ID code registered in certification ECU (smart key ECU assembly) Yes: ID code of sub key matches ID code registered in certification ECU (smart key ECU assembly)	-

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
BCC Malfunction	**Type A:** BCC signal status of transponder chip*1	No or Yes	No: BCC signal normal Yes: BCC signal malfunction (malfunction in code computation in electrical key transmitter sub-assembly/certification ECU (smart key ECU assembly))	Problems may be caused by the following: • Communication errors due to wave interference (LF). • The electrical key transmitter sub-assembly or certification ECU (smart key ECU assembly) malfunctioning.
Abnormal Status	**Type A:** Transponder chip status signal*1	No or Yes	No: Transponder chip status signal normal Yes: Transponder chip status signal malfunction (malfunction in code computation in electrical key transmitter sub-assembly/certification ECU (smart key ECU assembly))	Problems may be caused by the following: • An electrical key transmitter sub-assembly from a different vehicle is being used. • The electrical key transmitter sub-assembly or certification ECU (smart key ECU assembly) malfunctioning.
Encrypt Code Difference	Matching of transponder chip code and certification ECU (smart key ECU assembly) code*1	No or Yes	No: Codes of transponder chip and certification ECU (smart key ECU assembly) match Yes: Codes of transponder chip and certification ECU (smart key ECU assembly) do not match	Problems may be caused by the following: • An electrical key transmitter sub-assembly from a different vehicle is being used. • The electrical key transmitter sub-assembly or certification ECU (smart key ECU assembly) malfunctioning.
Different Serial Number	**Type A:** Vehicle serial number*1	No or Yes	No: Signal from transponder chip and vehicle serial number stored in the certification ECU (smart key ECU assembly) match	Problems may be caused by the following: • An electrical key transmitter sub-assembly from a

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
			Yes: Signal from transponder chip and vehicle serial number stored in the certification ECU (smart key ECU assembly) do not match	different vehicle is being used. • The electrical key transmitter sub-assembly or certification ECU (smart key ECU assembly) malfunctioning.
Frame Error	**Type A:** State of data sent from electrical key transmitter sub-assembly	No or Yes	No: No problem with data sent from electrical key transmitter sub-assembly Yes: Problem with data sent from electrical key transmitter sub-assembly	Problems may be caused by the following: • Communication errors due to wave interference • The electrical key transmitter sub-assembly or certification ECU (smart key ECU assembly) malfunctioning.
No Response	**Type A:** Electrical key transmitter sub-assembly response to signal from certification ECU (smart key ECU assembly)	No or Yes	No: Electrical key transmitter sub-assembly responds to signal from certification ECU (smart key ECU assembly) Yes: Electrical key transmitter sub-assembly does not respond to signal from certification ECU (smart key ECU assembly)	Problems may be caused by the following: • A key from a different vehicle is being used. • The electrical key transmitter sub-assembly, certification ECU (smart key ECU assembly) or power switch malfunctioning.
Steering Lock Sleep Condition	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Steering Lock Start Condition	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Steering Lock Data Fix	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Start Condition	-	-	-	Although the item is displayed on the GTS, it is not applicable to this

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
				vehicle.
Sensor Malfunction History	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Power Supply Short History	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Motor Driver Short History	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Lock/Unlock Receive History	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Lock Bar Stuck Error History	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Data Access Error	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Open in IG2 History	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
ID-BOX Sleep Condition	ID code box (immobiliser code ECU) sleep mode status*5	No or Yes	No: ID code box (immobiliser code ECU) sleep mode not possible Yes: ID code box (immobiliser code ECU) sleep mode possible	-
ID-BOX Start Condition	ID code box (immobiliser code ECU) status*2	No or Yes	No: Wake-up signal not sent by ID code box (immobiliser code ECU) Yes: Wake-up signal sent by ID code box (immobiliser code ECU)	-

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
EFI Code Receive	Certification information sent to ID code box (immobiliser code ECU) from hybrid vehicle control ECU when hybrid vehicle control ECU receives hybrid control system start permission signal from ID code box (immobiliser code ECU)*3,*5	OK or NG	OK: Signal from hybrid vehicle control ECU to unset immobiliser received by ID code box (immobiliser code ECU) NG: Signal from hybrid vehicle control ECU to unset immobiliser not received by ID code box (immobiliser code ECU)	-
Start Request	Immobiliser unset (hybrid control system start permitted) signal from certification ECU (smart key ECU assembly) to ID code box (immobiliser code ECU) received state*5	OK or NG	OK: Signal received NG: Signal not received	• The ID code box (immobiliser code ECU) receives the immobiliser unset (hybrid control system start permitted) signal from the certification ECU (smart key ECU assembly) and hybrid control system start permitted when OK is displayed. • The hybrid control system cannot be started when NG is displayed.
12bit Code Request Receive	12-bit code request condition	OK or NG	OK: 12-bit code request condition signal received NG: 12-bit code request condition signal not received	-
S Code Check	Verification result between certification ECU (smart key ECU assembly) and ID code box (immobiliser code ECU)*4	OK or NG	OK: Verification result normal NG: Verification result abnormal	When NG is displayed: • The ID code for the certification ECU (smart key ECU assembly) or ID code box (immobiliser code ECU) is not registered, or the certification ECU (smart key ECU assembly) or ID code box (immobiliser code ECU) is malfunctioning.

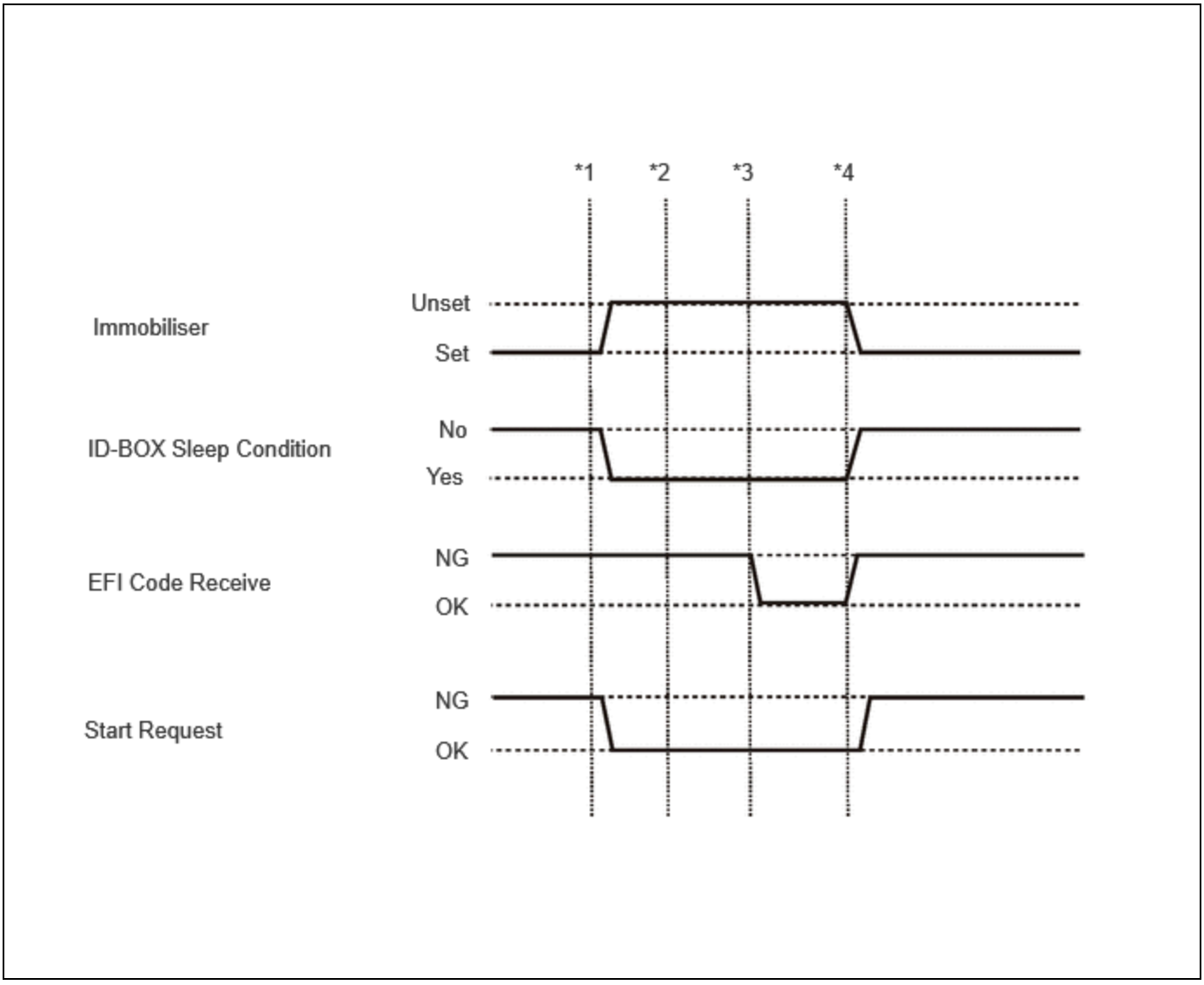
TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
				• The hybrid control system cannot be started.
L Code Check	Status of L code registered in the ID code box (immobiliser code ECU)	OK or NG	OK: Normal NG: Abnormal	When NG is displayed: • The ID code box (immobiliser code ECU) is malfunctioning. • The hybrid control system cannot be started.
Steering Unlock Request Receive	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
Steering Lock Request Receive	-	-	-	Although the item is displayed on the GTS, it is not applicable to this vehicle.
EFI Communication	State of communication to unset immobiliser between certification ECU (smart key ECU assembly) and hybrid vehicle control ECU	NG or OK	NG: Communication to unset immobiliser has not started between certification ECU (smart key ECU assembly) and hybrid vehicle control ECU OK: Communication to unset immobiliser has started between certification ECU (smart key ECU assembly) and hybrid vehicle control ECU	If this item displays "NG" even though the conditions to unset the immobiliser have been met and the value of Data List item "Start Request" is "OK", the hybrid vehicle control ECU may be malfunctioning. When the hybrid control system cannot be started, use this Data List item during troubleshooting.
S Code Check (Past)	Verification result history between the certification ECU (smart key ECU assembly) and ID code box (immobiliser code ECU)	OK or NG	OK: History of abnormal verification result does not exist NG: History of abnormal verification result exists	-
L Code Check (Past)	History of code in ID code box (immobiliser code ECU)	OK or NG	OK: History of abnormal verification result does not exist	-

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
			NG: History of abnormal verification result exists	
EFI Communication Code Status	Status of EFI communication code	OK or NG	OK: Signal from hybrid vehicle control ECU was correct NG: Signal from hybrid vehicle control ECU was incorrect	-
EFI Communication Status	Status of EFI communication	OK or NG	OK: Communication normal between certification ECU (smart key ECU assembly) and hybrid vehicle control ECU NG: Communication malfunction between certification ECU (smart key ECU assembly) and hybrid vehicle control ECU	-
EFI Communication Speed	Status of EFI communication speed	OK or NG	OK: Communication speed normal NG: Communication speed abnormal	-
ID-Box Wait Status	Wait status of ID code box	Normal or Waiting	Normal: ID code box not waiting Waiting: ID code box waiting	-
S/L Code Registration Error History	Status of S/L code registration	OFF or ON	OFF: S/L code registration was completed normally ON: S/L code registration was not completed normally	-
Number of Registered Key Codes	Number of registered electrical key transmitter sub-assemblies	**Type A:** 0 to 7 **Type B:**	Number of registered electrical key transmitter sub-assemblies	**Type A:** Up to 7 electrical key transmitter sub-assemblies can be registered. **Type B:**

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
		0 to 4		Up to 4 electrical key transmitter sub-assemblies can be registered.
Start Switch Light Function	Power switch light	OFF or ON	Customize setting displayed	-

HINT:

- *1: This indicates that there is a problem with the communication format between the electrical key transmitter sub-assembly and certification ECU (smart key ECU assembly). Wave interference, malfunction of the electrical key transmitter sub-assembly or certification ECU (smart key ECU assembly), an electrical key transmitter sub-assembly from different vehicle being used, etc. are possible causes.
- *2: This indicates that transmission of the wake-up signal is possible ("Yes" indicates that the signal to begin verification-related LIN communication is being sent). When communication is being performed between the certification ECU (smart key ECU assembly) and hybrid vehicle control ECU, the display changes to "Yes".
- *3: This indicates that the hybrid control system start permission request signal (EGST) output from the hybrid vehicle control ECU is being received by the ID code box (immobiliser code ECU).
- *4: This indicates the certification result of the certification codes of the certification ECU (smart key ECU assembly) and ID code box (immobiliser code ECU).
- *5: Refer to the following Data List items when inspecting the actual vehicle.



To check if the Data List display changes, get into the vehicle while carrying an electrical key transmitter sub-assembly and perform the following operations with the ignition switch off and the shift position in P.

- *1: Press the power switch with the brake pedal released and check that the ignition switch turns ACC.
- *2: Press the power switch with the brake pedal released and check that the ignition switch turns ON.
- *3: Press the power switch with the brake pedal released and check that the power starts.
- *4: Press the power switch and check that the ignition switch turns off.

Body Electrical > Combination Meter > Data List

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
Vehicle Speed Meter	Vehicle speed	Min.: 0, Max.: 255	Almost same as actual vehicle speed (Speedometer tester)	-

Chassis > Brake/EPB > Data List

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
Vehicle Speed	Vehicle speed	Min.: 0.0 km/h (0 mph) Max.: 6553.5 km/h (4072 mph)	Vehicle stopped: 0.0 km/h (0 mph)	When driving at constant speed: No large fluctuations

Body Electrical > Main Body > Data List

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
FR Door Courtesy Switch Status	Front door RH courtesy light switch signal	Close or Open	Close: Front door RH closed Open: Front door RH open	-
FL Door Courtesy Switch Status	Front door LH courtesy light switch signal	Close or Open	Close: Front door LH closed Open: Front door LH open	-
RR Door Courtesy Switch Status	Rear door RH courtesy light switch signal	Close or Open	Close: Rear door RH closed Open: Rear door RH open	-

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
RL Door Courtesy Switch Status	Rear door LH courtesy light switch signal	Close or Open	Close: Rear door LH closed Open: Rear door LH open	-

Powertrain > Hybrid Control > Data List

TESTER DISPLAY	MEASUREMENT ITEM	RANGE	NORMAL CONDITION	DIAGNOSTIC NOTE
Stop Light Switch	Brake pedal signal	OFF or ON	OFF: Brake pedal released ON: Brake pedal depressed	-

ACTIVE TEST

HINT:

Using the GTS to perform Active Tests allows relays, VSVs, actuators and other items to be operated without removing any parts. This non-intrusive functional inspection can be very useful because intermittent operation may be discovered before parts or wiring is disturbed. Performing Active Tests early in troubleshooting is one way to save diagnostic time. Data List information can be displayed while performing Active Tests.

(a) Connect the GTS to the DLC3.

(b) Turn the ignition switch to ON.

(c) Turn the GTS on.

(d) Enter the following menus: Body Electrical / Smart Key / Active Test.

(e) Perform Active Test according to the display on the GTS.

Body Electrical > Smart Key > Active Test

TESTER DISPLAY	MEASUREMENT ITEM	CONTROL RANGE	DIAGNOSTIC NOTE
Start SW Light Power Supply	Power switch light	OFF/ON	-
Immobiliser Indicator	Security indicator light	OFF/ON	-