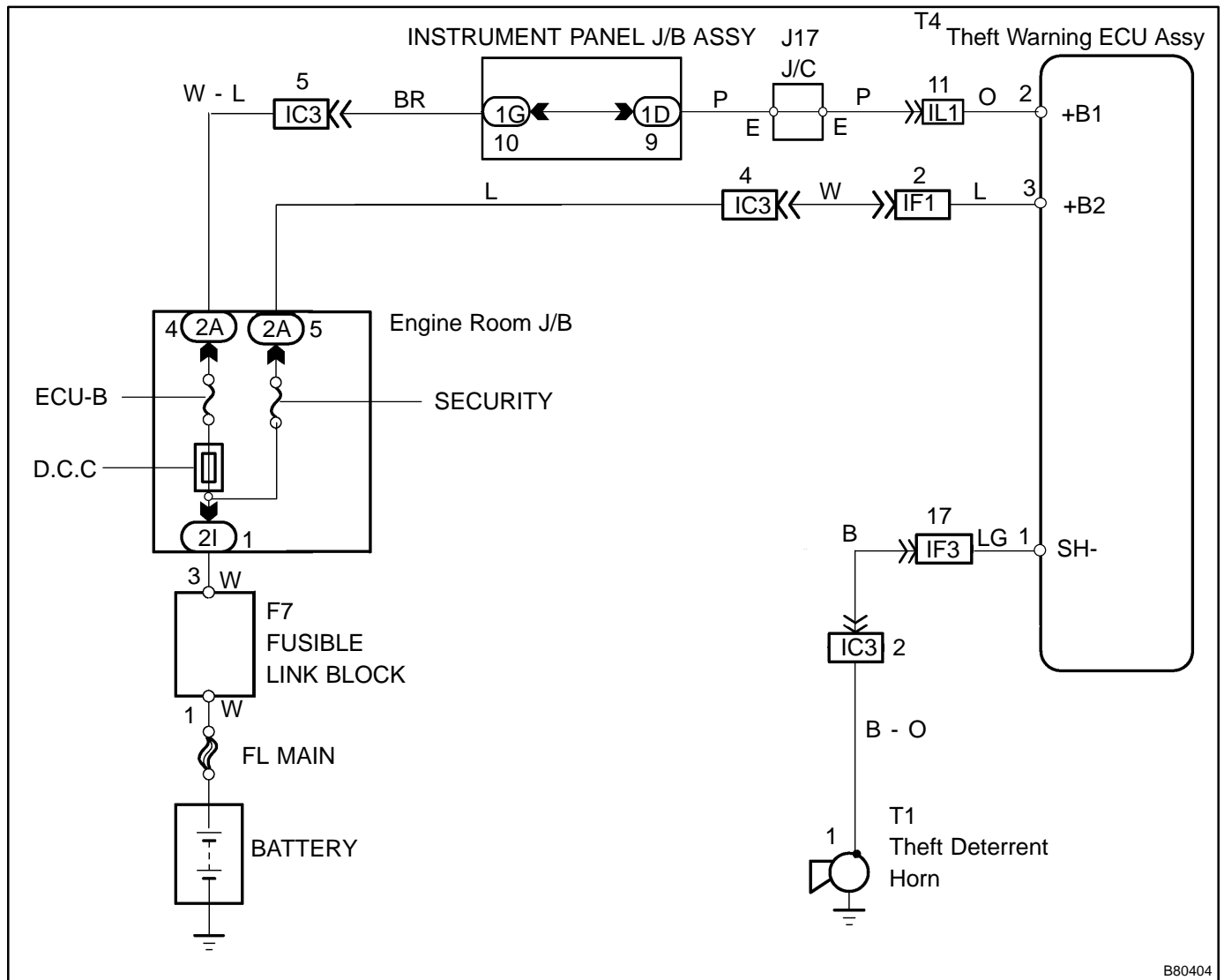


## THEFT DETERRENT HORN CIRCUIT

### CIRCUIT DESCRIPTION

When the theft deterrent system is operating, the relay in the ECU turns on and off in a cycle of approximately 0.2 seconds, causing the theft warning horn to blow (see the wiring diagram below).

### WIRING DIAGRAM



### INSPECTION PROCEDURE

#### 1 CHECK THEFT WARNING ECU ASSY (SECURITY)

- Remove the SECURITY fuse from the engine room J/B.
- Measure the resistance.

**Standard: Below 1  $\Omega$**

NG

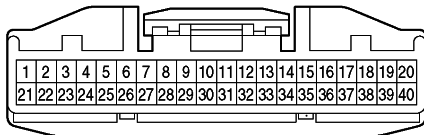
REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

## 2 CHECK THEFT WARNING ECU ASSY (THEFT WARNING ECU - BODY GROUND)

### Wire Harness Side

T4  
Theft Warning ECU Assy



B63408

- Disconnect the T4 ECU connector.
- Measure the voltage between the T4 ECU connector and body ground.

#### Standard:

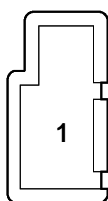
Tester Connection	Specified Condition
T4-3 (+B2) - Body ground	10 to 14 V

NG

**REPAIR OR REPLACE HARNESS AND CONNECTOR**

OK

## 3 CHECK SECURITY HORN ASSY



Y B51580

B64984

- Disconnect the T1 security horn connector.
- Check operation of the security horn.

#### Standard:

Measurement Condition	Specified Condition
Battery positive (+) → Terminal 1	Security horn blows
Battery negative (-) → Body ground	

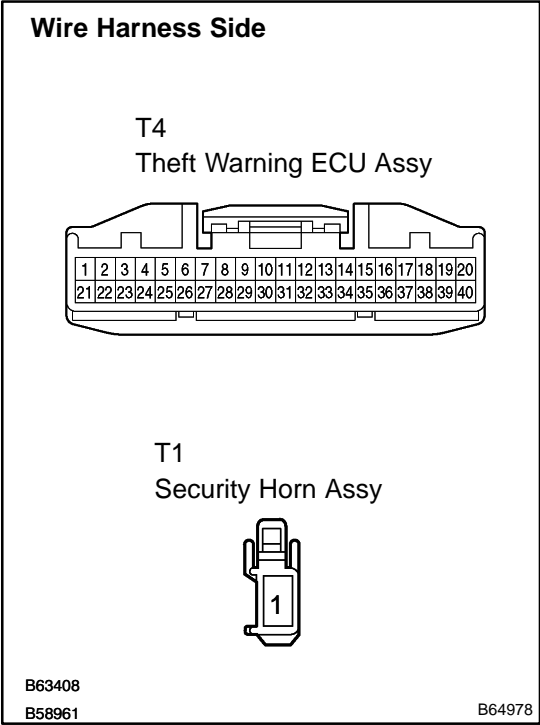
NG

**REPAIR OR REPLACE HARNESS AND CONNECTOR**

OK

4

CHECK SECURITY HORN ASSY (THEFT WARNING ECU ASSY - SECURITY HORN ASSY)



- (a) Disconnect the T4 ECU connector.
- (b) Disconnect the T1 security horn connector.
- (c) Measure the resistance between the wire harness side connectors.

Standard:

Tester Connection	Specified Condition
T4-1 (SH-) - T1-1	Below 1 Ω

NG

REPLACE SECURITY HORN ASSY

OK