

Toyota Immobilizer Virgin Dumps

Kwanza kabiiisa, thank you for giving us your "beers & data". It is well appreciated lakini we go only use English maana maneno fulani yako "ilivyo"!

Sasa, U now have a collection of Toyota immobilizer virgin files (dumps) for resetting various Toyota cars' Immobilizer systems. These are needed in order to make the vehicle accept new or used keys.

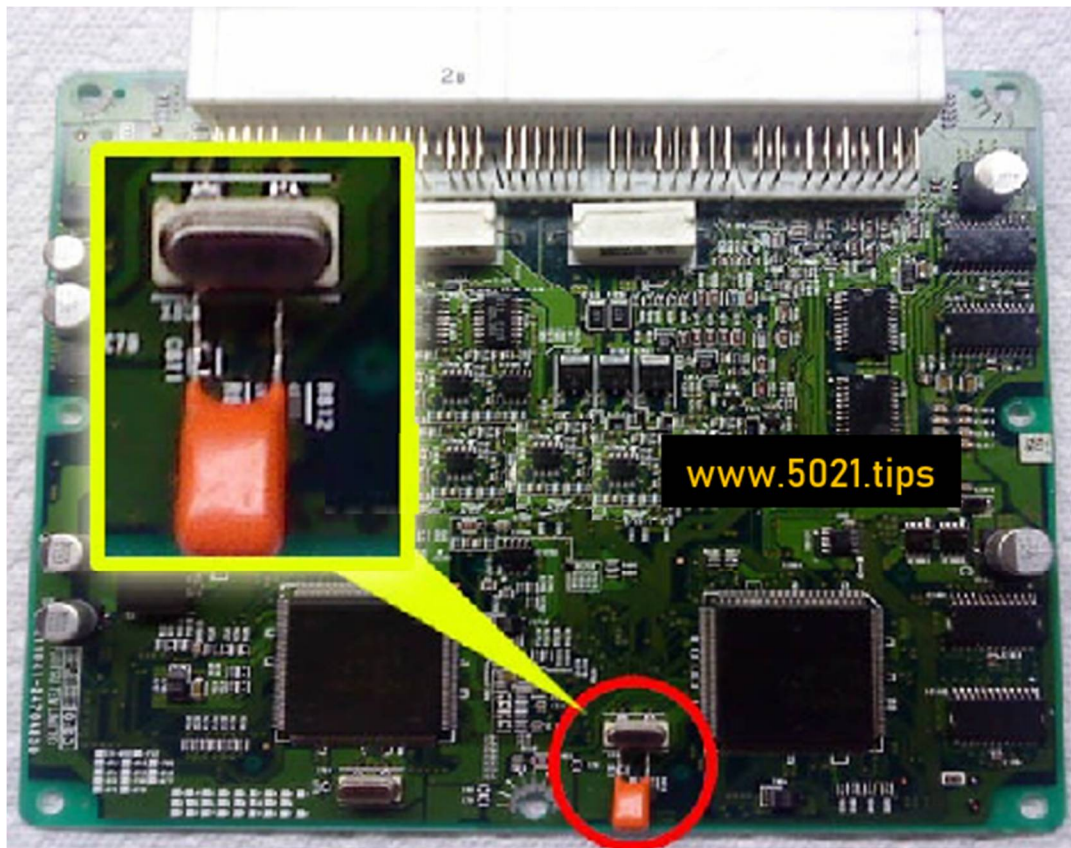
These files are in binary (.bin) format and can be read au written kwa serial EEPROM programmer yeyote.

Kusema "virgin", it mean that these files, when programmed (written) into the immobilizer EEPROM chip of the right vehicle, bila kukosea, it will put the immobilizer circuit in auto registration mode, which is when it will register the first "compatible", yaaani compatible key that's used, remember, lazima iwe compatible (kuingiliana), making it the master key. After that, similar keys can be added. Tuko pamoja?

For this to work, the ECU must be uninstalled from the vehicle first and opened in a table so it can be worked out au on. Then, the immobilizer EEPROM chip must be located and read, say like with a SOIC-8 SMD clip connected to the EEPROM Programmer. The file that is read, should be saved as a binary file as a backup for possible future needs. After the file is read and backed up, the corresponding virgin file must be written in the immobilizer EEPROM and the ECU reinstalled in the car afterwards. Like below, you will see the most used EEPROMs in immobilizer systems.

	<table border="1"> <tr><td>24C01</td><td>128 Bytes</td></tr> <tr><td>24C02</td><td>256 Bytes</td></tr> <tr><td>24C04</td><td>512 Bytes</td></tr> <tr><td>24C08</td><td>1 KByte</td></tr> <tr><td>24C16</td><td>2 KBytes</td></tr> </table>	24C01	128 Bytes	24C02	256 Bytes	24C04	512 Bytes	24C08	1 KByte	24C16	2 KBytes		<table border="1"> <tr><td>25010</td><td>128 Bytes</td></tr> <tr><td>25020</td><td>256 Bytes</td></tr> <tr><td>25040</td><td>512 Bytes</td></tr> <tr><td>25080</td><td>1 KByte</td></tr> <tr><td>25160</td><td>2 KBytes</td></tr> </table>	25010	128 Bytes	25020	256 Bytes	25040	512 Bytes	25080	1 KByte	25160	2 KBytes
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		<table border="1"> <tr><td>93C46</td><td>128 Bytes</td></tr> <tr><td>93C56</td><td>256 Bytes</td></tr> <tr><td>93C66</td><td>512 Bytes</td></tr> <tr><td>93C76</td><td>1 KByte</td></tr> <tr><td>93C86</td><td>2 KBytes</td></tr> </table>	93C46	128 Bytes	93C56	256 Bytes	93C66	512 Bytes	93C76	1 KByte	93C86	2 KBytes	<p>Vcc - +5v CE - Chip Enable SDA - Serial Data I/O SDK - Serial Data Clock ORG - Mem Organization (8 or 16 Bits) DC - Don't Connect WP - Write Protect SDI - Serial Data Input SDO - Serial Data Output Hold - Halt Serial Data Input Mode - Write Mode(Byte/Page)</p>	<p>9389363 = 25AA040 (Microchip)</p>									
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Sasa, when reading the EEPROM "in circuit", that is, without disordering the EEPROM chip, while in some cars there will be no problem, with some others the crystal oscillator must be jumped to avoid the microcontroller from attempt to run with the EEPROM programmer's supplied voltage, corrupting this way the data being read. You will know when data is corrupted if after reading the EEPROM for three or four times in a row, a different checksum is given to every single read. If you are able to read the EEPROM for about four times in a row and the checksum is always the same and it is other than "0000" or "FF00", then the read is correct. Incorrect reads can be caused by loose connections between the SOIC-8 clip or any reader and the chip, or if the mentioned problem with the crystal is present and not corrected with a jumper or capacitor, as shown in this picture.



Hapo juu, we have an example of how to jump the crystal oscillator. It can be done with a piece of wire or like in the picture, with a capacitor of 1uf. If using a capacitor, the value is not critical as long as it is 1uf or more. Either the capacitor or jumper wire, must be soldered in parallel to the pins of the crystal.

The Toyota immobilizer system is composed of various components and when the immobilizer fails, a reset will not necessarily fix the problem. It is composed by the transponder chip inside the key, the ring antenna in the ignition lock for interacting with the key, the immobilizer signal amplifier, the engine ecm and in many models, a separate immobilizer module or immobox. When the immobox is not present, the reset must be done in the EEPROM of the ecm. Otherwise, the reset is done only to the EEPROM of the immobox. Go <http://5021.tips/epromdata/> for more on deal with EEPROM

Hapa chini U see an example of the location of the immobox katika models tofauti tofauti. In this example, a Toyota Corolla is shown. When file is for a part number that starts with "89661", it is for the engine ECM. On the other hand, if it starts with "89780", then it is the immobox. In the package, you should have a folder with all the files and a list of such file out of that folder.



Preparing the ECM for Re-Flashing/Programming

Sii obviously, lazima you locate & remove the ECM from itoke kwa gari....kama hapa chini!



The actual device (chip) which needs to be re-flashed, will be an eight legged **SMD** (Surface Mounted Device) EEPROM which is circled in **red!!** Or <http://5021.tips/kujuachipkwnye-controlbox/> download a program show EEPROM



On other cases, the EEPROM will be located at the bottom part of the circuit board.

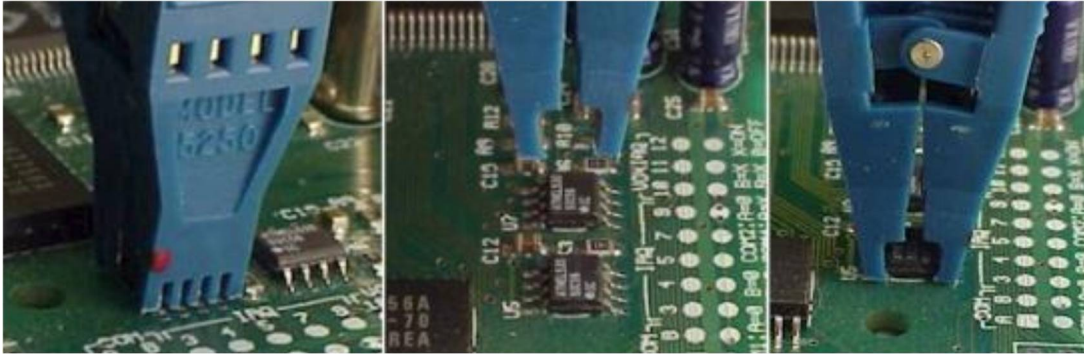


U'll identify the EEPROM by the numbers on the circuit board, which in most cases will be "IC900" and by the numbers on the top of the device itself, which will be any of following...au zingine!

24c02 25020 24c04 25080 93c56 93c66 95080 95040

Now you will need to READ the contents from the EEPROM device using the Programmer and an SMD Clip (to interface the EEPROM to your programmer) and save it as a backup of the original file and load the virgin version of the needed file into the programmer and write it to the EEPROM.

Ensure you place the SMD Clip in the correct orientation. Otherwise the Read/Write process will not be possible.



Once done, you just reinstall the ECM and try ONLY in the car to be used on, as it will be locked to it. If it is tested on any other car, it will be locked to that other car and won't work on the target one, needing to redo the whole process again.

NOTE: The circuit on Some ECMs will not allow to program the EEPROM on circuit. On that case, if you do not succeed after various attempts of reflashing the EEPROM, you should either take the chip out (unsolder) and do the process off-circuit, or try the crystal jumping trick.

It is not uncommon to find that Corolla's and Celica's may use the same data structure for example, so if you do not have or can not locate the needed file, you should check ALL the files until you find one similar in structure....OK?

Registering New Keys to a Virgin ECM

Once the ECM has been re-flashed and installed back into the vehicle, you can register your keys (if are new) by placing the Master into the ignition, turn it until all the Instrument Cluster lights illuminate (position 2) and count to 10. Now remove the key and repeat again for the 2nd and 3rd key. You have now all three keys programmed. If keys are used, just inserting the Master key of the set will do the job.

Registering Additional Master Keys

(Registering additional Keys where a Master key is available)

The typical procedure for registering additional master immobilizer keys is fairly straightforward. Carefully study the entire procedure first so you're ready to follow the directions accurately and promptly. Begin by having new master keys cut to match the original one. Slide a valid existing master key into the ignition switch. Floor the gas pedal and release it five times within 15 seconds. After you've done that, depress and release the brake pedal six times within 20 seconds. Now, you must remove this key and insert the unregistered master key within 10 seconds of completing the gas-pedal/brake-pedal workout.

After you insert the unregistered key, floor and release the gas pedal one more time within 10 seconds. Now the security light or the word **SECURITY** on the instrument cluster will begin blinking. Then, the security light stops blinking after about 60 seconds. This tells you that the new key is registered.

If you want to register another new master key, you must slide it into the ignition switch within 10 seconds of when the light stops blinking. Then promptly floor the gas pedal and release it. Wait for the security indicator on the instrument panel to stop blinking and the second key is registered. Usually you can register up to seven master keys.

Please remember, you cannot create a new master key from a valet or sub key, which is gray. Watch out for a well-used valet key that the sunlight has darkened so much it almost looks like a black master key.

www.5021.tips

Kindly do extra research, maana hii ni kama 40% of what U may need to TO to To...kazi!

