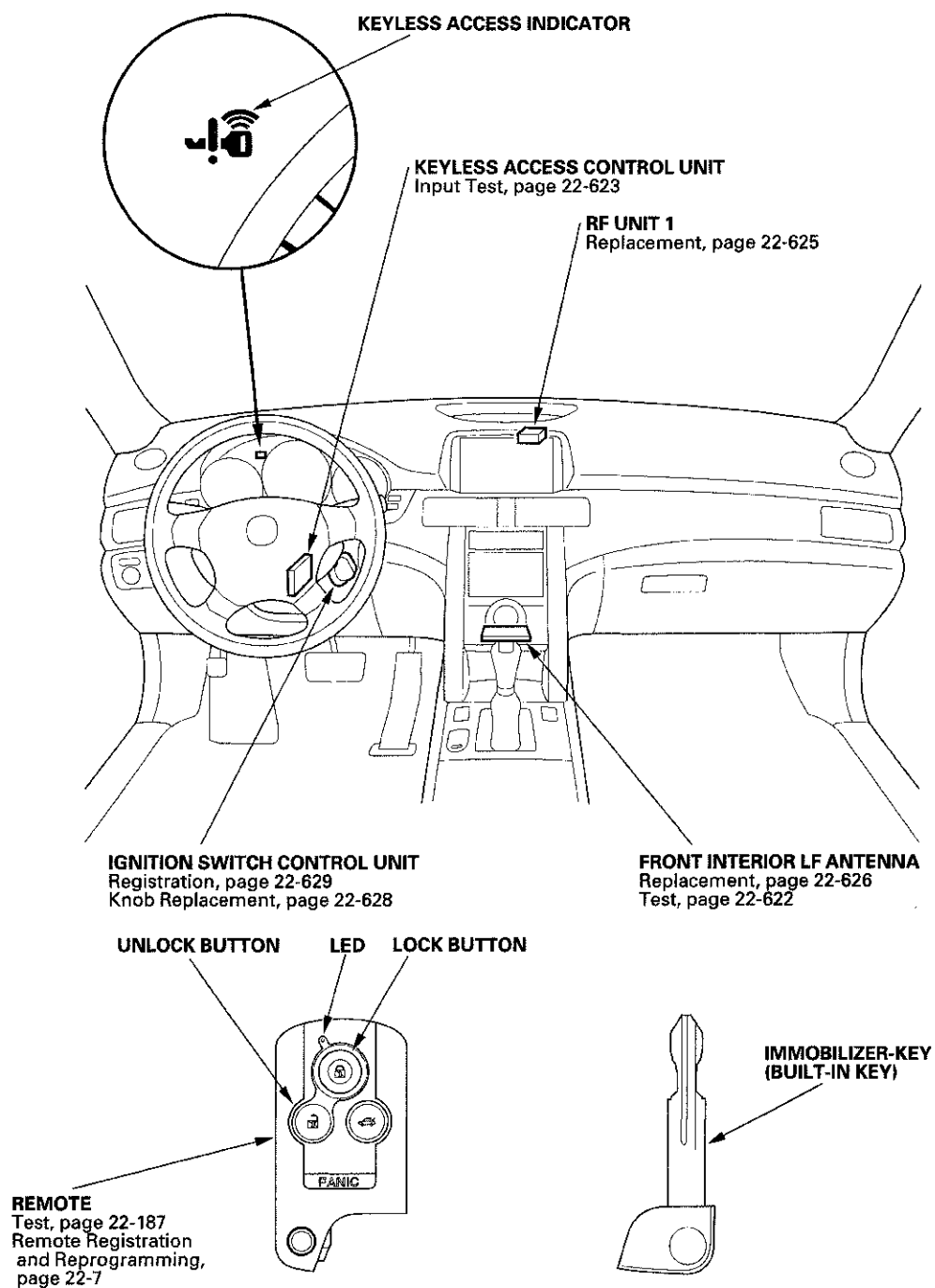


Keyless Access System



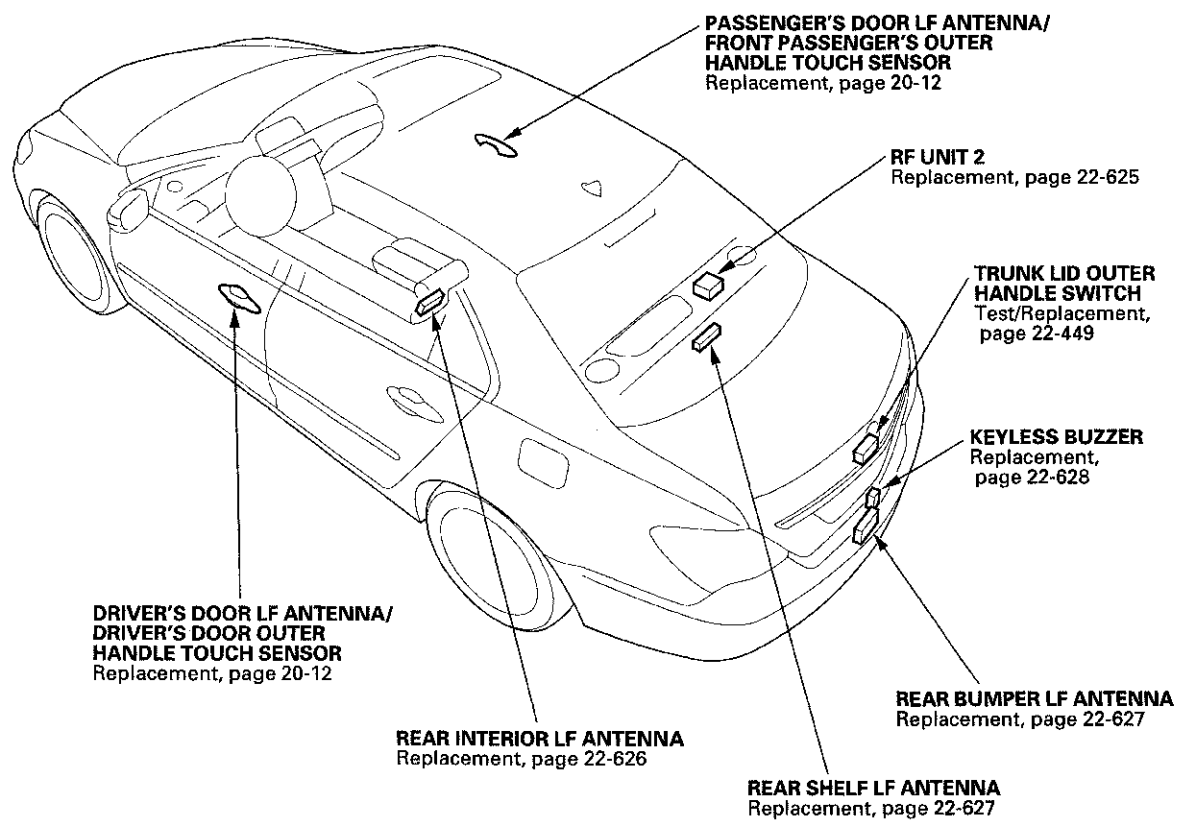
Component Location Index



(cont'd)

Keyless Access System

Component Location Index (cont'd)





System Description

The keyless access system consists of the keyless access control unit, the ignition switch control unit, the door outer handle touch sensors, the LF (low frequency) antennas, the RF (radio frequency) units, the keyless access indicator, the keyless buzzer, and the remote. The function of the system is to allow the driver keyless entry into the vehicle along with starting the engine without an ignition key.

RF (Radio Frequency) Units

RF unit 1 is located behind the display control module and RF unit 2 is located on the rear shelf. The RF units combine the RF signal sensing and RF signal receiving to identify the remote's code.

LF (Low Frequency) Antennas

The front interior, rear interior and rear shelf LF antennas send the signals to the remote placed in the interior. The driver's door, front passenger's door, and rear bumper antennas send the signals to the keyless remote outside the vehicle.

Ignition Switch Control Unit

The ignition switch control unit is built in the ignition switch, and it controls the steering lock solenoid. When the built-in key is inserted in the ignition switch or the remote code is identified, the ignition switch control unit makes the steering lock solenoid release.

Touch Sensor and Lock Buttons

The touch sensors and lock buttons are built into the driver's and front passenger's door outer handles. To operate the door locks without the built-in key while carrying the remote, grip the door outer handle to unlock the doors and press the lock button on the door outer handle to lock the doors.

Fail-safe Function

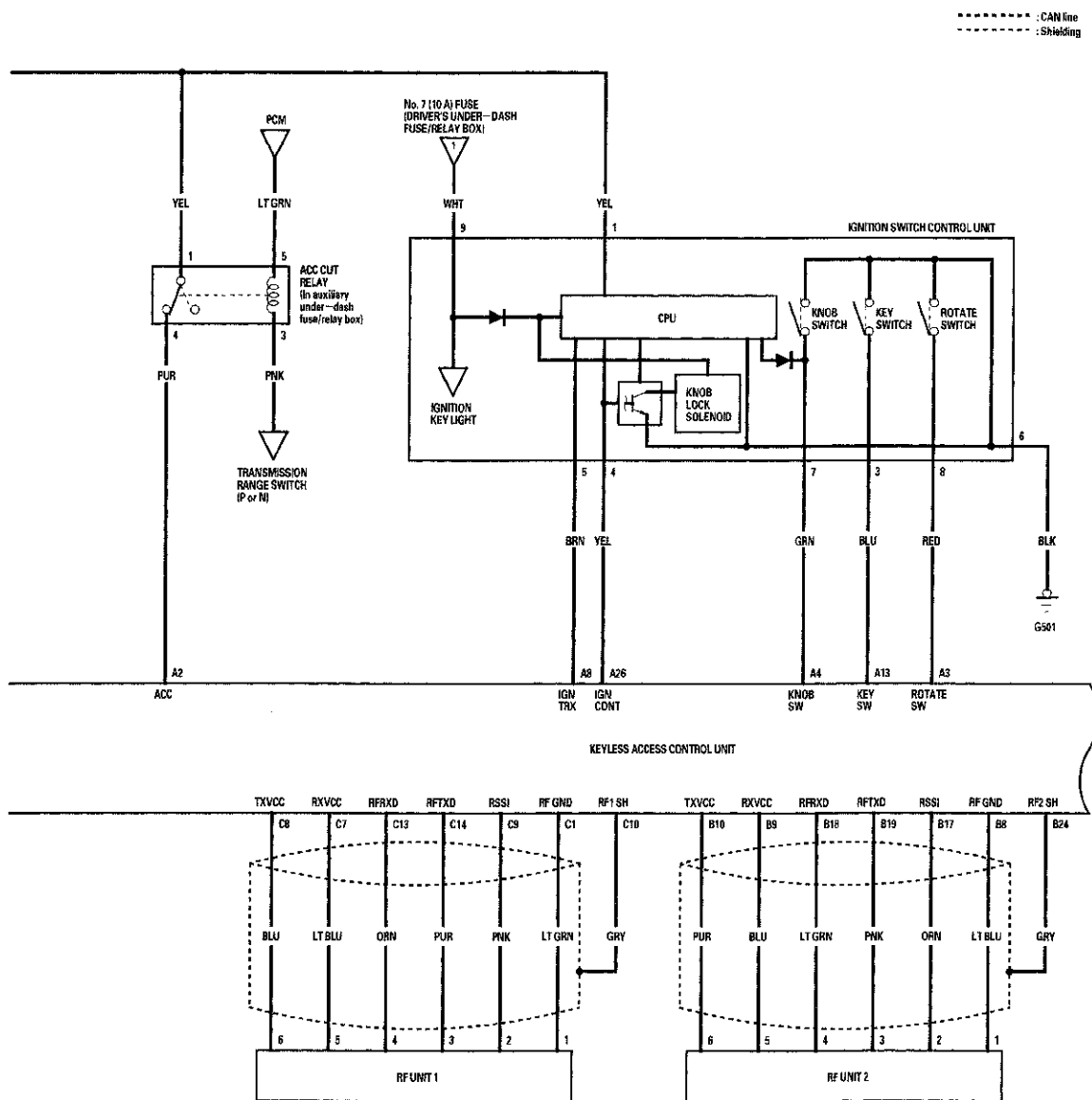
The system has a fail-safe function. If any malfunction occurs, the keyless access indicator in the gauge comes on.

Self-diagnostic Function

The system also has a self-diagnostic function.

Circuit Diagram

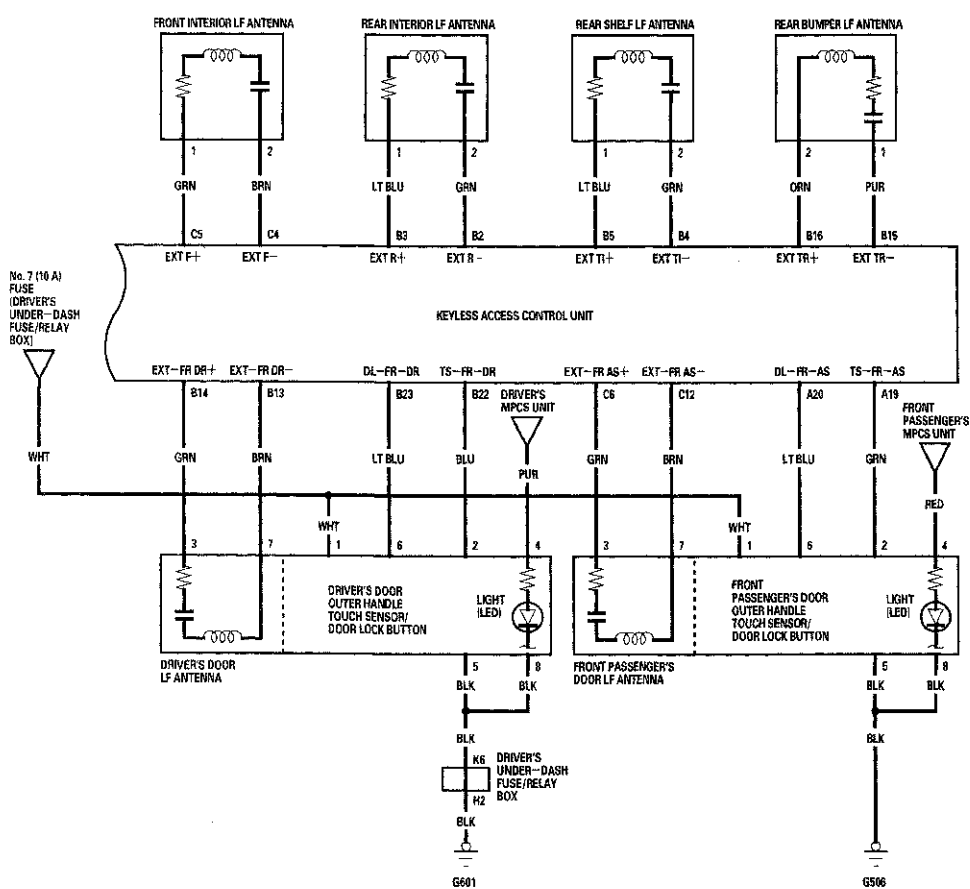




(cont'd)

Keyless Access System

Circuit Diagram (cont'd)



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General Troubleshooting Information

Self-diagnosis Function

The keyless access system has a self-diagnosis function. If any malfunction is stored in the keyless access control unit, the DTC codes can be determined by the keyless access indicator blinking pattern.

Short the SCS line with the HDS, then turn the ignition switch to ON (II). The keyless access indicator starts to show the DTCs if any DTCs are stored.

The DTC is cleared when the battery terminal is disconnected, or by removing the No. 15 (40 A) fuse from the under-hood fuse/relay box.

DTC	Keyless access indicator DTC		Description
B1600	100	—	Keyless Access Control Unit Bus Line Error (BUS OFF) (see page 22-148)
B1601	1	○*	Keyless Access Control Unit Internal (CPU) Error (see page 22-582)
B1602	2	○*	Keyless Access Control Unit Internal (EEPROM) Error (see page 22-582)
B1605	5	—	Keyless Access Control Unit Lost Communication With MICU (MICU Message) (see page 22-582)
B1610	10	—	Keyless Access Control Unit Lost Communication With Gauge Control Module (VSP/NE Message) (see page 22-583)
B1613	13	—	Keyless Access Control Unit Lost Communication With Driver's MPCS Unit (DOORSW Message) (see page 22-583)
B1614	14	—	Keyless Access Control Unit Lost Communication With Driver's MPCS Unit (DRLOCKSW Message) (see page 22-583)
B1615	15	—	Keyless Access Control Unit Lost Communication With Driver's MPCS Unit (ASLOCKSW Message) (see page 22-583)
B1626	26	○*	Ignition Switch Control Unit No Response (see page 22-584)
B1627	27	○*	RF Unit 1 Not Connected (see page 22-587)
B1628	28	○*	RF Unit 2 Not Connected (see page 22-589)
B1640	40	○*	RF Unit 1 Circuit Malfunction (see page 22-587)
B1641	41	○*	RF Unit 2 Circuit Malfunction (see page 22-589)
B1645	45	○*	Driver's Door LF Antenna Circuit Short (see page 22-591)
B1646	46	○*	Driver's Door LF Antenna Circuit Open (see page 22-592)
B1647	47	○*	Passenger's Door LF Antenna Circuit Short (see page 22-593)
B1648	48	○*	Passenger's Door LF Antenna Circuit Open (see page 22-594)
B1657	57	○*	Rear Bumper LF Antenna Circuit Short (see page 22-595)
B1658	58	○*	Rear Bumper LF Antenna Circuit Open (see page 22-596)
B1659	59	○*	Front Interior LF Antenna Circuit Short (see page 22-597)
B1660	60	○*	Front Interior LF Antenna Circuit Open (see page 22-598)
B1663	63	○*	Rear Interior LF Antenna Circuit Short (see page 22-599)
B1664	64	○*	Rear Interior LF Antenna Circuit Open (see page 22-600)
B1667	67	○*	Rear Shelf LF Antenna Circuit Short (see page 22-601)
B1668	68	○*	Rear Shelf LF Antenna Circuit Open (see page 22-602)
B1671	71	○*	Ignition Switch Control Unit (KEY SW Line) Circuit Open (see page 22-603)
B1672	72	○*	Ignition Switch Control Unit (KNOB SW) Circuit Short (see page 22-604)
B1673	73	○*	Ignition Switch Control Unit (KNOB SW) Circuit Open (see page 22-605)
B1674	74	○*	Ignition Switch Control Unit (ROTATE SW) Circuit Short (see page 22-606)
B1675	75	○*	Ignition Switch Control Unit (ROTATE SW) Circuit Open (see page 22-607)

* : The keyless access indicator comes on when any malfunction is detected. With the ignition switch LOCK (0), the keyless access indicator comes on for 3 seconds when any malfunction is detected.

Keyless Access System

DTC Troubleshooting

DTC B1601: Keyless Access Control Unit Internal (CPU) Error

DTC B1602: Keyless Access Control Unit Internal (EEPROM) Error

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Do the battery terminal disconnection procedure (see page 22-91).
2. Wait for at least 10 seconds to clear the DTCs.
3. Do the battery terminal reconnection procedure (see page 22-91).
4. Touch the door outer handle switch to lock the door.
5. Touch the door outer handle switch to unlock the door.
6. Connect the HDS to the data link connector.
7. Turn the ignition switch to LOCK (0), and then back to ON (II).
8. Check for DTCs with the HDS.

Is DTC B1601 and/or B1602 indicated?

YES—Replace the keyless access control unit. ■

NO—Intermittent failure, the system is OK at this time. ■

DTC B1605: Keyless Access Control Unit Lost Communication With MICU (MICU Message)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Touch the door outer handle switch to lock the door.
3. Check for DTCs with the HDS.

Is DTC B1605 indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

4. Check for DTCs with the HDS.

Are DTCs B1055, B1157, B1255, B1806, B2107, and B2155 also indicated?

YES—Do the MICU input test (see page 22-152). ■

NO—Replace the keyless access control unit. ■



DTC B1610: Keyless Access Control Unit Lost Communication With Gauge Control Module (VSP/NE Message)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Touch the door outer handle switch to lock the door.
3. Check for DTCs with the HDS.

Is DTC B1610 indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

4. Check for DTCs with the HDS.

Are DTCs B1011, B1060, B1205, B1405, B1805, and B2160 also indicated?

YES—Do the gauge control module input test (see page 22-155). ■

NO—Replace the keyless access control unit. ■

DTC B1613: Keyless Access Control Unit Lost Communication With Driver's MPCS Unit (DOORSW Message)

DTC B1614: Keyless Access Control Unit Lost Communication With Driver's MPCS Unit (DRLOCKSW Message)

DTC B1615: Keyless Access Control Unit Lost Communication With Driver's MPCS Unit (ASLOCKSW Message)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Touch the door outer handle switch to lock the door.
3. Check for DTCs with the HDS.

Are DTCs B1613, B1614, and/or B1615 indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

4. Check for DTCs with the HDS.

Are DTCs B1013, B1014, B1015, B1064, B1065, B1181, B1182, and B1811 also indicated?

YES—Do the driver's MPCS unit input test (see page 22-159). ■

NO—Replace the keyless access control unit. ■

Keyless Access System

DTC Troubleshooting (cont'd)

DTC B1626: Ignition Switch Control Unit No Response

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Select MODE MENU from the HDS.
3. Do the SELF CHECK.
4. Check for DTCs with the HDS.

Is DTC B1626 indicated?

YES—Go to step 5.

NO—Intermittent failure, the ignition switch control unit is OK at this time. Check for loose or poor connections at the ignition switch control unit connector. ■

5. Register the ignition switch control unit with the HDS.
6. Turn the ignition switch to LOCK (0), and then back to ON (II).
7. Repeat step 6 nine times.
8. Check for DTCs with the HDS.

Is DTC B1626 indicated?

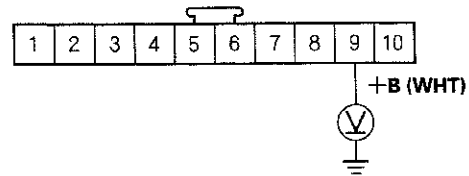
YES—Go to step 9.

NO—Intermittent failure, the ignition switch control unit is OK at this time. Check for loose or poor connections at the ignition switch control unit connector. ■

9. Turn the ignition switch to LOCK (0).
10. Disconnect the ignition switch control unit 10P connector.
11. Turn the ignition switch to ON (II).

12. Measure the voltage between ignition switch control unit 10P connector terminal No. 9 and body ground.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR



Wire side of female terminals

Is there battery voltage?

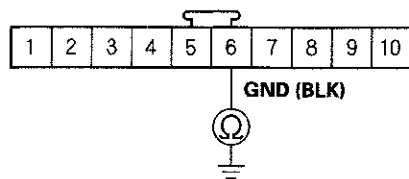
YES—Go to step 13.

NO—Check the No. 7 (10 A) fuse in the driver's under-dash fuse/relay box. If the fuse is OK, check for an open in the wire between the driver's under-dash fuse/relay box and ignition switch control unit. ■



13. Turn the ignition switch to LOCK (0).
14. Check for continuity between ignition switch control unit 10P connector terminal No. 6 and body ground.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR



Wire side of female terminals

Is there continuity?

YES—Go to step 15.

NO—Repair an open in the wire or a poor ground (G501). ■

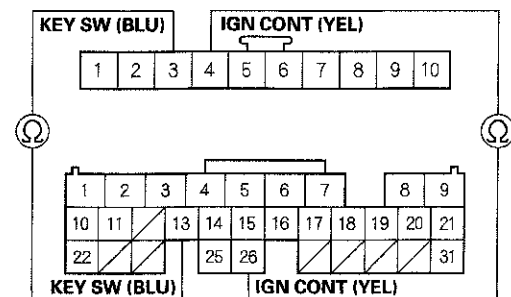
15. Disconnect keyless access control unit connector A (31P).

16. Check for continuity between following ignition switch control unit 10P connector terminals and keyless access control unit connector A (31P) terminals:

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR	KEYLESS ACCESS CONTROL UNIT CONNECTOR A (31P)
No. 3	No. 13
No. 4	No. 26
No. 5	No. 8
No. 7	No. 4
No. 8	No. 3

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR

Wire side of female terminals

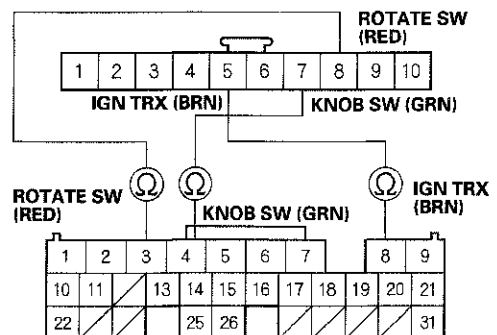


KEYLESS ACCESS CONTROL UNIT CONNECTOR A (31P)

Wire side of female terminals

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR

Wire side of female terminals



KEYLESS ACCESS CONTROL UNIT CONNECTOR A (31P)

Wire side of female terminals

Is there continuity?

YES—Go to step 17.

NO—Repair an open in the wire. ■

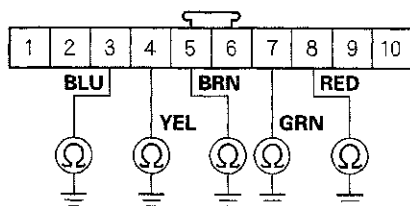
(cont'd)

Keyless Access System

DTC Troubleshooting (cont'd)

17. Check for continuity between body ground and ignition switch control unit 10P connector terminals No. 3, No. 4, No. 5, No. 7, and No. 8 individually.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR



Wire side of female terminals

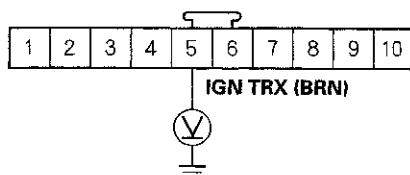
Is there continuity?

YES—Repair a short to ground in the wire. ■

NO—Go to step 18.

18. Reconnect keyless access control unit connector A (31P).
19. Connect the voltmeter between ignition switch control unit 10P connector terminal No. 5 and body ground.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR



Wire side of female terminals

20. Turn the ignition switch to ON (II).

21. Select FUNCTION TEST from the HDS MODE MENU, and do the IGNTRX LINE DRIVING.

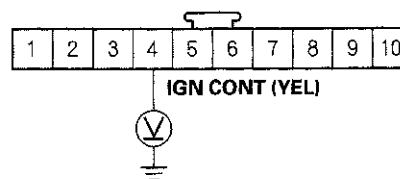
Does the voltage change from about 12 V to 0 V?

YES—Go to step 22.

NO—Replace the keyless access control unit. ■

22. Connect the voltmeter between ignition switch control unit 10P connector terminal No. 4 and body ground.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR



Wire side of female terminals

23. Select FUNCTION TEST MENU from the HDS, and do IGNCONT LINE DRIVING.

Does the voltage change from 0 to about 5 V?

YES—Replace the ignition switch control unit. ■

NO—Replace the keyless access control unit. ■



DTC B1627: RF Unit 1 Not Connected

DTC B1640: RF Unit 1 Circuit Malfunction

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Do the SELF CHECK.
5. Check for DTCs with the HDS.

Is DTC B1627 and/or B1640 indicated?

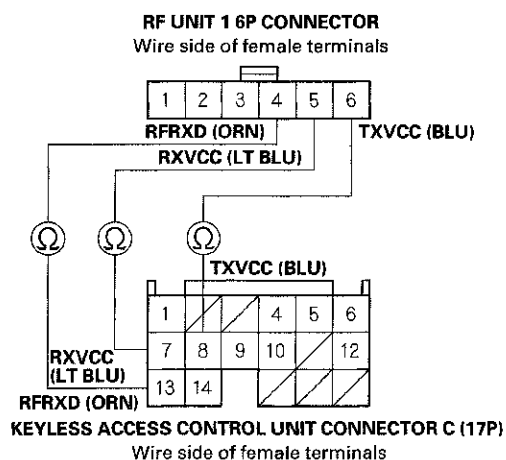
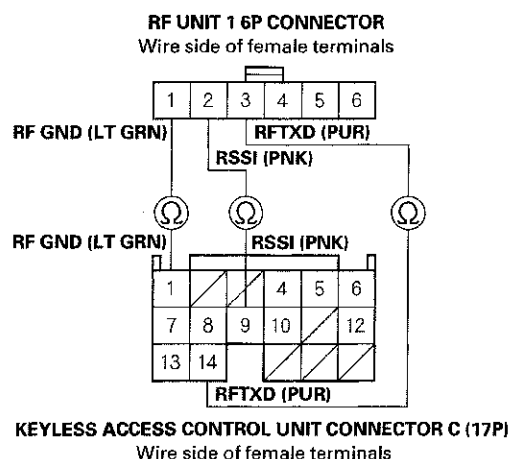
YES—Go to step 6.

NO—Go to step 12.

6. Turn the ignition switch to LOCK (0).
7. Disconnect the RF unit 1 6P connector.
8. Disconnect keyless access control unit connector C (17P).

9. Check for continuity between following RF unit 1 6P connector terminals and keyless access control unit connector C (17P) terminals.

RF UNIT 1 6P CONNECTOR	KEYLESS ACCESS CONTROL UNIT CONNECTOR C (17P)
No. 1	No. 1
No. 2	No. 9
No. 3	No. 14
No. 4	No. 13
No. 5	No. 7
No. 6	No. 8



Is there continuity?

YES—Go to step 10.

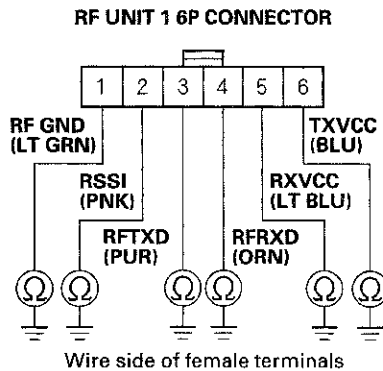
NO—Repair an open in the wire. ■

(cont'd)

Keyless Access System

DTC Troubleshooting (cont'd)

10. Check for continuity between body ground and RF unit 1 6P connector terminals No. 1, No. 2, No. 3, No. 4, No. 5, and No. 6 individually.

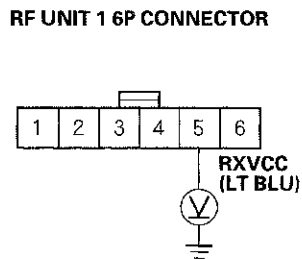


Is there continuity?

YES—Repair a short to ground in the wire. ■

NO—Go to step 11.

11. Reconnect the RF unit 1 6P connector and keyless access control unit connector C (17P).
12. Connect the voltmeter between RF unit 1 6P connector terminal No. 5 and body ground.



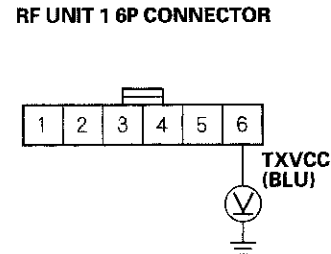
13. Select FUNCTION TEST from the HDS, and do RF1 RXVCC DRIVING.

Does the voltage change from 0 to about 5 V?

YES—Go to step 14.

NO—Replace the keyless access control unit. ■

14. Connect the voltmeter between RF unit 1 6P connector terminal No. 6 and body ground.



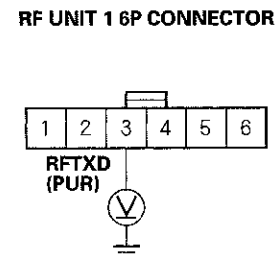
15. Select FUNCTION TEST from the HDS, and do RF1 TXVCC DRIVING.

Does the voltage change from 0 to about 5 V?

YES—Go to step 16.

NO—Replace the keyless access control unit. ■

16. Connect the voltmeter between RF unit 1 6P connector terminal No. 3 and body ground.



17. Select FUNCTION TEST from the HDS, and do RF1 TXDDC OUTPUT.

Does the voltage change from 0 to about 5 V?

YES—Replace the RF unit 1. ■

NO—Replace the keyless access control unit. ■



DTC B1628: RF Unit 2 Not Connected

DTC B1641: RF Unit 2 Circuit Malfunction

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Do the SELF CHECK.
5. Check for DTCs with the HDS.

Are DTCs B1628 and/or B1641 indicated?

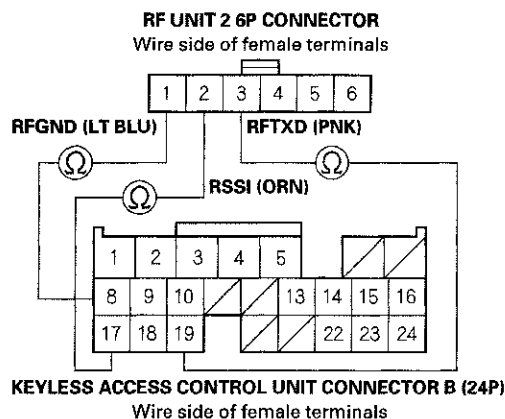
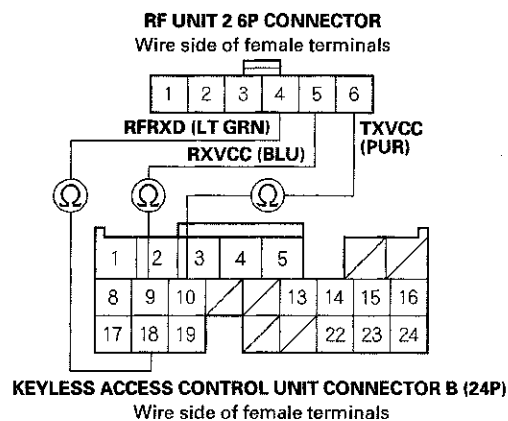
YES—Go to step 6.

NO—Go to step 12.

6. Turn the ignition switch to LOCK (0).
7. Disconnect the RF unit 2 6P connector.
8. Disconnect keyless access control unit connector B (24P).

9. Check for continuity between following RF unit 2 6P connector terminals and keyless access control unit connector B (24P) terminals.

RF UNIT 2 6P CONNECTOR	KEYLESS ACCESS CONTROL UNIT CONNECTOR B (24P)
No. 1	No. 8
No. 2	No. 17
No. 3	No. 19
No. 4	No. 18
No. 5	No. 9
No. 6	No. 10



Is there continuity?

YES—Go to step 10.

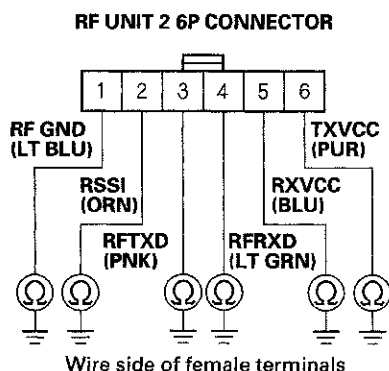
NO—Repair an open in the wire. ■

(cont'd)

Keyless Access System

DTC Troubleshooting (cont'd)

10. Check for continuity between body ground and RF unit 2 6P connector terminals No. 1, No. 2, No. 3, No. 4, No. 5, and No. 6 individually.

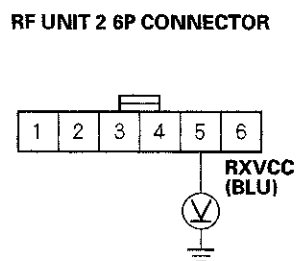


Is there continuity?

YES—Repair a short to ground in the wire. ■

NO—Go to step 11.

11. Reconnect the RF unit 2 6P connector and keyless access control unit connector B (24P).
12. Connect the voltmeter between RF unit 2 6P connector terminal No. 5 and body ground.



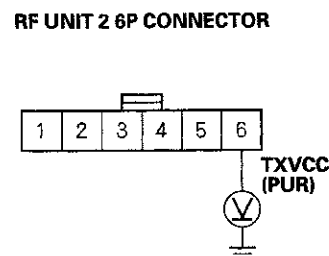
13. Select FUNCTION TEST from the HDS, and do RF2 RXVCC DRIVING.

Does the voltage change from 0 to about 5 V?

YES—Go to step 14.

NO—Replace the keyless access control unit. ■

14. Connect the voltmeter between RF unit 2 6P connector terminal No. 6 and body ground.



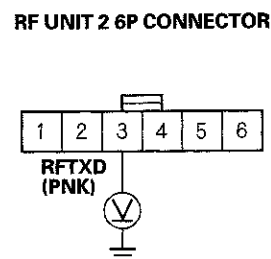
15. Select FUNCTION TEST from the HDS, and do RF2 TXVCC DRIVING.

Does the voltage change from 0 to about 5 V?

YES—Go to step 16.

NO—Replace the keyless access control unit. ■

16. Connect the voltmeter between RF unit 2 6P connector terminal No. 3 and body ground.



17. Select FUNCTION TEST from the HDS, and do RF2 TXD DRIVING.

Does the voltage change from 0 to about 5 V?

YES—Replace the RF unit 2. ■

NO—Replace the keyless access control unit. ■



DTC B1645: Driver's Door LF Antenna Circuit Short

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Check for DTCs with the HDS.

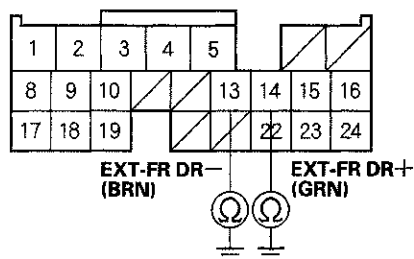
Is DTC B1645 indicated?

YES—Go to step 5.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect keyless access control unit connector B (24P).
7. Disconnect the driver's door LF antenna 8P connector.
8. Check for continuity between body ground and keyless access control unit connector B (24P) terminals No. 13 and No. 14 individually.

KEYLESS ACCESS CONTROL UNIT CONNECTOR B (24P)



Wire side of female terminals

Is there continuity?

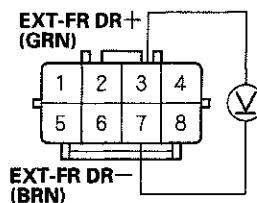
YES—Repair a short to ground in the wire. ■

NO—Go to step 9.

9. Reconnect keyless access control unit connector B (24P).

10. Connect the voltmeter between driver's door LF antenna 8P connector terminals No. 3 and No. 7.

DRIVER'S DOOR LF ANTENNA 8P CONNECTOR



Wire side of female terminals

11. Turn the ignition switch to ON (II).
12. Select FUNCTION TEST from the HDS, and do DRIVER'S ANTENNA DC OUTPUT.

Is there voltage?

YES—Replace the driver's door LF antenna. ■

NO—Replace the keyless access control unit. ■

Keyless Access System

DTC Troubleshooting (cont'd)

DTC B1646: Driver's Door LF Antenna Circuit Open

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Check for DTCs with the HDS.

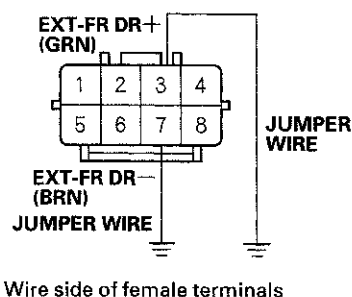
Is DTC B1646 indicated?

YES—Go to step 5.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

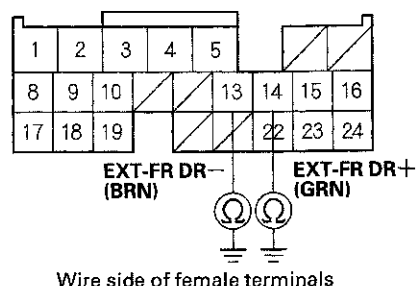
5. Turn the ignition switch to LOCK (0).
6. Disconnect keyless access control unit connector B (24P).
7. Disconnect the driver's door LF antenna 8P connector.
8. Connect driver's door LF antenna 8P connector terminals No. 3 and No. 7 to body ground with jumper wires.

DRIVER'S DOOR LF ANTENNA 8P CONNECTOR



9. Check for continuity between body ground and keyless access control unit connector B (24P) terminals No. 13 and No. 14 individually.

KEYLESS ACCESS CONTROL UNIT CONNECTOR B (24P)



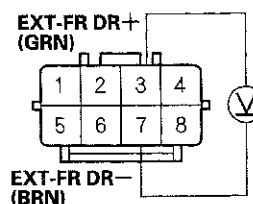
Is there continuity?

YES—Go to step 10.

NO—Repair an open in the wire. ■

10. Remove the jumper wires from the driver's door LF antenna 8P connector. Reconnect keyless access control unit connector B (24P).
11. Connect the voltmeter between driver's door LF antenna 8P connector terminals No. 3 and No. 7.

DRIVER'S DOOR LF ANTENNA 8P CONNECTOR



12. Turn the ignition switch to ON (II).
13. Select FUNCTION TEST from the HDS, and do DRIVER'S ANTENNA DC OUTPUT.

Is there voltage?

YES—Replace the driver's door LF antenna. ■

NO—Replace the keyless access control unit. ■



DTC B1647: Front Passenger's Door LF Antenna Circuit Short

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Check for DTCs with the HDS.

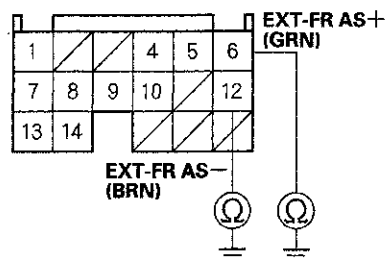
Is DTC B1647 indicated?

YES—Go to step 5.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect keyless access control unit connector C (17P).
7. Disconnect the front passenger's door LF antenna 8P connector.
8. Check for continuity between body ground and keyless access control unit connector C (17P) terminals No. 6 and No. 12 individually.

KEYLESS ACCESS CONTROL UNIT CONNECTOR C (17P)



Wire side of female terminals

Is there continuity?

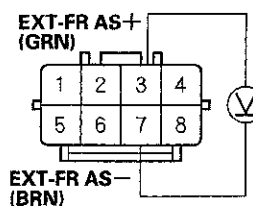
YES—Repair a short to ground in the wire. ■

NO—Go to step 9.

9. Reconnect keyless access control unit connector C (17P).

10. Connect the voltmeter between front passenger's door LF antenna 8P connector terminals No. 3 and No. 7.

FRONT PASSENGER'S DOOR LF ANTENNA 8P CONNECTOR



Wire side of female terminals

11. Turn the ignition switch to ON (II).
12. Select FUNCTION TEST from the HDS, and do FRONT PASSENGER ANTENNA DC OUTPUT.

Is there voltage?

YES—Replace the front passenger's door LF antenna. ■

NO—Replace the keyless access control unit. ■

Keyless Access System

DTC Troubleshooting (cont'd)

DTC B1648: Front Passenger's Door LF Antenna Circuit Open

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Check for DTCs with the HDS.

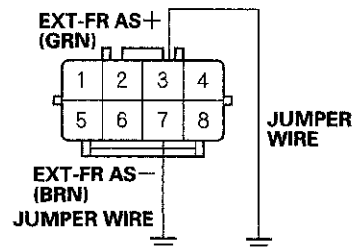
Is DTC B1648 indicated?

YES—Go to step 5.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect keyless access control unit connector C (17P).
7. Disconnect the front passenger's door LF antenna 8P connector.
8. Connect front passenger's door LF antenna 8P connector terminals No. 3 and No. 7 to body ground with jumper wires.

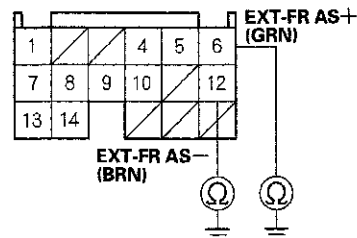
FRONT PASSENGER'S DOOR LF ANTENNA 8P CONNECTOR



Wire side of female terminals

9. Check for continuity between body ground and keyless access control unit connector C (17P) terminals No. 6 and No. 12 individually.

KEYLESS ACCESS CONTROL UNIT CONNECTOR C (17P)



Wire side of female terminals

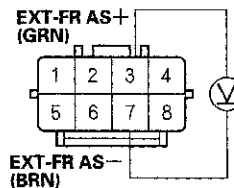
Is there continuity?

YES—Go to step 10.

NO—Repair an open in the wire. ■

10. Reconnect keyless access control unit connector C (17P).
11. Connect the voltmeter between front passenger's door LF antenna 8P connector terminals No. 3 and No. 7.

FRONT PASSENGER'S DOOR LF ANTENNA 8P CONNECTOR



Wire side of female terminals

12. Turn the ignition switch to ON (II).
13. Select FUNCTION TEST from the HDS, and do PASSENGER'S ANTENNA DC OUTPUT.

Is there voltage?

YES—Replace the front passenger's door LF antenna. ■

NO—Replace the keyless access control unit. ■



DTC B1657: Rear Bumper LF Antenna Circuit Short

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Check for DTCs with the HDS.

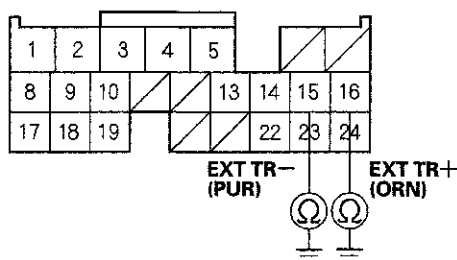
Is DTC B1657 indicated?

YES—Go to step 5.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect keyless access control unit connector B (24P).
7. Disconnect the rear bumper LF antenna 2P connector.
8. Check for continuity between body ground and keyless access control unit connector B (24P) terminals No. 15 and No. 16 individually.

KEYLESS ACCESS CONTROL UNIT CONNECTOR B (24P)



Wire side of female terminals

Is there continuity?

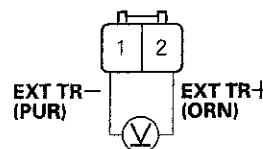
YES—Repair a short to ground in the wire. ■

NO—Go to step 9.

9. Reconnect keyless access control unit connector B (24P).

10. Connect the voltmeter between rear bumper LF antenna 2P connector terminals No. 1 and No. 2.

REAR BUMPER LF ANTENNA 2P CONNECTOR



Wire side of female terminals

11. Turn the ignition switch to ON (II).
12. Select FUNCTION TEST from the HDS, and do TRUNK/TAILOUT/REAR BUMPER ANTENNA L DC OUTPUT.

Is there voltage?

YES—Replace the rear bumper LF antenna. ■

NO—Replace the keyless access control unit. ■

Keyless Access System

DTC Troubleshooting (cont'd)

DTC B1658: Rear Bumper LF Antenna Circuit Open

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Check for DTCs with the HDS.

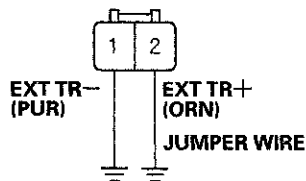
Is DTC B1658 indicated?

YES—Go to step 5.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect keyless access control unit connector B (24P).
7. Disconnect the rear bumper LF antenna 2P connector.
8. Connect rear bumper LF antenna 2P connector terminals No. 1 and No. 2 to body ground with jumper wires.

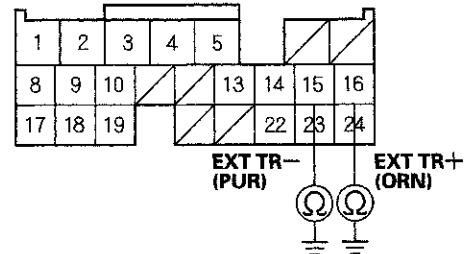
REAR BUMPER LF ANTENNA 2P CONNECTOR



Wire side of female terminals

9. Check for continuity between body ground and keyless access control unit connector B (24P) terminals No. 15 and No. 16 individually.

KEYLESS ACCESS CONTROL UNIT CONNECTOR B (24P)



Wire side of female terminals

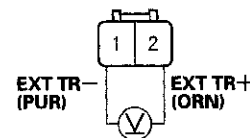
Is there continuity?

YES—Go to step 10.

NO—Repair an open in the wire. ■

10. Reconnect keyless access control unit connector B (24P).
11. Connect the voltmeter between rear bumper LF antenna 2P connector terminals No. 1 and No. 2.

REAR BUMPER LF ANTENNA 2P CONNECTOR



Wire side of female terminals

12. Turn the ignition switch to ON (II).
13. Select FUNCTION TEST from the HDS, and do TRUNK/TAILOUT/REAR BUMPER ANTENNA L DC OUTPUT.

Is there voltage?

YES—Replace the rear bumper LF antenna. ■

NO—Replace the keyless access control unit. ■



DTC B1659: Front Interior LF Antenna Circuit Short

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Check for DTCs with the HDS.

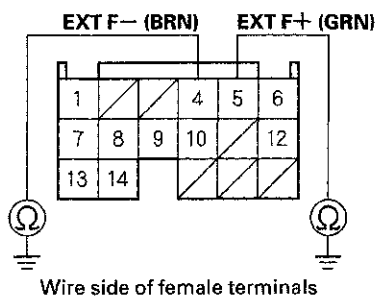
Is DTC B1659 indicated?

YES—Go to step 5.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect keyless access control unit connector C (17P).
7. Disconnect the front interior LF antenna 2P connector.
8. Check for continuity between body ground and keyless access control unit connector C (17P) terminals No. 4 and No. 5 individually.

KEYLESS ACCESS CONTROL UNIT CONNECTOR C (17P)



Is there continuity?

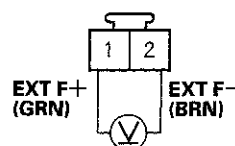
YES—Repair a short to ground in the wire. ■

NO—Go to step 9.

9. Reconnect keyless access control unit connector C (17P).

10. Connect the voltmeter between front interior LF antenna 2P connector terminals No. 1 and No. 2.

FRONT INTERIOR LF ANTENNA 2P CONNECTOR



Wire side of female terminals

11. Turn the ignition switch to ON (II).
12. Select FUNCTION TEST from the HDS, and do FRONT INTERIOR ANTENNA L DC OUTPUT.

Is there voltage?

YES—Replace the front interior LF antenna. ■

NO—Replace the keyless access control unit. ■

Keyless Access System

DTC Troubleshooting (cont'd)

DTC B1660: Front Interior LF Antenna Circuit Open

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Check for DTCs with the HDS.

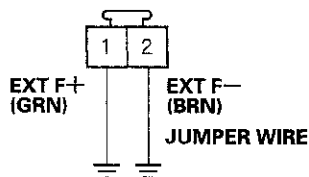
Is DTC B1660 indicated?

YES—Go to step 5.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect keyless access control unit connector C (17P).
7. Disconnect the front interior LF antenna 2P connector.
8. Connect front interior LF antenna 2P connector terminals No. 1 and No. 2 to body ground with jumper wires.

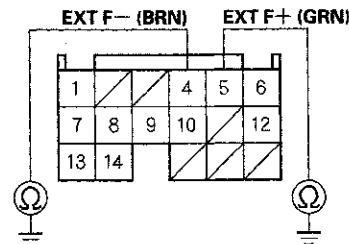
FRONT INTERIOR LF ANTENNA 2P CONNECTOR



Wire side of female terminals

9. Check for continuity between body ground and keyless access control unit connector C (17P) terminals No. 4 and No. 5 individually.

KEYLESS ACCESS CONTROL UNIT CONNECTOR C (17P)



Wire side of female terminals

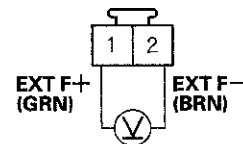
Is there continuity?

YES—Go to step 10.

NO—Repair an open in the wire. ■

10. Reconnect keyless access control unit connector C (17P).
11. Connect the voltmeter between front interior LF antenna 2P connector terminals No. 1 and No. 2.

FRONT INTERIOR LF ANTENNA 2P CONNECTOR



Wire side of female terminals

12. Turn the ignition switch to ON (II).
13. Select FUNCTION TEST from the HDS, and do FRONT INTERIOR ANTENNA L DC OUTPUT.

Is there voltage?

YES—Replace the front interior LF antenna. ■

NO—Replace the keyless access control unit. ■



DTC B1663: Rear Interior LF Antenna Circuit Short

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Check for DTCs with the HDS.

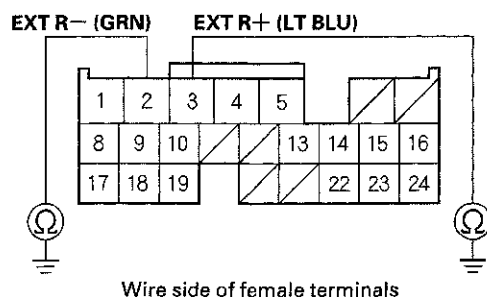
Is DTC B1663 indicated?

YES—Go to step 5.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect keyless access control unit connector B (24P).
7. Disconnect the rear interior LF antenna 2P connector.
8. Check for continuity between body ground and keyless access control unit connector B (24P) terminals No. 2 and No. 3 individually.

KEYLESS ACCESS CONTROL UNIT CONNECTOR B (24P)



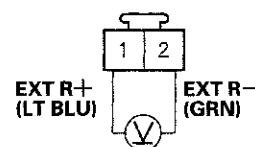
Is there continuity?

YES—Repair a short to ground in the wire. ■

NO—Go to step 9.

9. Reconnect keyless access control unit connector B (24P).
10. Connect the voltmeter between rear interior LF antenna 2P connector terminals No. 1 and No. 2.

REAR INTERIOR LF ANTENNA 2P CONNECTOR



Wire side of female terminals

11. Turn the ignition switch to ON (II).
12. Select FUNCTION TEST from the HDS, and do REAR INTERIOR ANTENNA L DC OUTPUT.

Is there voltage?

YES—Replace the rear interior LF antenna. ■

NO—Replace the keyless access control unit. ■

Keyless Access System

DTC Troubleshooting (cont'd)

DTC B1664: Rear Interior LF Antenna Circuit Open

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Check for DTCs with the HDS.

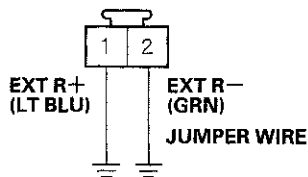
Is DTC B1664 indicated?

YES—Go to step 5.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect keyless access control unit connector B (24P).
7. Disconnect the rear interior LF antenna 2P connector.
8. Connect rear interior LF antenna 2P connector terminals No. 1 and No. 2 to body ground with jumper wires.

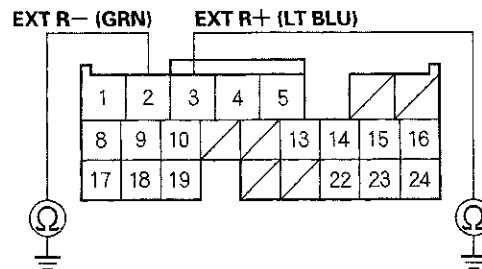
REAR INTERIOR LF ANTENNA 2P CONNECTOR



Wire side of female terminals

9. Check for continuity between body ground and keyless access control unit connector B (24P) terminals No. 2 and No. 3 individually.

KEYLESS ACCESS CONTROL UNIT CONNECTOR B (24P)



Wire side of female terminals

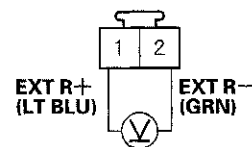
Is there continuity?

YES—Go to step 10.

NO—Repair a open in the wire. ■

10. Reconnect keyless access control unit connector B (24P).
11. Connect the voltmeter between rear interior LF antenna 2P connector terminals No. 1 and No. 2.

REAR INTERIOR LF ANTENNA 2P CONNECTOR



Wire side of female terminals

12. Turn the ignition switch to ON (II).
13. Select FUNCTION TEST from the HDS, and do REAR INTERIOR ANTENNA L DC OUTPUT.

Is there voltage?

YES—Replace the rear interior LF antenna. ■

NO—Replace the keyless access control unit. ■



DTC B1667: Rear Shelf LF Antenna Circuit Short

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Check for DTCs with the HDS.

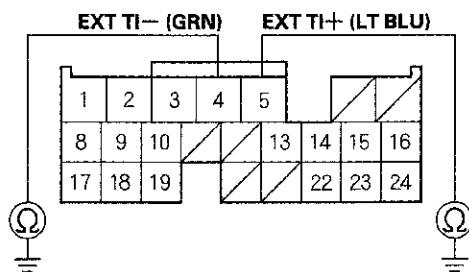
Is DTC B1667 indicated?

YES—Go to step 5.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect keyless access control unit connector B (24P).
7. Disconnect the rear shelf LF antenna 2P connector.
8. Check for continuity between body ground and keyless access control unit connector B (24P) terminals No. 4 and No. 5 individually.

KEYLESS ACCESS CONTROL UNIT CONNECTOR B (24P)



Wire side of female terminals

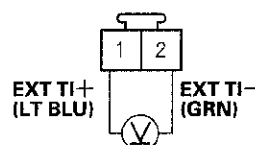
Is there continuity?

YES—Repair a short to ground in the wire. ■

NO—Go to step 9.

9. Reconnect keyless access control unit connector B (24P).
10. Connect the voltmeter between rear shelf LF antenna 2P connector terminals No. 1 and No. 2.

REAR SHELF LF ANTENNA 2P CONNECTOR



Wire side of female terminals

11. Turn the ignition switch to ON (II).
12. Select FUNCTION TEST from the HDS, and do TRUNK ROOM ANTENNA L DC OUTPUT.

Is there voltage?

YES—Replace the rear shelf LF antenna. ■

NO—Replace the keyless access control unit. ■

Keyless Access System

DTC Troubleshooting (cont'd)

DTC B1668: Rear Shelf LF Antenna Circuit Open

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0), and then back to ON (II).
3. Select MODE MENU from the HDS, then enter SELF CHECK.
4. Check for DTCs with the HDS.

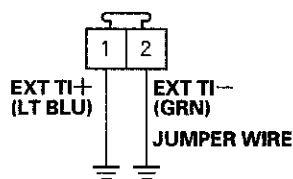
Is DTC B1668 indicated?

YES—Go to step 5.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

5. Turn the ignition switch to LOCK (0).
6. Disconnect keyless access control unit connector B (24P).
7. Disconnect the rear shelf LF antenna 2P connector.
8. Connect rear shelf LF antenna 2P connector terminals No. 1 and No. 2 to body ground with jumper wires.

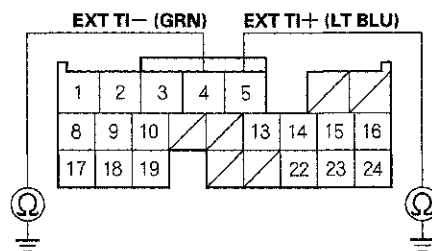
REAR SHELF LF ANTENNA 2P CONNECTOR



Wire side of female terminals

9. Check for continuity between body ground and keyless access control unit connector B (24P) terminals No. 4 and No. 5 individually.

KEYLESS ACCESS CONTROL UNIT CONNECTOR B (24P)



Wire side of female terminals

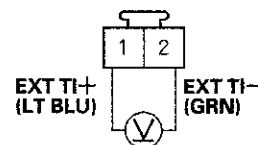
Is there continuity?

YES—Go to step 10.

NO—Repair an open in the wire. ■

10. Reconnect keyless access control unit connector B (24P).
11. Connect the voltmeter between rear shelf LF antenna 2P connector terminals No. 1 and No. 2.

REAR SHELF LF ANTENNA 2P CONNECTOR



Wire side of female terminals

12. Turn the ignition switch to ON (II).
13. Select FUNCTION TEST from the HDS, and do TRUNK ROOM ANTENNA L DC OUTPUT.

Is there voltage?

YES—Replace the rear shelf LF antenna. ■

NO—Replace the keyless access control unit. ■



DTC B1671: Ignition Switch Control Unit (KEY SW) Circuit Open

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0).
3. Insert the built-in key into the ignition key switch.
4. Turn the ignition switch to ON (II) and to LOCK (0) ten times using the built-in key.
5. Check for DTCs with the HDS.

Is DTC B1671 indicated?

YES—Go to step 6.

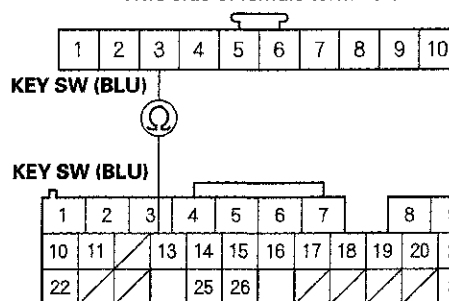
NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

6. Turn the ignition switch to LOCK (0).
7. Disconnect keyless access control unit connector A (31P).
8. Disconnect the ignition switch control unit 10P connector.

9. Check for continuity between keyless access control unit connector A (31P) terminal No. 13 and ignition switch control unit 10P connector terminal No. 3.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR

Wire side of female terminals



KEYLESS ACCESS CONTROL UNIT CONNECTOR A (31P)

Wire side of female terminals

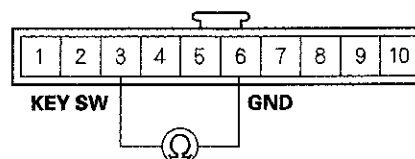
Is there continuity?

YES—Go to step 10.

NO—Repair an open in the wire. ■

10. With the built-in key inserted, check for continuity between ignition switch control unit 10P connector terminals No. 3 and No. 6.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR



Terminal side of male terminals

Is there continuity?

YES—Replace the keyless access control unit. ■

NO—Replace the ignition switch control unit. ■

Keyless Access System

DTC Troubleshooting (cont'd)

DTC B1672: Ignition Switch Control Unit (KNOB SW) Circuit Short

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0).
3. Insert the built-in key into the ignition key switch.
4. Turn the ignition switch to ON (II), and to LOCK (0) ten times using the built-in key.
5. Check for DTCs with the HDS.

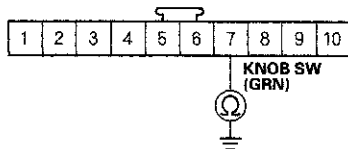
Is DTC B1672 indicated?

YES—Go to step 6.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

6. Turn the ignition switch to LOCK (0).
7. Disconnect keyless access control unit connector A (31P).
8. Disconnect the ignition switch control unit 10P connector.
9. Check for continuity between ignition switch control unit 10P connector terminal No. 7 and body ground.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR



Wire side of female terminals

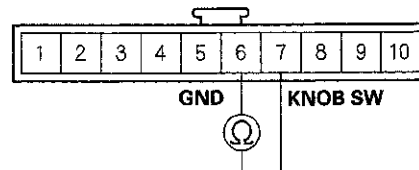
Is there continuity?

YES—Repair a short to ground in the wire. ■

NO—Go to step 10.

10. Remove the built-in key from the ignition switch.
11. Check for continuity between ignition switch control unit 10P connector terminals No. 7 and No. 6.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR



Terminal side of male terminals

Is there continuity?

YES—Replace the ignition switch control unit. ■

NO—Replace the keyless access control unit. ■



DTC B1673: Ignition Switch Control Unit (KNOB SW) Circuit Open

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0).
3. Insert the built-in key into the ignition switch.
4. Turn the ignition switch to ON (II) and to LOCK (0) ten times using the built-in key.
5. Check for DTCs with the HDS.

Is DTC B1673 indicated?

YES—Go to step 6.

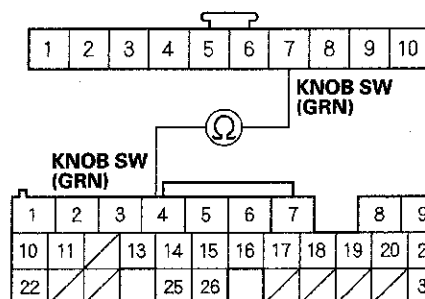
NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

6. Turn the ignition switch to LOCK (0).
7. Disconnect keyless access control unit connector A (31P).
8. Disconnect the ignition switch control unit 10P connector.

9. Check for continuity between keyless access control unit connector A (31P) terminal No. 4 and ignition switch control unit 10P connector terminal No. 7.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR

Wire side of female terminals



KEYLESS ACCESS CONTROL UNIT CONNECTOR A (31P)

Wire side of female terminals

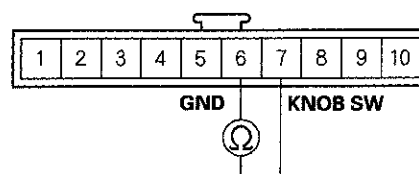
Is there continuity?

YES—Go to step 10.

NO—Repair an open in the wire. ■

10. Remove the built-in key from the ignition switch.
11. With the ignition knob pushed, check for continuity between ignition switch control unit 10P connector terminals No. 7 and No. 6.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR



Terminal side of male terminals

Is there continuity?

YES—Replace the keyless access control unit. ■

NO—Replace the ignition switch control unit. ■

Keyless Access System

DTC Troubleshooting (cont'd)

DTC B1674: Ignition Switch Control Unit (ROTATE SW) Circuit Short

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0).
3. Insert the built-in key into the ignition switch.
4. Turn the ignition switch to ON (II), and to LOCK (0) ten times using the built-in key.
5. Check for DTCs with the HDS.

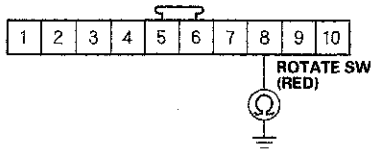
Is DTC B1674 indicated?

YES—Go to step 6.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

6. Turn the ignition switch to LOCK (0).
7. Disconnect keyless access control unit connector A (31P).
8. Disconnect the ignition switch control unit 10P connector.
9. Check for continuity between ignition switch control unit 10P connector terminal No. 8 and body ground.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR



Wire side of female terminals

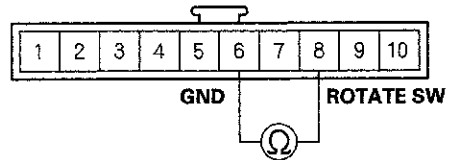
Is there continuity?

YES—Repair a short to ground in the wire. ■

NO—Go to step 10.

10. Check for continuity between ignition switch control unit 10P connector terminals No. 8 and No. 6.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR



Terminal side of male terminals

Is there continuity?

YES—Replace the ignition switch control unit. ■

NO—Replace the keyless access control unit. ■



DTC B1675: Ignition Switch Control Unit (ROTATE SW) Circuit Open

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see page 22-131).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to LOCK (0).
3. Insert the built-in key into the ignition switch.
4. Turn the ignition switch to ON (II), and to LOCK (0) ten times using the built-in key.
5. Check for DTCs with the HDS.

Is DTC B1675 indicated?

YES—Go to step 6.

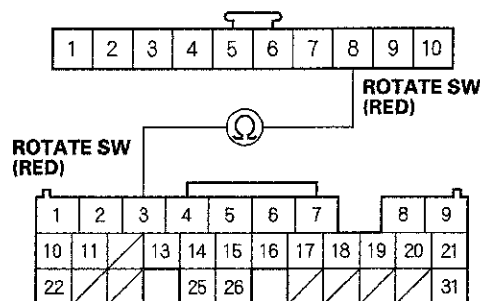
NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

6. Turn the ignition switch to LOCK (0).
7. Disconnect keyless access control unit connector A (31P).
8. Disconnect the ignition switch control unit 10P connector.

9. Check for continuity between keyless access control unit connector A (31P) terminal No. 3 and ignition switch control unit 10P connector terminal No. 8.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR

Wire side of female terminals



KEYLESS ACCESS CONTROL UNIT CONNECTOR A (31P)

Wire side of female terminals

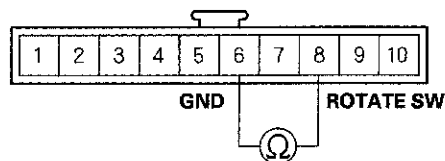
Is there continuity?

YES—Go to step 10.

NO—Repair an open in the wire. ■

10. Turn the ignition switch to the ACC (I).
11. Check for continuity between ignition switch control unit 10P connector terminals No. 8 and No. 6.

IGNITION SWITCH CONTROL UNIT 10P CONNECTOR



Terminal side of male terminals

Is there continuity?

YES—Replace the keyless access control unit. ■

NO—Replace the ignition switch control unit. ■

Keyless Access System

Symptom Troubleshooting Information

1. Symptom troubleshooting by the immobilizer indicator.

The immobilizer and keyless access system condition can be checked by the immobilizer indicator lighting pattern.

Normal operation:

When the ignition switch is turned to ON (II) and the immobilizer code is identified, the immobilizer indicator comes on for 2 seconds, then goes off.

The immobilizer indicator blinks five times when the ignition switch is turned to LOCK (0).

+B line open:

When the ignition switch is turned to ON (II) and the immobilizer code is identified, the immobilizer indicator comes on for 2 seconds, then goes off.

The immobilizer indicator goes off when the ignition switch is turned to LOCK (0).

Immobilizer code is not identified:

When the ignition switch is turned to ON (II) but the immobilizer code is not identified, the immobilizer indicator comes on for 2 seconds, then blinks. The state of the keyless registration and IM OCD (S-NET) line can be checked by doing a system check and status log checks with the HDS.

The immobilizer indicator goes off when the ignition switch is turned to LOCK (0).

Immobilizer indicator does not come on:

If the immobilizer indicator does not come on when the ignition switch is turned to ON (II), check for an open in the wire shown:

- When the built-in key is used:
 - Check for continuity between the immobilizer control unit-receiver and keyless access control unit
 - Check for power to the keyless access control unit IG1 and IG2 line.
 - Check for continuity between the immobilizer control unit-receiver and gauge control module (IMOLMP line).
- When the remote is used:
 - Check for power to the keyless access control unit IG1 and IG2 line.
 - Check for continuity between the immobilizer control unit-receiver and gauge control module (IMOLMP line).
 - Check for continuity between the keyless access control unit and body ground.

NOTE: If the ignition switch is faulty (a short to power in the wire), the immobilizer code identification is not performed, so the indicator does not come on. But the engine is able to start in this condition.

Immobilizer indicator does not go off:

If the immobilizer indicator does not go off after the ignition switch is turned to ON (II), check for a short in the red wire between the gauge control module and immobilizer control unit-receiver/keyless access control unit.



2. Symptom troubleshooting for an open power supply and ground circuit.

If a malfunction occurs in the immobilizer or keyless access system circuit power supply and ground lines, identify the lines to check with this table:

Possible line		+B1 line open	+B2 line open	+B1 and +B2 lines open	IG line open	GND1 line open	GND2 line open	GND1 and GND2 lines open	Keyless access control unit not connected
Operation									
LOCK, UNLOCK operation	Door key cylinder	○	○	○	○	○	○	○	○
	Keyless entry	○	○	×	○	○	○	×	×
	Remote	○	○	×	○	○	○	×	×
Immobilizer indicator comes on and stays on	Immobilizer key (built-in key)	ON	ON	ON	×	ON	ON	×	×
	Remote	ON	ON	×	×	ON	ON	×	×
Registration with the built-in key with the ignition switch ON (II)	Immobilizer control unit-receiver	○	○	○	×	○	○	×	×
	Keyless access control unit	○	○	○	×	○	○	×	×
Registration with the remote with the ignition switch ON (II)	Immobilizer control unit-receiver	○	○	×	×	○	○	×	×
	Keyless access control unit	○	○	×	×	○	○	×	×
Steering lock released	Immobilizer key (built-in key)	○	○	○	○	○	○	○	○
	Remote	○	○	×	○	○	○	×	×
Engine start	Immobilizer key (built-in key)	○	○	○	×	○	○	×	×
	Remote	○	○	×	×	○	○	×	×

*: Ignition switch knob is not released.

○: Normal operation.

×: does not operate.

ON: immobilizer indicator light on or flashing.

Keyless Access System

Symptom Troubleshooting Information (cont'd)

3. General check before troubleshooting.

Before troubleshooting the keyless access system, check the following items, and solve applicable issues.

- Check for poor connection at the ignition switch control unit and the keyless access control unit.
- Check for DTCs with the HDS, if there is a DTC indicated, troubleshoot the DTC first.
- Before testing, troubleshoot the keyless access system first using SELF CHECK, and if any malfunction is found, troubleshoot it first.
- Make sure the remote is not in a purse with coins, wrapped with any metal material, or placed near a mobile phone or computer.
- Make sure the vehicle battery is fully charged.
- Make sure the remote batteries are not low; if they are replace the batteries.
- Make sure a different remote is not being used; only use the Acura-approved remote.
- Make sure the remote is not attached to a key ring or key case, if it is, remove the key from it.
- Make sure aftermarket accessories are not installed: remove any aftermarket accessories.
- Make sure aftermarket accessories are not connected to the IM OCD (S-NET) line: disconnect any aftermarket accessories from the IM OCD (S-NET) line.
- Make sure there is no electrical interference nearby: avoid areas with electrical interference.

4. How to troubleshoot without the built-in key.

- Connect the HDS to the data link connector, then turn the ignition switch to ON (II) with the remote.
- Check the system checks 1 and 2 and status log with the HDS.
- Check for DTCs



5. System Checks.

If a System Check 1 or 2 result is indicated on the display of the HDS, troubleshoot the items based on these Check tables.

System Check 1

System Check No.	Possible cause	Check items
A-2	Remote is mismatched	- Remote test - LF interior antennas test - Continuity check in the wire between the keyless access control unit and RF units - Replace RF unit
A-3	Operated without Remote	
B-1	PCM is replaced	Register the PCM
B-2	PCM is not registered correctly.	Check for loose or poor connections at the (IM OCD (S-NET))
G-1	Communication error caused by low battery voltage between the PCM and the keyless access control unit	Check for loose or poor connections at the (IM OCD (S-NET))
C-1	Imoes unit is not registered correctly	Register the imoes unit
C-2	Imoes unit is not registered correctly	Check for an open or a short in the wire (IM OCD (S-NET)), if OK, check pinfits and connections at the (IM OCD (S-NET))
	Communication error caused by low battery voltage between the imoes unit and the keyless access control unit	
	Communication error caused by electrical noise between the imoes unit and the keyless access control unit	
C-3	Ignition switch control unit is not registered correctly	Register the ignition switch control unit
G-5		
C-4	Ignition switch control unit is not registered correctly	Check for an open or a short in the wire (IGNTRX line), if OK, check for loose or poor connections at the (IM OCD (S-NET))
	Communication error caused by low battery voltage between the ignition switch control unit and the keyless access control unit	
	Communication error caused by electrical wave noise between the ignition switch control unit and the keyless access control unit	

System Check 2

System Check No.	Possible cause	Check items
D-1	IM OCD (S-NET) line short	Check for a short in the wire (IM OCD (S-NET))
	Communication error caused by low battery voltage between the PCM and the keyless access control unit	
	Communication error caused by electrical noise between the PCM and the keyless access control unit	
D-2	Blown fuse	- Blown fuse - Check for an open in the wire (IM OCD (S-NET))
	Open in the wire between the imoes unit and the keyless access control unit	
	Communication error caused by low battery voltage between the imoes unit and the keyless access control unit	
	Communication error caused by electrical noise between the imoes unit and the keyless access control unit	- Continuity for an open or a short in the wire (IM OCD (S-NET)) between the keyless access control unit and RF units - Check the PCM
D-3	Blown fuse	
	Open in the wire between the PCM and the keyless access control unit	
	Communication error caused by low battery voltage between the PCM and the keyless access control unit	
	Communication error caused by electrical noise between the PCM and the keyless access control unit	Check for a short in the wire (IGNTRX line)
D-4	IGNTRX line short	
	Faulty ignition switch control unit	Check for an open in the wire (IGNTRX line)
D-5	IGNTRX line open	
	Faulty ignition switch control unit	- Register the immobilizer control unit-receiver - Register the imoes unit
G-2	Keyless access control unit is replaced	
G-3	Imoes unit is replaced	

(cont'd)

Keyless Access System

Symptom Troubleshooting Information (cont'd)

6. Status Log.

If the symptom does not occur again during the symptom check, check the Status Log with the HDS, and troubleshoot the items based on this table:

Check the status log count. Troubleshoot the status with the highest count first. If no counts are listed, the keyless access system is OK. Continue with normal symptom troubleshooting.

Status Log No.	Possible cause
B-1	PCM was not registered correctly.
	Low battery voltage
	Poor connections or loose terminals at the keyless access control unit
	Electrical noise
B-2	PCM was not registered correctly
	Low battery voltage
	Poor connections or loose terminals at the keyless access control unit
	Electrical noise
C-1	Imoes unit was not registered correctly.
	Low battery voltage
	Poor connections or loose terminals at the keyless access control unit
	Electrical noise
C-2	Imoes unit was not registered correctly
	Low battery voltage
	Poor connections or loose terminals at the keyless access control unit
	Electrical noise
D-1	Low battery voltage
	Poor connections or loose terminals between the immobilizer control unit-receiver and the PCM
	Electrical noise
D-2	Blown fuse
	An open in the wire between the imoes unit and the immobilizer control unit-receiver
	Faulty keyless access control unit
	Low battery voltage
	Poor connections or loose terminals between the imoes unit and the PCM
D-3	Electrical noise
	Blown fuse
	An open or a short in the wire between the keyless access control unit and the PCM
	Low battery voltage
	Poor connections or loose terminals between the keyless access control unit and the PCM
	Electrical noise



Symptom Troubleshooting

Engine does not start with the remote

NOTE: Before troubleshooting, check the items listed in "General Check before Troubleshooting".

1. Carry the remote in the vehicle, and turn the ignition switch to ON (II).

2. Check for the LED indication of the remote.

Does the LED blink?

YES—Go to step 3.

NO—Go to step 7.

3. Turn the ignition switch to ON (II) five times while turning the steering slightly right and left.

Can you turn the ignition switch to ON (II)?

YES—Go to step 4.

NO—Go to step 8.

4. Check the starter operation.

Does the starter run?

YES—Go to step 5.

NO—Check the starting system. ■

5. Try to start the engine.

Does the engine start?

YES—Go to step 6.

NO—Go to step 10.

6. Try to stop the engine.

Does the engine stop?

YES—Go to step 10.

NO—Go to the Status Log (see step 6 on page 22-612). ■

7. Remove the remote batteries, then install them again.

Does the LED blink when the batteries are installed?

YES—Check for an open in these wires:

- Keyless access control unit +B1 and +B2 lines. ■
- GND (LG1 and LG2) lines. ■

NO—Replace the remote batteries, and recheck the system. ■

8. Check the No. 7 (10 A) fuse in the driver's under-dash fuse/relay box.

Is the fuse good?

YES—Go to step 9.

NO—Replace the fuse, and recheck. ■

9. Check the keyless access system DTCs with the HDS.

Are any DTCs indicated?

YES—Go to the indicated DTCs troubleshooting. ■

NO—Go to System Check (see step 5 on page 22-611). ■

10. Check the immobilizer indicator lighting pattern.

Does the immobilizer indicator work normally?

YES—The keyless access system is OK at this time, check the engine system. ■

NO—Refer to the appropriate Symptom Troubleshooting. ■

Keyless Access System

Keyless Access Indicator Circuit Troubleshooting

Normal operation: The keyless access indicator comes on for 2 seconds when the ignition switch is turned to ON (II), then turned to LOCK (0).

NOTE: If the keyless access control unit is new and not registered, the keyless access indicator comes on and stays on until the immobilizer code is registered.

1. Turn the ignition switch to LOCK (0), and then back to ON (II).

2. Check the keyless access indicator.

Does the keyless access indicator come on for 2 seconds, then go off?

YES—The system is OK at this time. ■

NO—If the indicator does not come on, go to step 3. If the indicator stays on, go to step 15.

3. Turn the ignition switch to LOCK (0).
4. Connect the HDS to the data link connector (DLC).
5. Select FUNCTION TEST, then enter KEYLESS ACCESS INDICATOR DRIVING.

6. Check the keyless access indicator operation.

Does the keyless access indicator come on?

YES—Replace the keyless access control unit. ■

NO—Go to step 7.

7. Check the other indicators in the gauge control module.

Do the other indicators come on?

YES—Go to step 8.

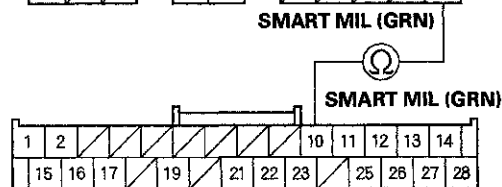
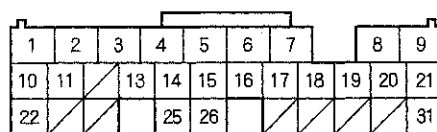
NO—Do the gauge control module input test (see page 22-155). If the input test is OK, replace the gauge control module. ■

8. Turn the ignition switch to LOCK (0).

9. Disconnect keyless access control unit connector A (31P) and gauge control module connector B (28P).

10. Check for continuity between keyless access control unit connector A (31P) terminal No. 31 and gauge control module connector B (28P) terminal No. 10.

KEYLESS ACCESS CONTROL UNIT CONNECTOR A (31P)
Wire side of female terminals



GAUGE CONTROL MODULE CONNECTOR B (28P)
Wire side of female terminals

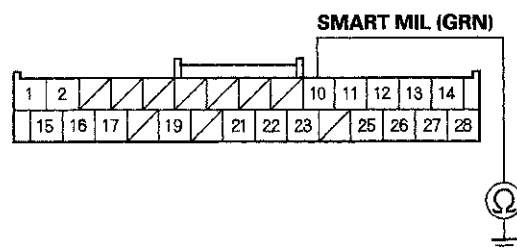
Is there continuity?

YES—Go to step 11.

NO—Repair an open in the wire. ■

11. Reconnect keyless access control unit connector A (31P).
12. Connect an ohmmeter between gauge control module connector B (28P) terminal No. 10 and body ground.

GAUGE CONTROL MODULE CONNECTOR B (28P)



Wire side of female terminals



13. Turn the ignition switch to ON (II).

14. Select FUNCTION TEST, then enter KEYLESS ACCESS INDICATOR DRIVING.

Is there continuity while the FUNCTION TEST is on?

YES—Replace the gauge control module. ■

NO—Replace the keyless access control unit. ■

15. Check for DTCs with the HDS.

Are there any DTCs?

YES—Go to the indicated DTC troubleshooting. ■

NO—Go to step 16.

16. Turn the ignition switch to LOCK (0).

17. Disconnect keyless access control unit connector A (31P).

18. Turn the ignition switch to ON (II).

19. Check the keyless access indicator operation.

Does the keyless access indicator turn off?

YES—Replace the keyless access control unit. ■

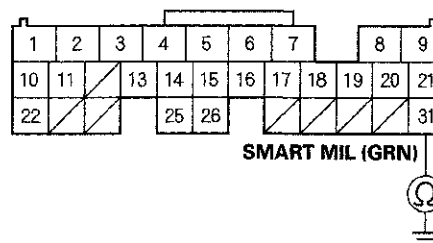
NO—Go to step 20.

20. Turn the ignition switch to LOCK (0).

21. Disconnect gauge control module connector B (28P).

22. Check for continuity between keyless access control unit connector A (31P) terminal No. 31 and body ground.

KEYLESS ACCESS CONTROL UNIT CONNECTOR A (31P)



Wire side of female terminals

Is there continuity?

YES—Repair a short to ground in the wire. ■

NO—Replace the gauge control module. ■

Keyless Access System

Keyless Buzzer Circuit Troubleshooting

1. Connect the HDS to the data link connector (DLC).
2. Turn the ignition switch to ON (II).
3. Check the "CUSTOMIZE SETUP" information on the multi-information display.

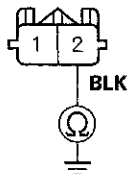
Does the keyless buzzer (KEYLESS LOCK ACKNOWLEDGEMENT) information indicate off?

YES—Change to ON. ■

NO—Go to step 4.

4. Turn the ignition switch to LOCK (0).
5. Disconnect the keyless buzzer 2P connector.
6. Check for continuity between keyless buzzer 2P connector terminal No. 2 and body ground.

KEYLESS BUZZER 2P CONNECTOR



Wire side of female terminals

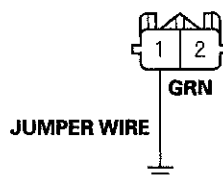
Is there continuity?

YES—Go to step 7.

NO—Repair an open in the wire or poor ground (G701). ■

7. Disconnect driver's under-dash fuse/relay box connector P (30P).
8. Connect keyless buzzer 2P connector terminal No. 1 to body ground with a jumper wire.

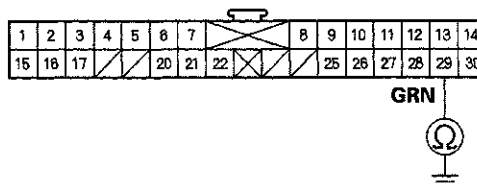
KEYLESS BUZZER 2P CONNECTOR



Wire side of female terminals

9. Check for continuity between driver's under-dash fuse/relay box connector P (30P) terminal No. 29 and body ground.

DRIVER'S UNDER-DASH FUSE/RELAY BOX CONNECTOR P (30P)



Wire side of female terminals

Is there continuity?

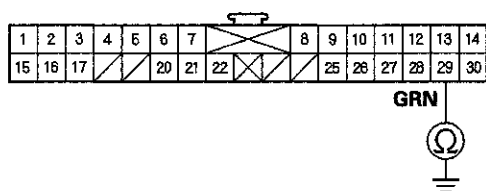
YES—Go to step 10.

NO—Repair an open in the wire. ■



10. Remove the jumper wire.
11. Check for continuity between driver's under-dash fuse/relay box connector P (30P) terminal No. 29 and body ground.

**DRIVER'S UNDER-DASH FUSE/RELAY BOX
CONNECTOR P (30P)**



Wire side of female terminals

Is there continuity?

YES—Repair a short to ground in the wire. ■

NO—Substitute a known-good keyless access control unit and recheck. If there is still a malfunction, the MICU must be faulty, replace the driver's under-dash fuse/relay box (see page 22-88). ■

Keyless Access System

Touch Sensor Circuit Troubleshooting

1. Connect the HDS to the data link connector (DLC).
2. Turn the ignition switch to ON (II).
3. Clear the freeze data with the HDS.
4. Select HISTORY DATA, and record ON/OFF information for the following touch sensors:

NOTE: When the freeze data is cleared, the information indicates "OFF".

- SW SMA UNLOCKDR
- SW SMA UNLOCKAS
- SW SMA LOCKDR
- SW SMA LOCKAS

5. Turn the ignition switch to LOCK (0).
6. Get out of the vehicle with the remote, and press the driver's or front passenger's door outer handle touch sensor.
7. Check the ON/OFF information.

Is all the information changed from OFF to ON?

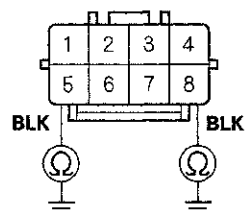
YES—The system is OK at this time. ■

NO—Go to step 8.

8. Disconnect the faulty outer handle touch sensor 8P connector.

9. Check for continuity between body ground and outer handle touch sensor 8P connector terminals No. 5 and No. 8 individually.

DRIVER'S (or FRONT PASSENGER'S) DOOR OUTER HANDLE TOUCH SENSOR 8P CONNECTOR



Wire side of female terminals

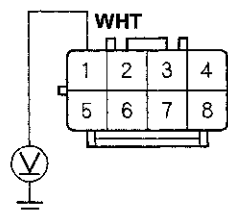
Is there continuity?

YES—Go to step 10.

NO—Repair an open in the wire or poor ground (G601: driver's side, G506: passenger's side). ■

10. Measure the voltage between outer handle touch sensor 8P connector terminal No. 1 and body ground.

DRIVER'S (or FRONT PASSENGER'S) DOOR OUTER HANDLE TOUCH SENSOR 8P CONNECTOR



Wire side of female terminals

Is there battery voltage?

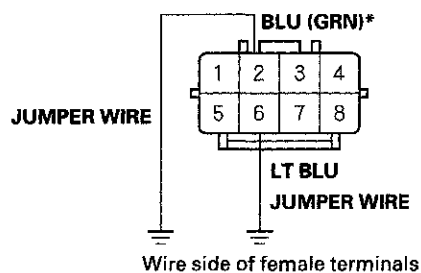
YES—Go to step 11.

NO—Blown No. 7 (10 A) fuse in the driver's under-dash fuse/relay box. If the fuse is OK, check the wire between the touch sensor and the driver's under-dash fuse/relay box (see page 22-88). ■



11. Disconnect keyless access control unit connector A (31P) and connector B (24P).
12. Connect driver's (or front passenger's)* door outer handle touch sensor 8P connector terminals No. 2 and No. 6 to body ground with jumper wires.

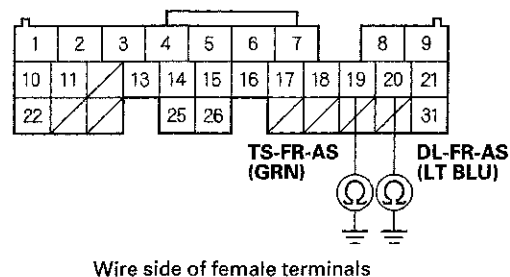
**DRIVER'S (or FRONT PASSENGER'S)* DOOR
OUTER HANDLE TOUCH SENSOR 8P CONNECTOR**



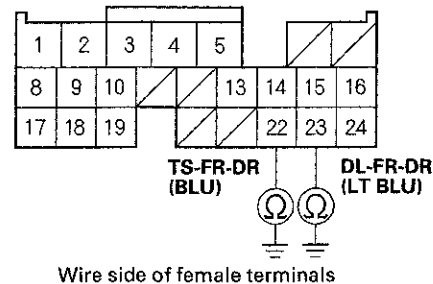
*: FRONT PASSENGER'S

13. Check for continuity between keyless access control unit connector A (31P) terminals No. 19 and No. 20 and body ground (for front passenger's door touch sensor) or between keyless access control unit connector B (24P) terminals No. 22 and No. 23 and body ground (for driver's door touch sensor).

KEYLESS ACCESS CONTROL UNIT CONNECTOR A (31P)



KEYLESS ACCESS CONTROL UNIT CONNECTOR B (24P)



Is there continuity?

YES—Go to step 14.

NO—Repair an open in the wire. ■

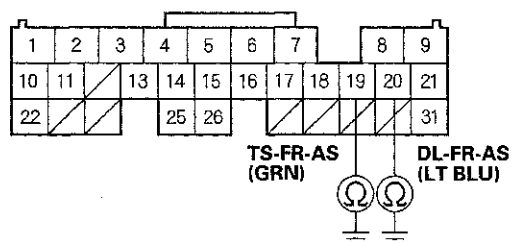
(cont'd)

Keyless Access System

Touch Sensor Circuit Troubleshooting (cont'd)

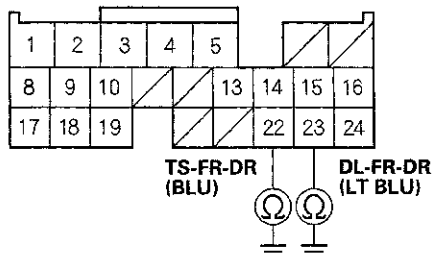
14. Remove the jumper wires from the touch sensors.
15. Check for continuity between keyless access control unit connector A (31P) terminals No. 19 and No. 20 and body ground (for front passenger's door touch sensor), or between keyless access control unit connector B (24P) terminals No. 22 and No. 23 and body ground (for driver's door touch sensor).

KEYLESS ACCESS CONTROL UNIT CONNECTOR A (31P)



Wire side of female terminals

KEYLESS ACCESS CONTROL UNIT CONNECTOR B (24P)



Wire side of female terminals

Is there continuity?

YES—Repair a short to ground in the wire. ■

NO—Substitute a known-good touch sensor and recheck. If there is still a malfunction, replace the keyless access control unit. ■



Door and Trunk LF Antenna Test

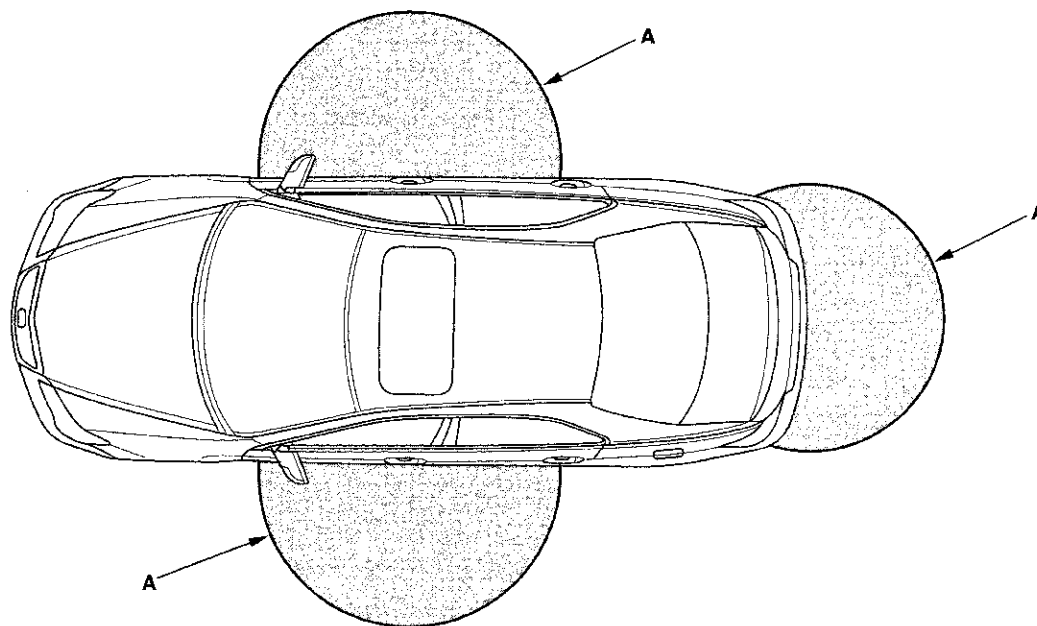
NOTE: Before testing, check for DTCs. If any DTCs are indicated, troubleshoot the indicated DTCs first.

1. Connect the HDS to the data link connector (DLC).
2. Turn the ignition switch to ON (II) with the built-in key.
3. Select KEYLESS ACCESS from the SYSTEM SELECT menu with the HDS.
4. Select SELF CHECK and if any malfunction is found, troubleshoot it first.
5. Select FUNCTION TEST, and do the antenna driving test by checking the transmitting areas (A) between the LF antenna and the remote.

LF Antenna Location	HDS Indication (Function Test)
Driver's door LF antenna	Driver Antenna Driving
Front passenger's door LF antenna	Front Passenger Antenna Driving
Rear bumper LF antenna	Trunk/Tailgate Driver Antenna Driving

NOTE:

- Function Test cannot operate at the same time, check the LF antennas one at a time.
- Test the transmitting area at about 35.4 in (90 cm) height from the ground.
- The LED blinks when the remote is within the shaded areas.



Keyless Access System

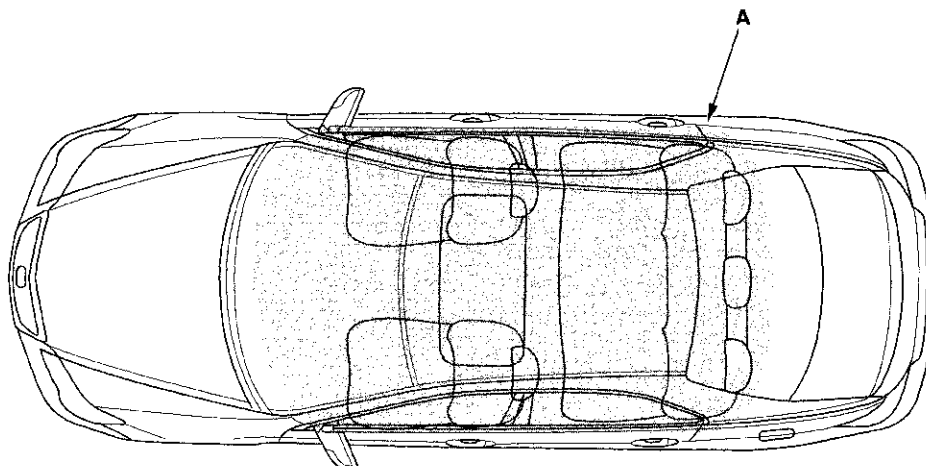
Interior LF Antenna Test

NOTE: Before testing, check for DTCs. If any DTCs are indicated, troubleshoot the indicated DTCs first.

1. Connect the HDS to the data link connector (DLC).
2. Turn the ignition switch to ON (II) with the built-in key.
3. Select KEYLESS ACCESS from the SYSTEM SELECT menu with the HDS.
4. Select SELF CHECK, and if any malfunction is found, troubleshoot it first.
5. Select FUNCTION TEST, and do the antenna driving test by checking the transmitting area (A) between the LF antenna and the remote (except on the dashboard, in the glove box, door pockets, console box, and other enclosed areas).

LF Antenna Location	HDS Indication (Function Test)
Front Interior LF antenna	Front Interior Antenna Driving
Rear Interior LF antenna	Rear Interior Antenna Driving
Trunk interior/Rear shelf LF antenna	Trunk interior/Rear shelf LF Antenna Driving

NOTE: Function Test cannot operate at the same time, check the LF antennas one at a time.

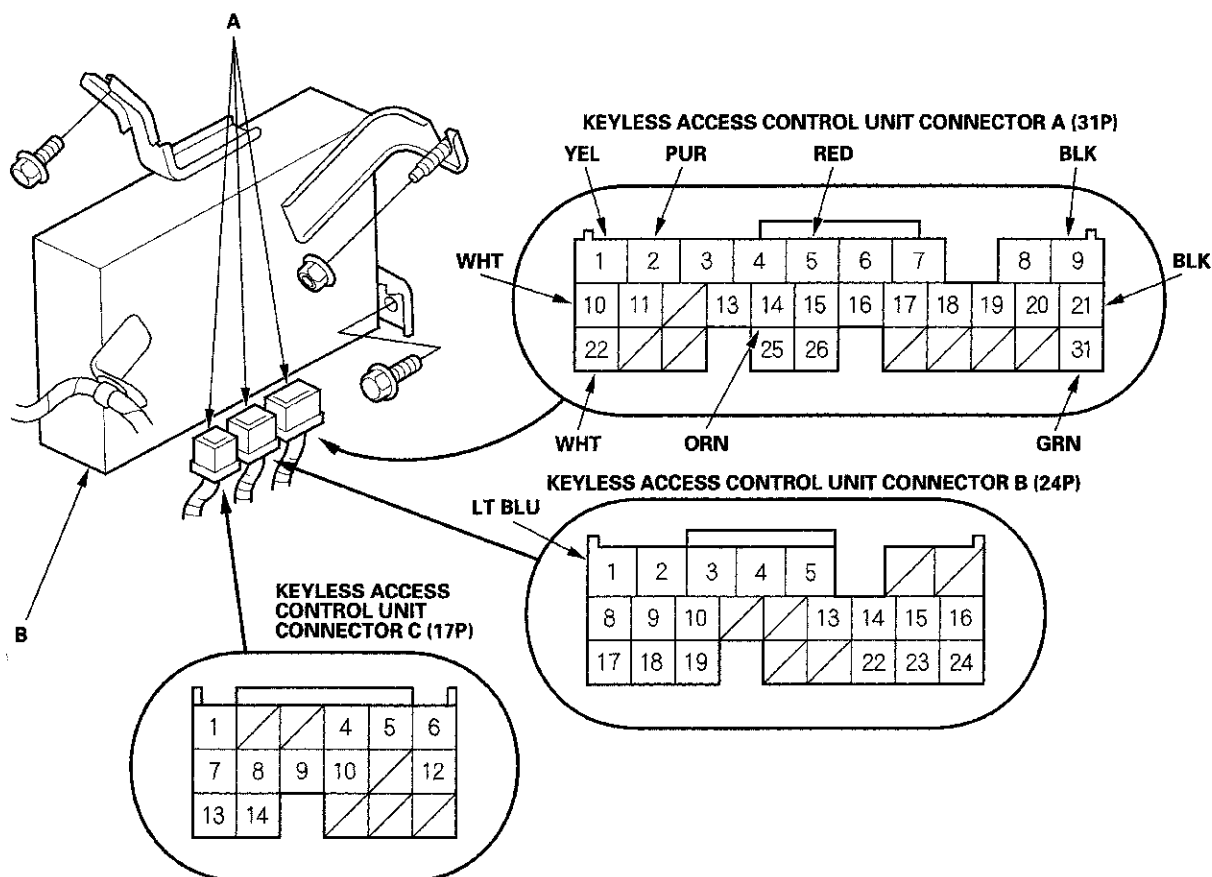




Control Unit Input Test

1. Turn the ignition switch to LOCK (0).
2. Remove the driver's dashboard undercover (see page 20-100), and the driver's dashboard lower cover (see page 20-100).
3. Disconnect the connectors (A) from the keyless access control unit (B).

NOTE: All connector views are wire side of female terminals.



4. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, go to step 5.

(cont'd)

Keyless Access System

Control Unit Input Test (cont'd)

5. With the connectors still disconnected, do these input tests at the following connector.

- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, go to step 6.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
A5	RED	Ignition switch ON (II)	Attach to ground: The immobilizer indicator should come on.	• Faulty gauge control module • An open in the wire
A31	GRN	Ignition switch ON (II)	Attach to ground: The keyless access indicator should come on.	• Faulty gauge control module • An open in the wire

6. Reconnect the connectors to the keyless access control unit, and do these input tests at the following connectors.

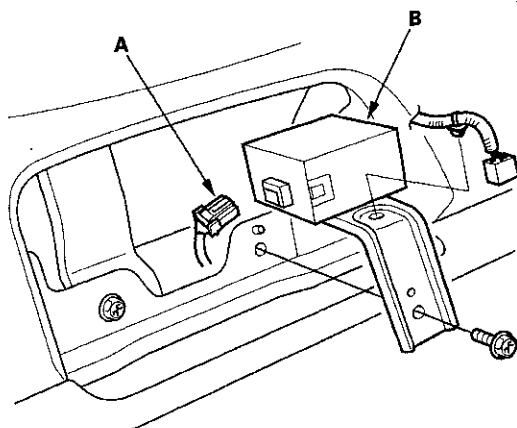
- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, the control unit must be faulty; replace it.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
A9	BLK	Under all conditions	Measure the voltage to ground: There should be less than 0.2 V.	• Poor ground (G501) • An open in the wire
A21	BLK	Under all conditions	Measure the voltage to ground: There should be less than 0.2 V.	• Poor ground (G501) • An open in the wire
A1	YEL	Ignition switch ON (II)	Measure the voltage to ground: There should be battery voltage.	• Blown No. 19 (20 A) fuse in the driver's under-dash fuse/relay box • An open in the wire
A2	PUR	Ignition switch ACC (II)	Measure the voltage to ground: There should be battery voltage.	• Blown No. 32 (10 A) fuse in the driver's under-dash fuse/relay box • An open in the wire
A10	WHT	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 6 (7.5 A) fuse in the driver's under-dash fuse/relay box • Blown No. 15 (40 A) fuse in the under-hood fuse/relay box • An open in the wire
A22	WHT	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 15 (40 A) fuse in the under-hood fuse/relay box • Blown No. 7 (10 A) fuse in the driver's under-dash fuse/relay box • An open in the wire
A14	ORN	Parking brake pedal pressed	Measure the voltage to ground: There should be less than 0.2 V.	• Faulty parking brake switch • An open in the wire
		Parking brake pedal released	Measure the voltage to ground: There should be battery voltage.	• Faulty parking brake switch • A short to ground in the wire
B1	LT BLU	Trunk lid outer handle switch pulled	Measure the voltage to ground: There should be less than 0.2 V.	• Poor ground (G652) • Faulty trunk lid outer handle switch • An open in the wire
		Trunk lid outer handle switch released	Measure the voltage to ground: There should be at least 5 V.	• Faulty trunk lid outer handle switch • A short to ground in the wire



RF Unit 1 Replacement

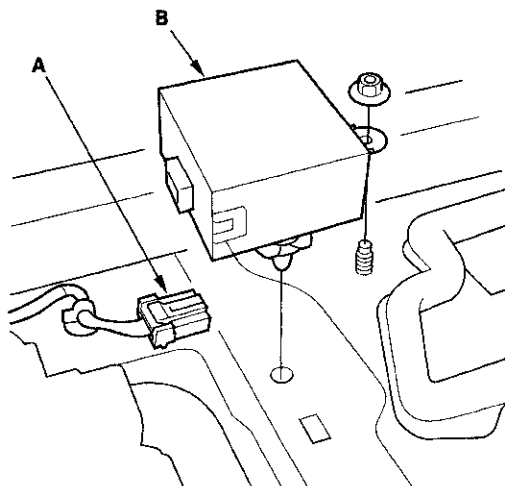
1. Remove the navigation display unit (see page 23-256).
2. Disconnect the 6P connector (A) from RF unit 1 (B).



3. Remove the bolt and RF unit 1.
4. Install the unit in the reverse order of removal.

RF Unit 2 Replacement

1. Remove the rear shelf (see page 20-80).
2. Disconnect the 6P connector (A) from RF unit 2 (B).

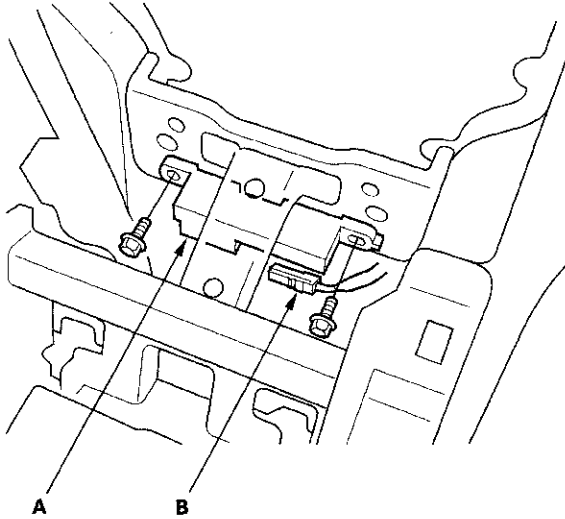


3. Remove the nut and RF unit 2.
4. Install the unit in the reverse order of removal.

Keyless Access System

Front Interior LF Antenna Replacement

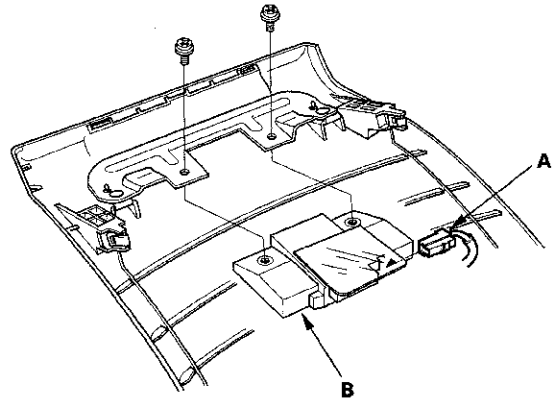
1. Remove the audio unit (see page 23-106).
2. Remove the two bolts from the front interior LF antenna (A).



3. Disconnect the 2P connector (B) from the front interior LF antenna.
4. Install the antenna in the reverse order of removal.

Rear Interior LF Antenna Replacement

1. Remove the center console rear cover (see page 20-92).
2. Disconnect the 2P connector (A) from the rear interior LF antenna (B).

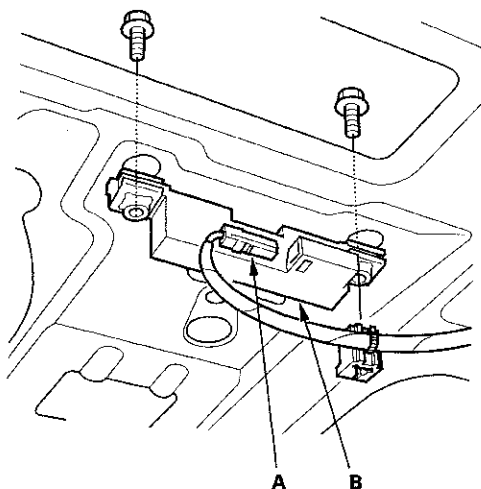


3. Remove the two screws and the rear interior LF antenna.
4. Install the antenna in the reverse order of removal.



Rear Shelf LF Antenna Replacement

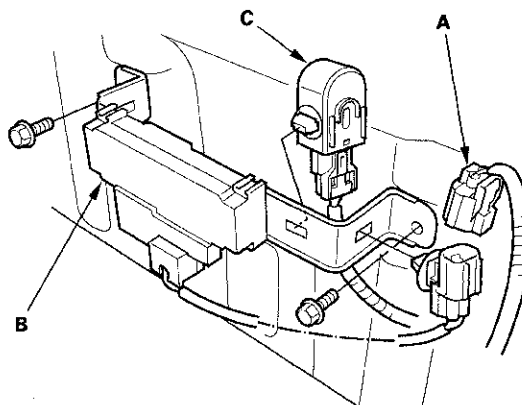
1. Remove the rear shelf (see page 20-80).
2. Remove the rear shelf under cover (see page 20-80).
3. Disconnect the 2P connector (A) from the rear shelf LF antenna (B).



4. Remove the two bolts and the rear shelf LF antenna.
5. Install the antenna in the reverse order of removal.

Rear Bumper LF Antenna Replacement

1. Remove the rear bumper (see page 20-153).
2. Disconnect the 2P connector (A) from the rear bumper LF antenna (B).

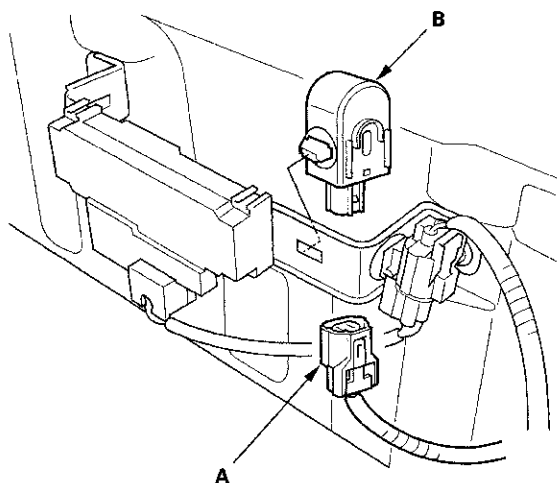


3. Remove the keyless buzzer (C).
4. Remove the two bolts and the rear bumper LF antenna.
5. Install the antenna in the reverse order of removal.

Keyless Access System

Keyless Buzzer Replacement

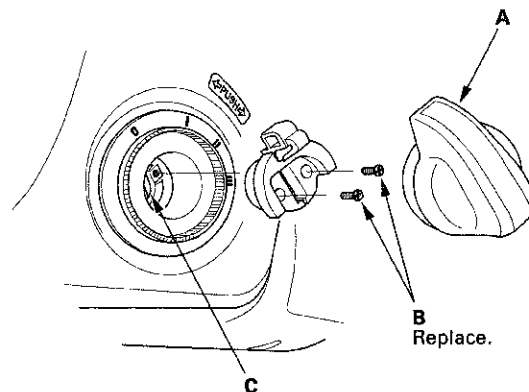
1. Remove the rear bumper (see page 20-153).
2. Disconnect the 2P connector (A) from the keyless buzzer (B), then remove the keyless buzzer.



3. Install the buzzer in the reverse order of removal.

Ignition Switch Knob Replacement

1. Remove the ignition switch knob (A). Then remove the two screws (B) and lower knob portion from the ignition key cylinder (C).



2. Replace the screws with new ones, and install the knob in the reverse order of removal.



Ignition Switch Control Unit Registration

1. Turn the ignition switch to ON (II).
2. Connect the HDS to the data link connector.
3. Select KEYLESS ACCESS from SYSTEM SELECT menu, then enter REGISTRATION.
4. Select REPLACE IGNITION SWITCH CONTROL UNIT, and register the ignition switch control unit.
5. Turn the ignition switch to LOCK (0), and verify proper operation.