	being used. • A HDD type, CF, SD Memory is being used. • There are no music files which can be played.	• Use a standard USB memory. • Use a standard USB memory. • Only MP3, WMA file formats are supported. Please use only the supported music file formats.
The iPod is not recognized even though it has been connected.	• There are no titles which can be played. • The iPod firmware version has not been properly updated. • The iPod device does not recognize downloads.	• Use iTunes to download and save MP3 files into the iPod. • Use iTunes to update the firmware version and reconnect the iPod with the device. • Reset the iPod and reconnect with the device.

Body Electrical System > Smart Key System > Specifications

Specification

IPM (SMART KEY Unit)

Items	Specification
Rated voltage	DC 12V
Operating voltage	DC 9 ~ 16V
Operating temperature	-30° C ~ 75° C (-22° F ~ 167° F)
Load	Max. 3mA

RF Receiver

Items	Specification
Frequency	315 Mhz
Antenna type	FSK (Frequency Shift Keying)

Smart Key FOB

Items	Specification
Battery	Lithium battery 3V 1EA
Distance	30m
Battery life	More than 2years
Push buttons	Door lock / unlock, Panic, Trunk lid
Frequency(Rx)	125 kHz
Frequency(Tx)	315 MHz
Numbers	2EA

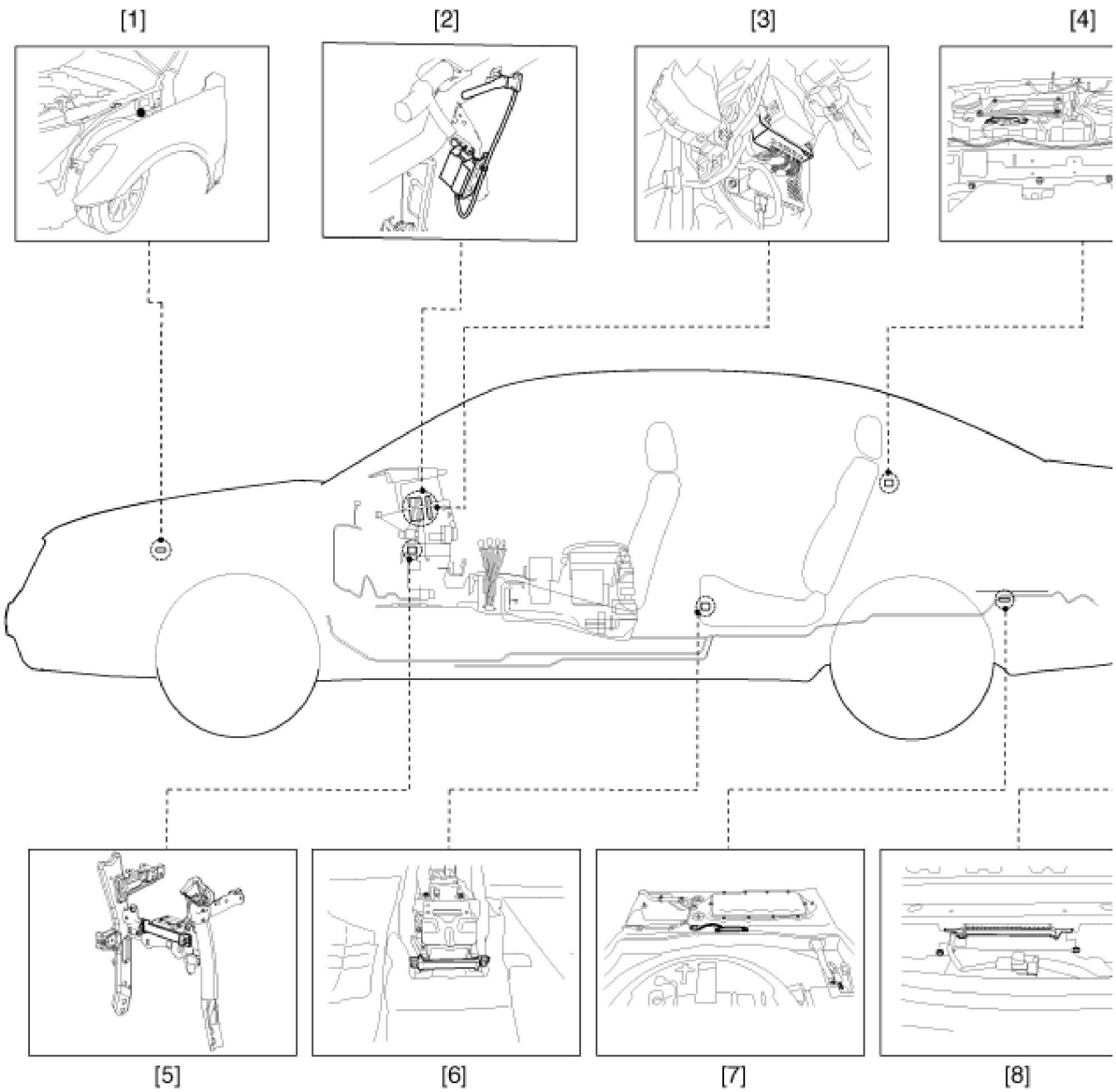
Antenna

Items	Specification
Rated voltage	DC 12V
Operating voltage	DC 9 ~ 16V
Operating temperature	-30° C ~ 75° C (-22° F ~ 167° F)

Frequency	125kHz
Numbers	Interior(5EA), Door(2EA), Bumper(1EA)

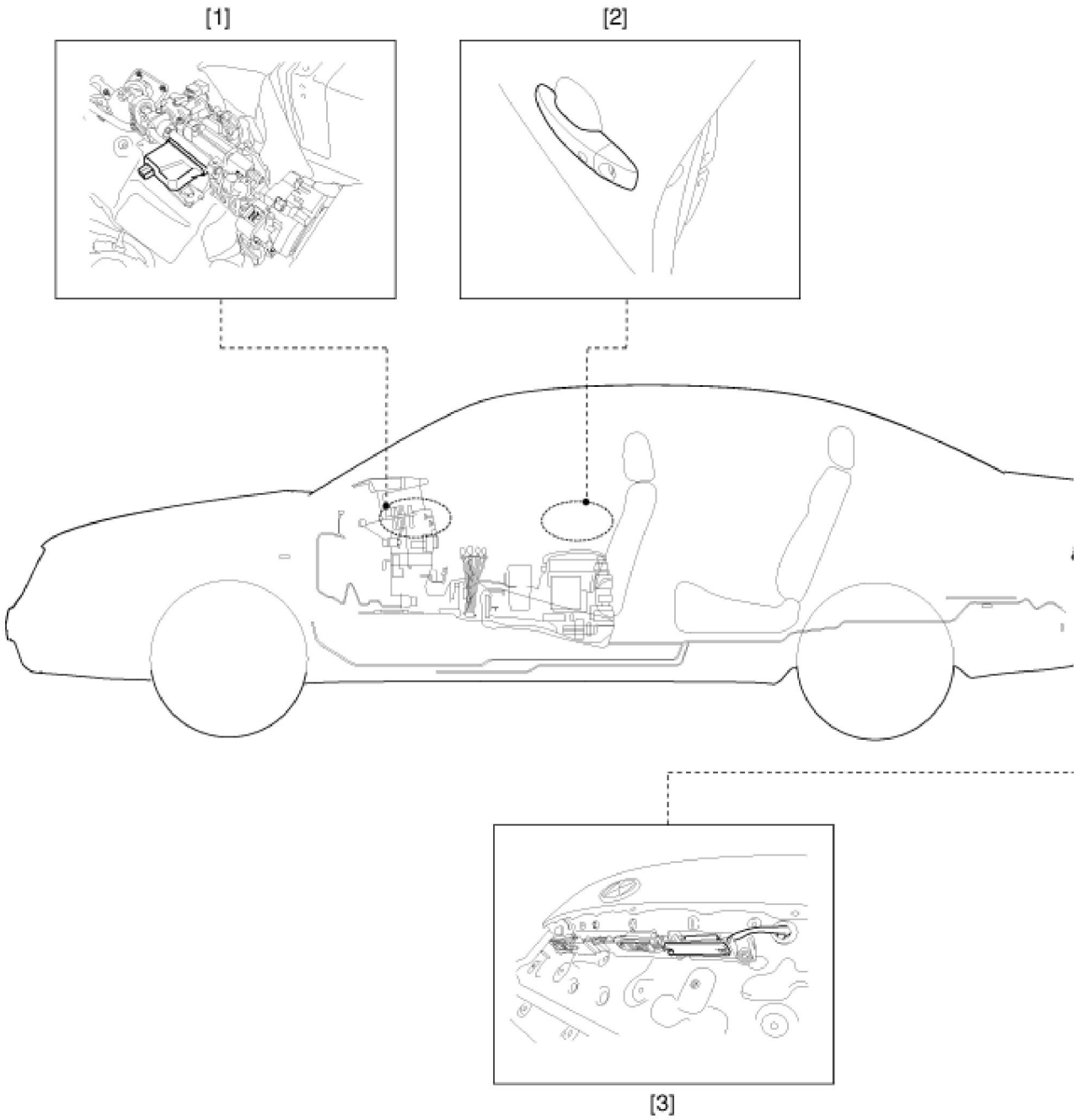
Body Electrical System > Smart Key System > Components and Components Location

Component Location (1)



1. Buzzer	5. Interior antenna 1
2. RF receiver	6. Interior antenna 2
3. IPM (SMART KEY unit)	7. Trunk antenna
4. Interior antenna 3 (package tray)	8. Bumper antenna

Component Location (2)



1. Electronic Steering Column Lock (ESCL) 2. Door outside handle	3. Trunk lid switch

Body Electrical System > Smart Key System > Description and Operation

Description

The SMART KEY system is a system that allows the user to access and operate a vehicle in a very convenient

way. To access the vehicle, no traditional key or remote control unit is needed.
The user carries a SMART KEY FOB which does not require any conscious actions by the user (e.g. operate a RKE button). The SMART KEY system is triggered by pressing a push button in the door handle.
After being triggered the vehicle sends out a request in a limited range. If the SMART KEY FOB receives this request, it automatically sends a response to the vehicle. Then the system decides whether to perform a particular action (unlocking, locking…) or remain inactive.
In a similar manner the vehicle's Electrical Steering Column Lock (ESCL) is released. Again, a communication between the vehicle and the SMART KEY FOB is needed before any actions will be performed.
The System offers the following features :

- passive unlock via door driver side and passenger side
- passive locking via door driver side and passenger side
- passive start
- passive access trunk/tailgate via the trunk lid switch at the trunk
- passive locking via tailgate
- max. 2 fobs can be handled by the system
- immobilizer backup antenna driver integrated into FOB-HOLDER for TP authentication (i.e. limp home mode)
- communication with engine management system
- communication with SRX
- LF-RF communication

1. Passive unlock
   The system allows the user to access (unlock) the vehicle without performing any actions with the SMART KEY FOB. This feature could be different depending on platform as follows:
   A. Pressing Push button in door hadle
2. Passive locking
   The system allows the user to lock the vehicle by pushing a button on door handle with the SMART KEY FOB.
3. Button start
   The system allows the user to release ESCL and to switch the power modes (Off, Accessory, Ignition), as well as to start and stop the vehicle's engine without performing any actions with the SMART KEY FOB. See Button Engine Start system specification.
4. LIMP HOME Mode
   Additionally, the system offers so called "limp home mode", which is the user can operate all vehicle functions by inserting the key into the FOB HOLDER.

Smart Key ECU (SMK ECU)

The SMK ECU manages all functions related to "Passive Unlock", "Passive Lock" and "Passive Authorization for Engine Start Operation".
It reads the inputs (Push button in door handle, Start Stop Button (SSB), PARK position Switch), controls the outputs (e.g. exterior and interior antennas), and communicates via the CAN/LIN (depends on the vehicle) as well as a single line interface to further devices of the car.
It reads the inputs (Push button in door handle, Start Stop Button (SSB), PARK position Switch), controls the outputs (e.g. exterior and interior antennas), and communicates via the CAN as well as a single line interface to further devices of the car.
For communication with the SMART KEY FOB, SMK ECU generates a request (challenge) as an encoded and modulated 125 kHz signal at the inductive antenna outputs and receives the SMART KEY FOB's response via the external RF receiver.
The main functional blocks of the SMK ECU are:

- Power supply
- Microcontroller with FLASH Memory
- Single Line Interface to SRX
- Single Line Interface to EMS
- Input stage
- LF antenna amplifier/driver
- CAN communication with BCM
- LIN communication with other unit (depending on platform)

The LF antenna amplifier/driver generates a 125 kHz sinusoidal carrier signal which is distributed to the different antennas.

Smart Key FOB

The system supports up to 2 SMART KEY FOBs.
The main functions of the SMART KEY FOB are:

- Passive functionality: receives LF-challenge and sends automatically RF response.
- Classic RKE function by action up to 6 push buttons.
- Transponder-functionality in case of a flat battery or a disturbed communication.
- LED for operation feedback and battery monitoring.

> NOTE
>
> The FOB's LED indicator may continue to light even with a low transmitter battery.
> If the performance or range of the FOB is less than expected, check the transmitter battery.

Antennas

1. Emitting LF Antennas:
   Inductive antennas in and at the vehicle are used to transform the current, driven by the SMK ECU antenna driver, into a 125 kHz magnetic field, which is the carrier for the SMART KEY challenge.
   Three antennas cover the vehicle’s exterior: two antennas in the Door Handles (DS and PS) cover the area around the doors; one antenna in the rear bumper covers the area around the trunk/tailgate.
   Two antennas cover the vehicle’s exterior: two antennas in the Door Handles (DS and PS) cover the area around the doors.
   Up to three antennas cover the vehicle’s interior and the trunk interior: two in the passenger compartment and one in the trunk.
2. Bidirectional Immobilizer Antenna (for Limp Home):
   The Immobilizer Backup Antenna is used for sending and receiving data: it emits a magnetic field (125 - 135 kHz challenge) and receives changes in the field strength (response of Transponder).
3. External Receiver
   The SMART KEY FOB’s response is received via the external RF receiver, which is connected to the SMK ECU via a serial communication Line.
   The SMK ECU provides a connector pin for the serial communication Line.

Door Handle

The front door handles of the two doors (driver door / passenger door) are equipped with emitting LF-antennas to emit the 125 kHz signals. The front door handles are also equipped with a push button.

Push Button

The push button in door handle serves as a trigger to indicate the user’s intent to unlock or lock the vehicle.
The push buttons are installed at front doors, integrated into the door handles.
Another button is installed at the trunk lid.

Operation

Passive Functions

The system allows the user to access the vehicle without having to perform any actions (e.g. RKE button pressing) with the SMART KEY FOB. It is sufficient that a valid SMART KEY FOB is located within a defined and limited range with respect to the vehicle. So the system is capable of detecting and authenticating a SMART KEY FOB in the ranges as specified below.

Operating Range

The SMART KEY FOB receives and interprets a challenge sent from the vehicle via the exterior antennas in a free space range of min. 0.7m measured around the exterior antennas which are integrated in the door handles; refer to the below given picture. The trunk access range is also min. 0.7m measured from the antenna position.
The SMART KEY FOB receives and interprets a challenge sent from the vehicle via the exterior antennas in a free space range of min. 0.7m measured around the exterior antennas which are integrated in the door handles;

refer to the below given picture

Passive Access (Passive Entry)

Pressing one of the push buttons in the door handles when all doors locked indicates the operator’s intent to access the vehicle and thus triggers the system for unlock

Passive Locking (Exit)

Pressing one of the push buttons in the door handles when one of the following condition is fulfilled:

- at least one door is unlocked and two_steps timer is not running or
- two_steps timer is running and one of the push button except Front Left side is triggered

indicates the operator’s intent to lock the vehicle and thus triggers the system for a lock.

Passive Open Tailgate

Pressing the Tailgate Lid Switch when tailgate is closed indicates the operator’s intent to open the tailgate and thus triggers the system. Subsequently, the SMK ECU sends a LF-challenge to the SMART KEY FOB via the exterior bumper antenna. The SMART KEY FOB answers with a RF-response. If the received response matches the expected answer, SMK ECU sends a “tailgate open” message via the CAN network.

Passive Trunk Warning

Whenever the trunk is closed, SMK ECU uses a suitable search strategy to avoid trunk buzzer warning by a fob outside the vehicle. Then SMK searches for a SMART KEY FOB in the interior of the trunk. If a valid SMART KEY FOB is found in the trunk, the SMK ECU activates SMK external buzzer (TBD) to inform the user that the trunk has been closed with a fob inside the trunk.
SMK will send the trunk open command to BCM for trunk reopening if Trunk reopening bit is set(BK)For this functionality, a “valid” SMART KEY FOB means any SMART KEY FOB that belongs to the vehicle, even if it’s DEACTIVATED.

NOTE

- A blind spot in the trunk similar to any RF disturbance may lead to no trunk warning. Due to the penetration of the bumper antenna into the trunk area the lid may open without an Identification Device outside.
- A blind spot in the trunk similar to any RF disturbance may lead to no trunk warning

Smart Key Reminder 1

1. Preconditions:
   All terminals OFF & at least one door open & locking status is not locked checked by SMK periodically every 100ms, as long as CAN/LIN active.
2. Event:
   At least 1 door knob status changed from unlock to lock.
3. SMK actions:
   A. IF NO FOB-IN ACTIVE
      SMK performs a search for the fobs in the interior of the vehicle.The same LF-strategy has to be used as it is defined for the ID out warning (registering only, no authentication
   B. IF FOB-IN ACTIVE
      SMK sends request toward PDM to search valid TP
   If no fob or no TP has been found, no action is required.
   If any valid fob or valid TP has been found, SMK unlocks the vehicle by sending a CAN Key Reminder unlock message with the fob number.
   If any valid fob has been found, SMK unlocks the vehicle by sending a CAN/LIN Key Reminder unlock message with the fob number.

Smart Key Reminder 2

1. Preconditions:
   All terminals OFF & any door (including tail gate) open & no FOB-IN & no locking status (checked by SMK periodically every 100ms, as long as CAN/LIN active)

2. Vehicle action:
   Closing last door or tail gate with knobs locked state, or with a locking in progress
3. SMK actions:
   Before elapsing 500ms after the closing if all doors are locked then:
   A. IF NO FOB-IN ACTIVE
      SMK performs a search for the fobs in the interior of the vehicle.
      The same LF-strategy has to be used as it is defined for the ID out warning (registering only, no authentication)
   B. IF FOB-IN ACTIVE
      SMK sends request toward PDM to search valid TP

   If no fob has been found, no action is required.
   If any valid fob or valid TP has been found, SMK sends unlock command via CAN and activates ext. buzzer warning.
   If any valid fob has been found, SMK sends unlock command via CAN/LIN and activates ext. buzzer warning.

Smart Key Door Lock Warning

Door Lock Warning 1

1. Preconditions:
   While (at least one door knob is unlocked) & (ACC ON or IGN ON) & (No FOB-IN) :
   A. (All doors are closed) & (tailgate closed)
2. Event:
   A. User presses the push button in door handle or tailgate
3. SMK actions:
   SMK performs a search for the fobs outside of the vehicle; the same LF-strategy has to be used as it is defined for "Scenario Access with I/O Distinction".

Door Lock Warning 2

1. Preconditions:
   Same as passive locking precondition but with at least one door open.
2. Event:
   User presses the door handle Push button .
3. SMK actions:
   SMK performs a search for the fobs outside of the vehicle; the same LF-strategy has to be used as it is defined for "Scenario Access with I/O Distinction".
   If no fob has been found, no action is required.
   If the preconditions are no longer valid during buzzer active time (3 seconds), the SMK ECU stops the buzzer immediately.

Door Lock Warning 3

1. Preconditions:
   Same as passive locking precondition
2. User action:
   A. User presses the door handle Push button
3. SMK ECU actions:
   A. If ATWS(Anti Theft Warning System) is in DISARM status, SMK ECU performs a search for the fob inside of the vehicle (use "Door Lock Warning 3" scenario)

If no fob has been found, the passive locking is performed.
If any valid fob has been found, SMK ECU activates the external buzzer.
If the activity timer elapsed or ACC ON or IGN1 ON or NOT All door closed or FOB-IN, the SMK ECU stops the buzzer immediately.
After searching of inside fob, SMK ECU also performs a search for fobs outside of the vehicle.

Smart Key Lamp Warning

1. SMK actions:
   As long as the preconditions are valid, the SMK ECU performs a periodical search for the fobs in the interior of the vehicle; the same LF-strategy has to be used as it is defined for the ID out warning (registering only, no authentication); periodical means, the search is done every 3 seconds.
   If no fob has been found, the SMK ECU starts Key out indicator lamp activation as all preconditions are valid and will perform another search 3 seconds later.

If any valid fob has been found, the SMK ECU stops the Key out indicator lamp and will (if one door is open) perform another search 3 seconds later; if no door is open then it’s only at the next When the preconditions are still valid, the search resumes by opening of one door.

Failsafe Functions (Backup For Limp Home)

In case of a discharged battery of the SMART KEY FOB or disturbed transmission, the following functions are available:

- Unlocking / locking of doors or trunk (or tailgate depending of the vehicle configuration): use of mechanical key

User Information Functions

ID OUT Warning

1. Preconditions:
   A. (ACC or IGN1) & (any door open or tailgate open)
2. Event:
   The last opened door is closed
3. SMK action:
   SMK searches for a SMART KEY FOB in the interior.
   A. If no valid SMART KEY FOB is found, the SMK activates external buzzer and also sends ID OUT WNG via CAN (exterior buzzer warning and internal buzzer warning).
   B. If a door is opened and closed again during terminals on and inside valid fob, SMK re-enables the authentication and stops the warning. If the terminal is in ACC, SMK shall turn on immobilizer lamp.

> NOTE
>
> If there is a LF error (LF overheating or LF antenna failure), the system will have the same behavior as it is with no fob found.

Immobilizer Lamp

Removing the PIF from the MSL and reinserting the PIF and pushing the MSL Knob will switch the lamp on again.

Fob Battery Low Voltage Detection

To detect fob low battery condition, certain battery voltage measurement and low voltage detection strategy are implemented into fob. The measurement of the battery voltage will be done if fob button is pressed or if a LF measurement command is received.
If the fob has detected a low battery voltage, the LED will not be switched on at button press.

Learning Description

In this chapter, the learning procedure for SMK, PDM, ESCL and FOBs is described.
For the learning of the SMK, PDM, ESCL and FOBs, it's necessary to have a connection to the diagnostic tool.

Learning MODE

Whatever the mode, the learning procedures are managed by the SMK.
Prior to start learning service, Fob-In signal must be active and the vehicle secrect code (called as PIN code) should be known.

Teaching MODE

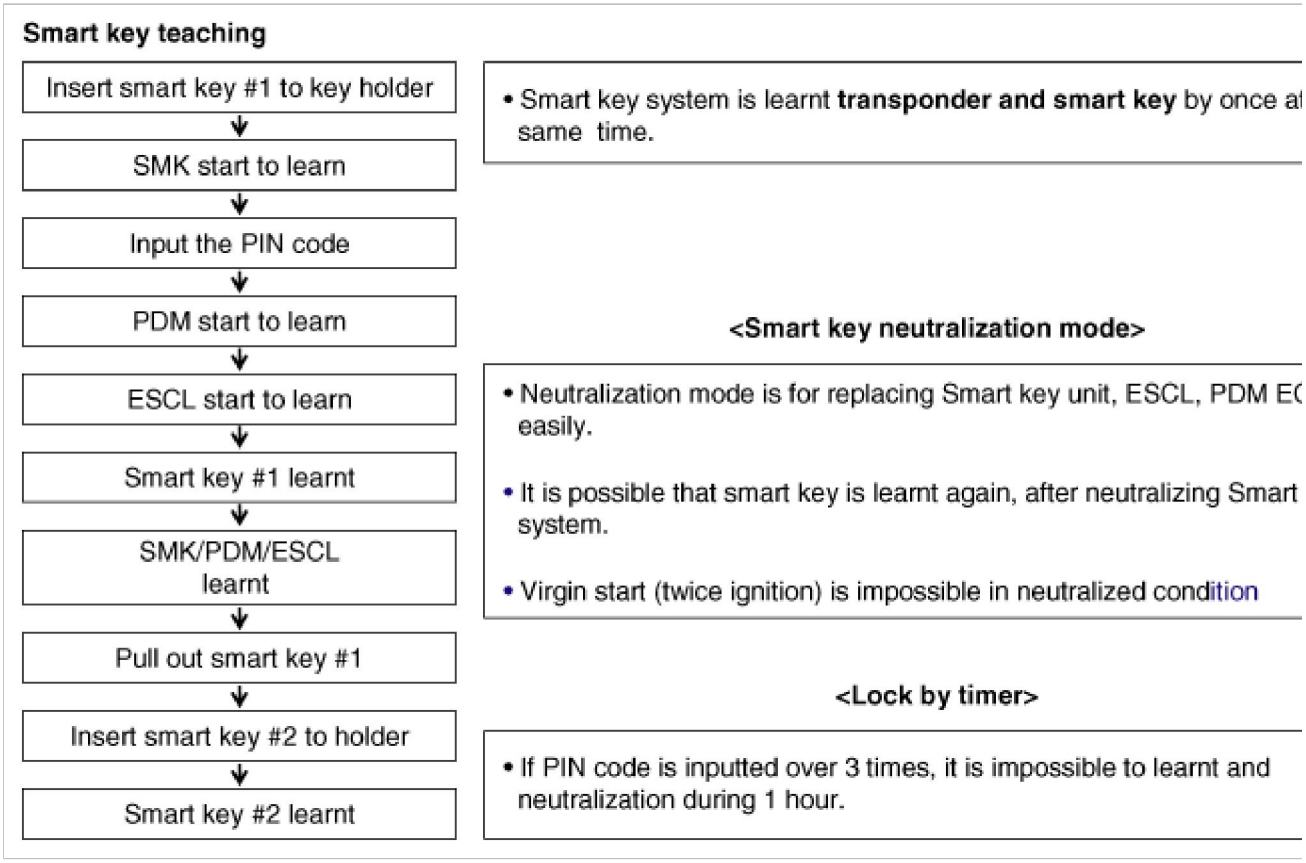
This mode is used by the dealers in order to replace SMK and/or PDM and/or ESCL and/or the set of keys, or to register additional keys for an existing system. That means the system already has been learnt with certain PIN

Code. The PIN Code is fixed for the life time of the vehicle, therefore the same PIN Code must be used in this mode. Otherwise learning will be failed

Teaching MODE Procedure Description (Step By Step)

Objective: Key teaching procedure at service station
Initial state:

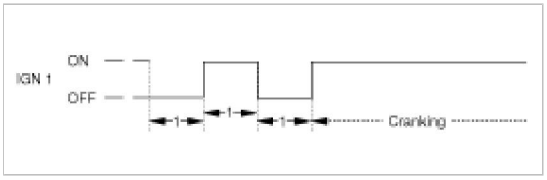
- SMK replacement: SMK is not learnt, PDM and ESCL and SMART FOB are already learnt with same PIN code
- PDM replacement: PDM is not learnt, SMK and ESCL and SMART FOB are already learnt with same PIN code
- ESCL replacement: ESCL is not learnt, SMK and PDM and SMART FOB are already learnt with same PIN code
- Additional or new keys teaching: SMK and PDM and ESCL are already learnt with same PIN code



Starting After Replacing (Virgin Start)

Starting is possible by following process after replacing new smart key unit , PDM, FOB key or ESCL.

- It is for starting at virgin condition
- All related parts are virgin condition (Smart key, IPM, PDM, ESCL ECM)
- ESCL is always unlock at virgin
- When virgin smart key is inserted in smart key holder, possible to start, IG ON and ACC position
- Press brake pedal in P or N range
- After inserting virgin smart key to holder, push start button once.



Body Electrical System > Smart Key System > Repair procedures

Inspection

Self Diagnosis With Scan Tool

Smart key system defects can be quickly diagnosed with the GDS. GDS operates actuator quickly to monitor, input/output value and self diagnosis.
The following three features will be major problem in SMART KEY system.

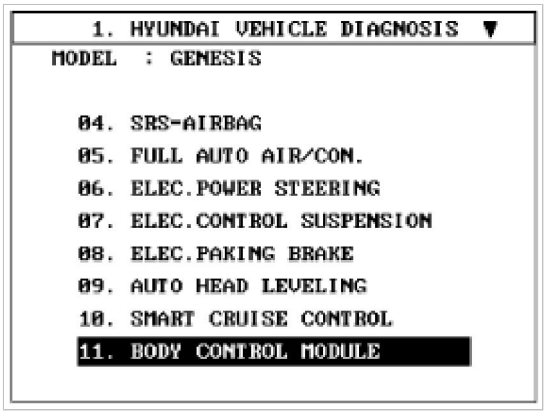
1. Problem in SMART KEY unit input.
2. Problem in SMART KEY unit.
3. Problem in SMART KEY unit output.

The following three diagnostic solutions will be the main solution process to a majority of concerns.

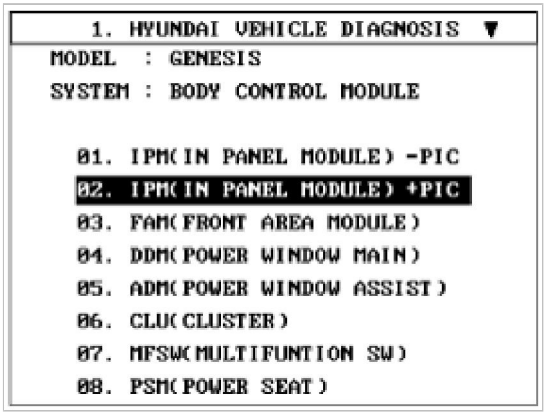
1. SMART KEY unit Input problem : switch diagnosis
2. SMART KEY unit problem : communication diagnosis
3. SMART KEY unit Output problem : antenna and switch output diagnosis

Switch Diagnosis

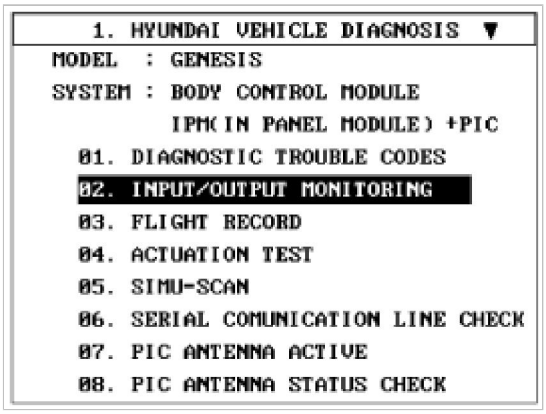
1. Connect the cable of scan tool to the data link connector in driver side crash pad lower panel, turn the power on scan tool.
2. Select the vehicle model and then "Body Control Module" system.

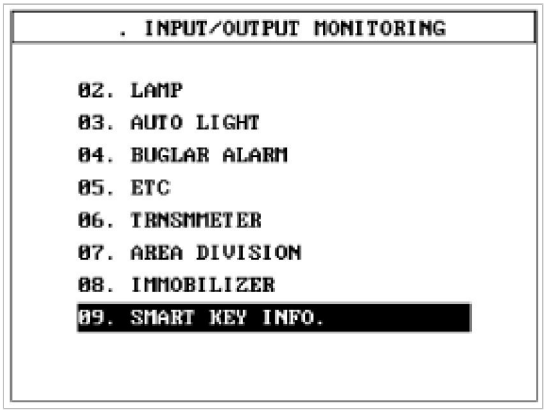


3. Select the "IPM + PIC".

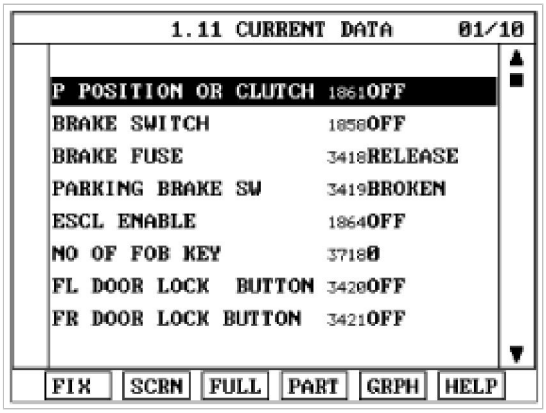


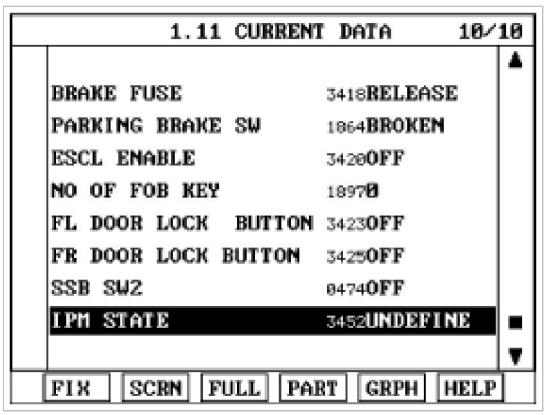
4. After IG ON, select the "Input/output monitoring".





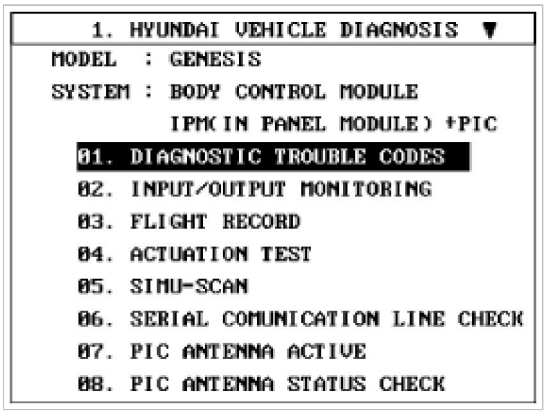
5. You can see the situation of each switch on scanner after connecting the "Input/output monitoring" process.

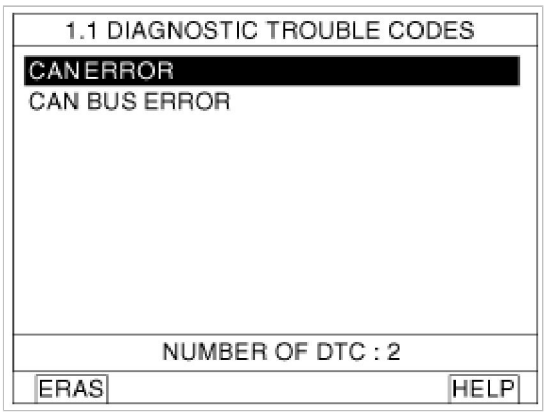




Communication Diagnosis With Scan Tool(self Diagnosis)

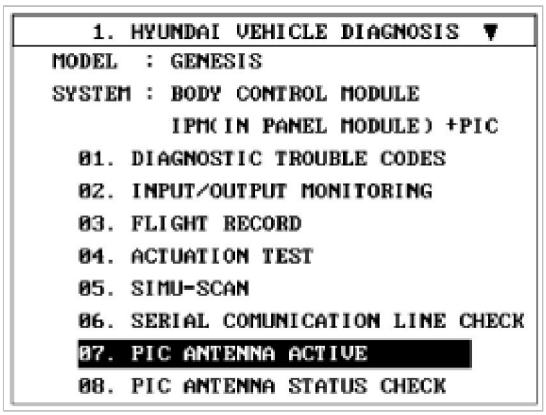
1. Communication diagnosis checks that the each linked components operates normal.
2. Connect the cable of scan tool to the data link connector in driver side crash pad lower panel.
3. After IG ON, select the "Diagnostic trouble codes".

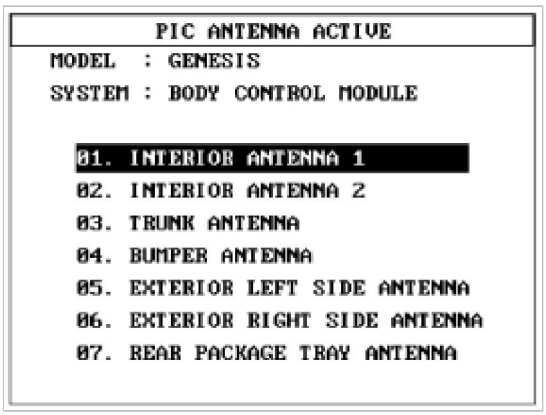




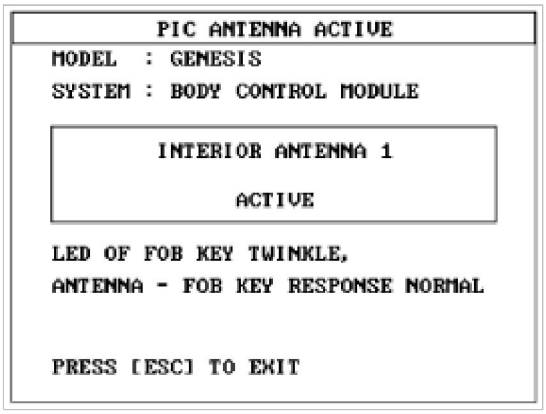
Antenna Actuation Diagnosis

1. Connect the cable of scan tool to the data link connector in driver side crash pad lower panel.
2. After IG ON, select the "PIC antenna active".





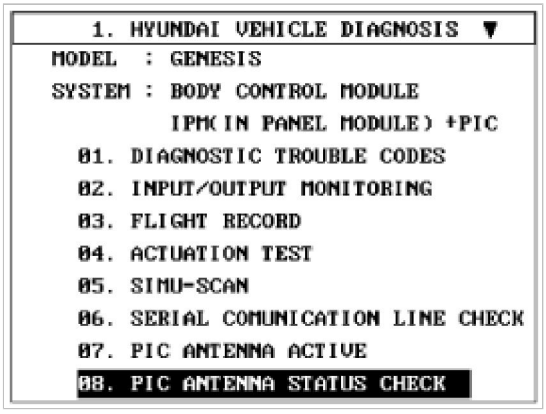
3. Set the smart key near the related antenna and operate it with a scanner.



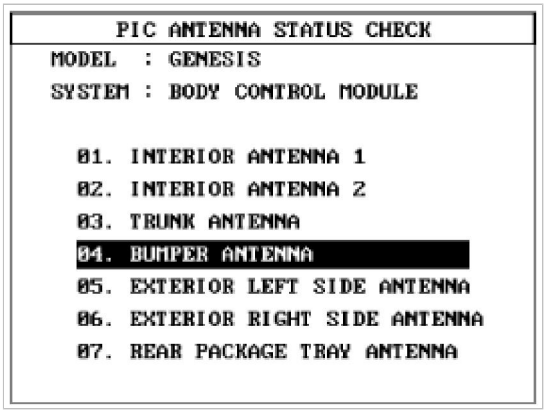
4. If the LED of smart key is blinking, the smart key is normal.
5. If the LED of smart key is not blinking, check the voltage of smart key battery.
6. Antenna actuation
   A. INTERIOR ANTENNA 1
   B. INTERIOR ANTENNA 2
   C. BUMPER/ TRUNK ANTENNA
   D. DRV_DR ANTENNA
   E. AST_DR ANTENNA
   F. REAR PACKAGE TRAY ANTENNA

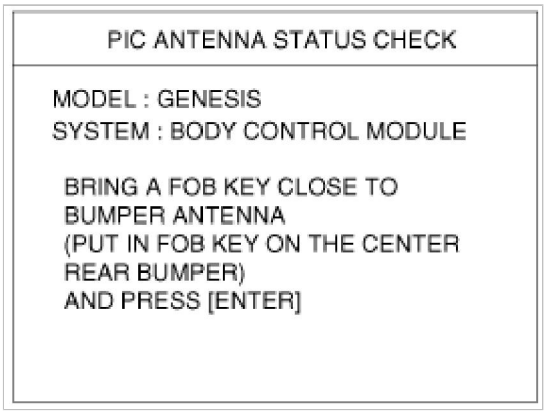
Antenna Status Check

1. Connect the cable of scan tool to the data link connector in driver side crash pad lower panel.
2. Select the "IPM + PIC".
3. After IG ON, select the "PIC ANTENNA STATUS CHECK".



4. Set the smart key near the related antenna and operate it with a scanner.

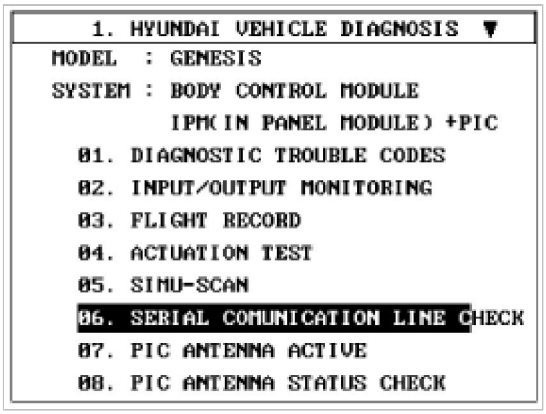




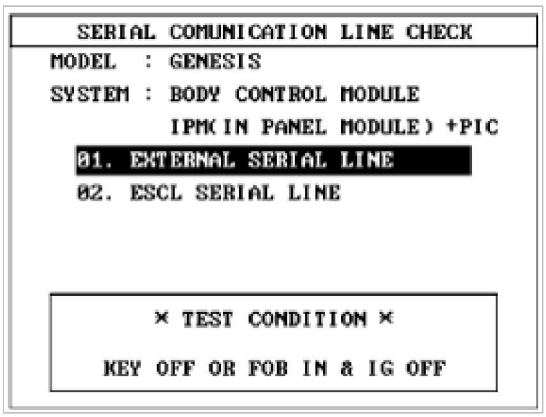
5. If the smart key runs normal , the related antenna, smart key(transmission, reception)and exterior receiver are normal.
6. Antenna status
   A. INTERIOR ANTENNA 1
   B. INTERIOR ANTENNA 2
   C. BUMPER/ TRUNK ANTENNA
   D. DRV_DR ANTENNA
   E. AST_DR ANTENNA
   F. REAR PACKAGE TRAY ANTENNA

Serial Communication Status Check

1. Connect the cable of scan tool to the data link connector in driver side crash pad lower panel.
2. Select the SERIAL COMMUNICATION STATUS CHECK".



3. After IG ON, select the "External serial line".

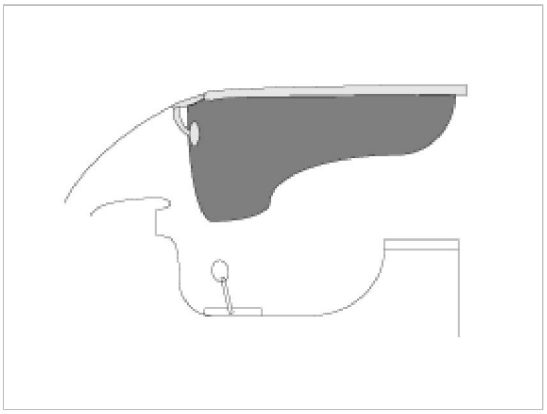


4. Check the serial communication line with a scanner.
5. If the smart key runs normal, the communication of smart key unit, exterior receiver and ESCL (Electronic Steering column Lock) are normal.

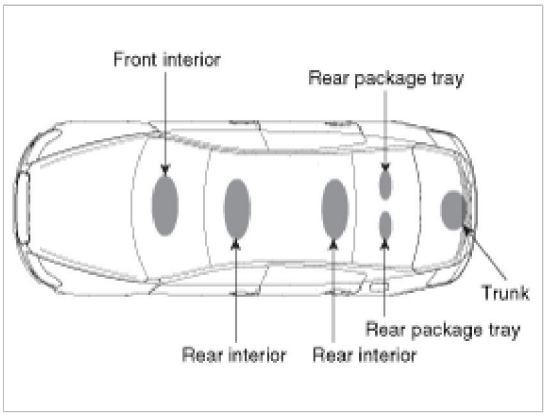
6. If the smart key runs abnormal, check the following items.
   A. Disconnection or no response of the exterior receiver communication line.
   B. The exterior receiver communication line disconnection and ground connection.
   C. The ESCL disconnection or no response
   D. The ESCL disconnection and ground connection

Interior Antenna Actuation Check

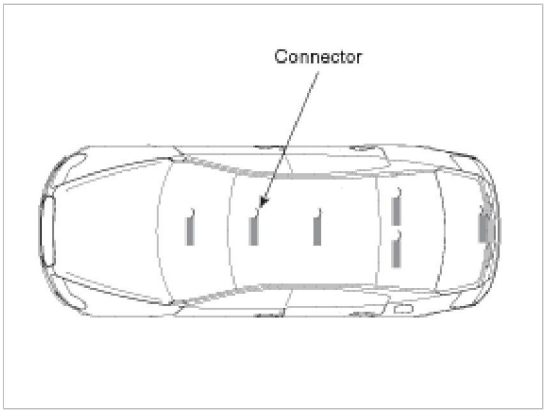
1. Set the smart key in the following shade area and check the IG ON.



2. If the ignition is ON, the antenna runs normal.
3. Check the interior antenna ignition mode.
4. Set the smart key in the following shade area and actuate the antenna. Check the LED of smart key is blinking.



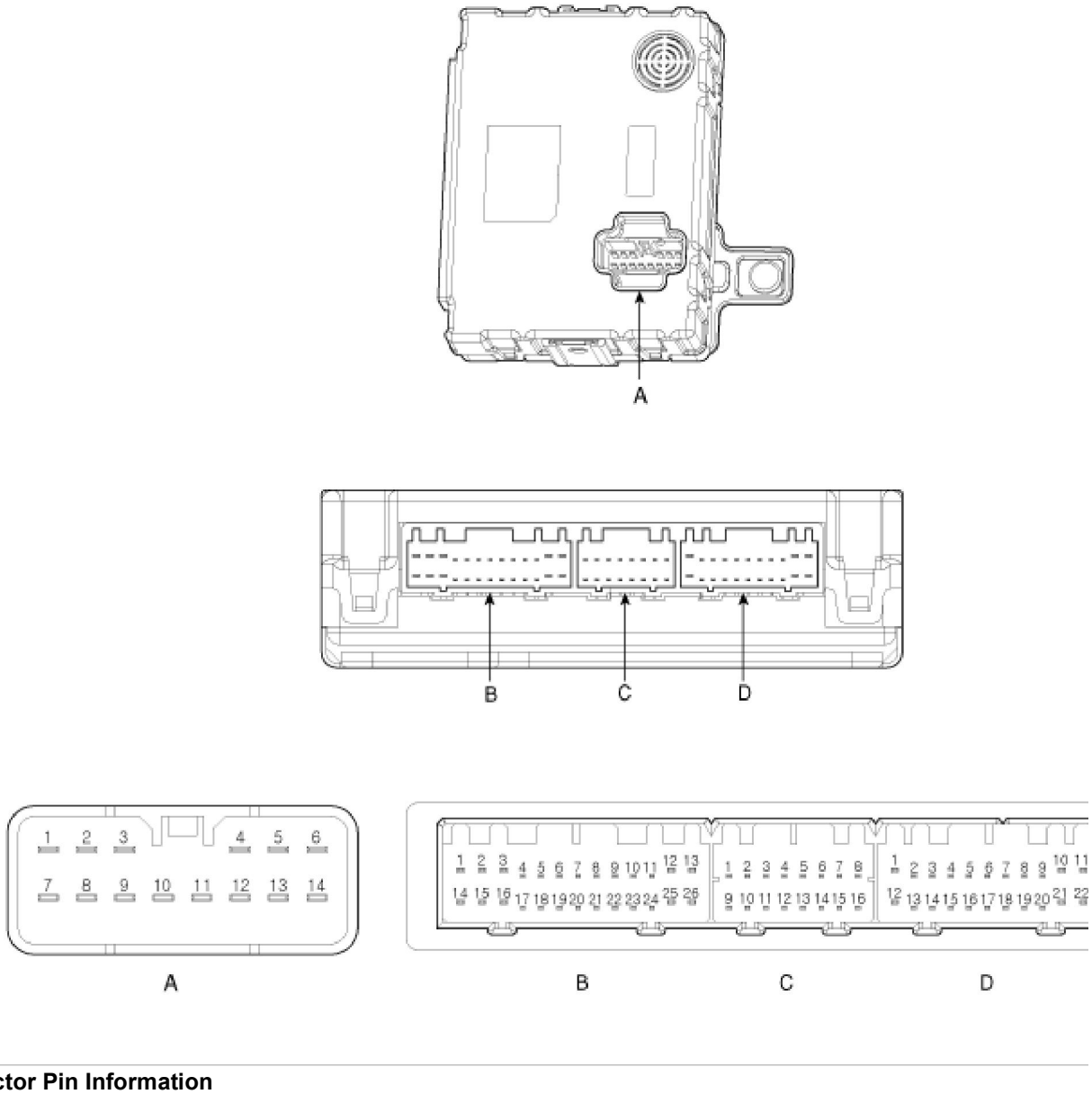
5. If the LED of smart key is not blinking, check the antenna in shade area.



Body Electrical System > Smart Key System > Smart Key Unit > Components and Components Location

Components

[IPM]



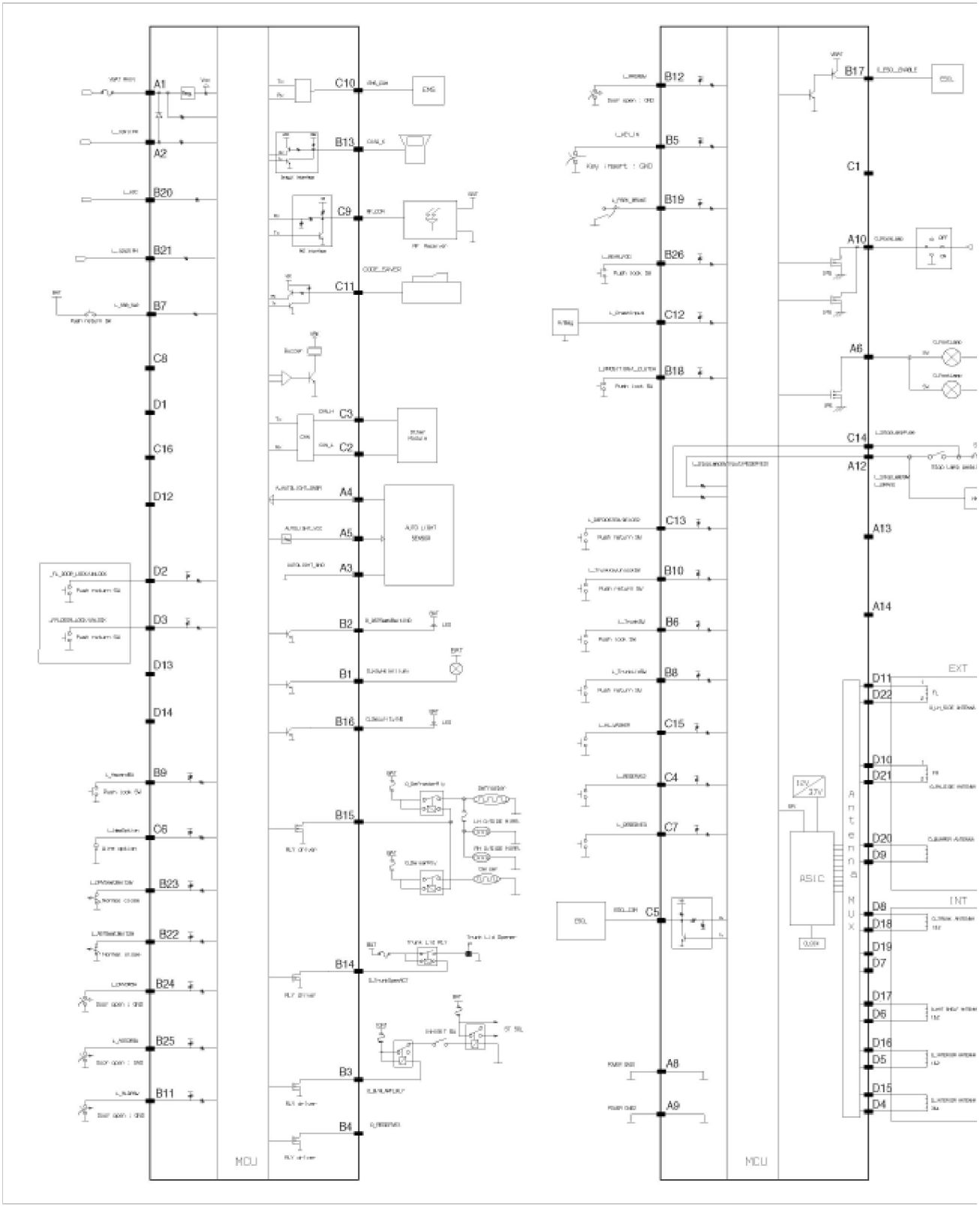
Connector Pin Information

Pin	Connector A	Pin	Connector B	Pin	Connector C	Pin	Connector D
1	BAT	1	Key hole ILL	1	-	1	-
2	IGN IPM	2	Assist seat belt IND	2	CAN low	2	Front left door lock/ unlock
3	Autolight GND	3	B/Alarm relay	3	CAN high	3	Front right door lock/ unlock
4	Autolight sensor	4	-	4	-	4	Interior 2 antenna 2
5	Autolight VCC	5	Key In	5	ESCL COM	5	Interior 1 antenna 2
6	Foot lamp	6	Trunk switch	6	NAS option	6	Hat shelf antenna 2
7	-	7	SSB switch 2	7	-	7	-
8	Power GND 1	8	Trunk lid switch	8	-	8	Trunk 1 antenna 1
9	Power GND 2	9	Hazard switch	9	RF COM	9	Bumper antenna 2

10	Room lamp	10	Trunk key unlock switch	10	EMS COM	10	RH side antenna 1
11	-	11	Rear left door switch	11	Code saver	11	LH side antenna 1
12	Stop lamp	12	Rear right door switch	12	Crash input	12	-
13	-	13	Diagnosis	13	Defroster/Deicer	13	-
14	-	14	Trunk open act	14	Stop lamp fuse	14	-
		15	Defroster relay	15	Head lamp washer	15	Interior 2 antenna 1
		16	Security IND	16	-	16	Interior 1 antenna 1
		17	ESCL Enable			17	Package tray antenna 1
		18	P position			18	Trunk 1 antenna 2
		19	Parking brake			19	-
		20	ACC			20	Bumper antenna 1
		21	IGN2 IPM			21	RH side antenna 2
		22	Assist seat belt switch			22	LH side antenna 2
		23	Driver seat belt switch				
		24	Driver door switch				
		25	Assist door switch				
		26	Rear Fog				

Body Electrical System > Smart Key System > Smart Key Unit > Schematic Diagrams

Circuit Diagram

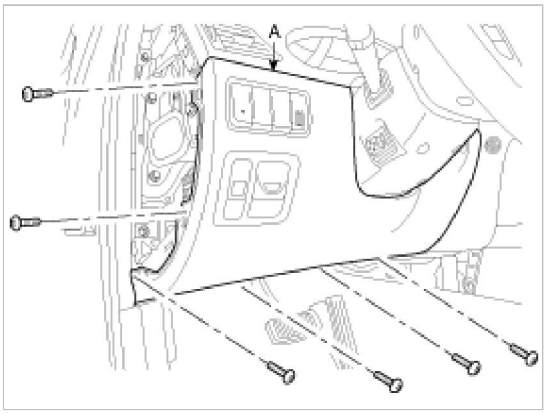


Body Electrical System > Smart Key System > Smart Key Unit > Repair procedures

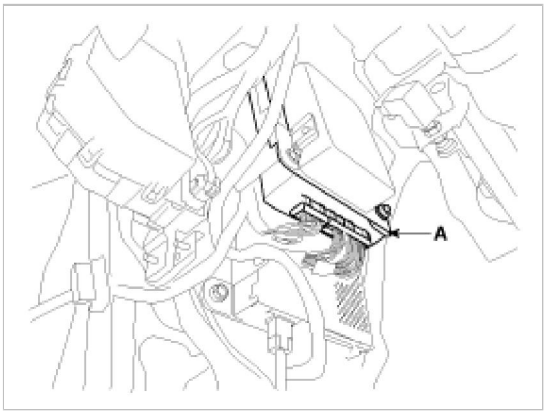
Removal

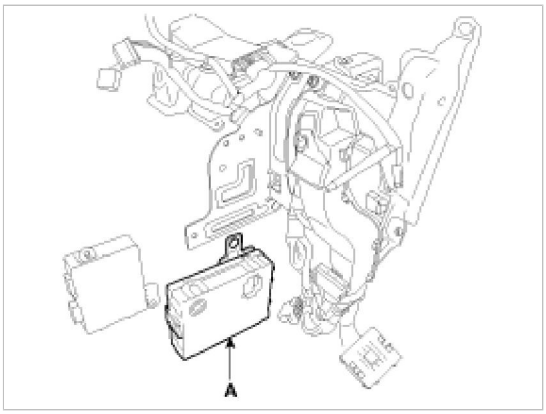
Smart Key Unit

1. Disconnect the negative (-) battery terminal.
2. Remove the crash pad lower panel (A). Avoid damaging retaining clip. (Refer to the Body group - crash pad)



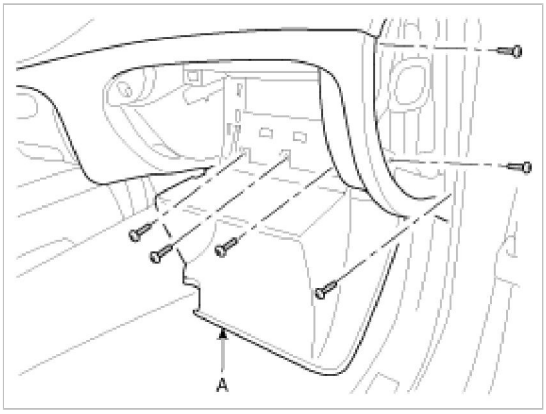
3. After loosening the smart key unit mounting nuts and disconnect the connector, remove the smart key unit (A).



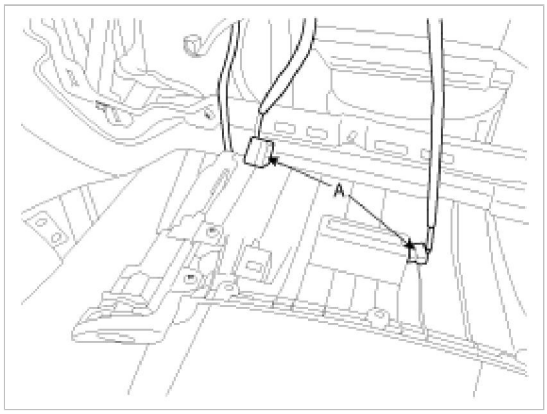


RF Receiver

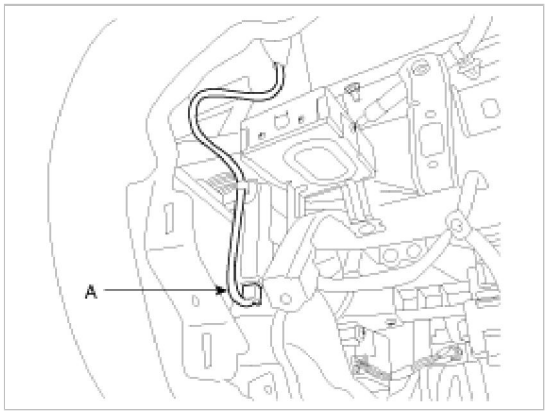
1. Disconnect the negative (-) battery terminal.
2. After loosening the mounting screws and bolts, then remove the glove box (A). (Refer to the body group - Crash pad)

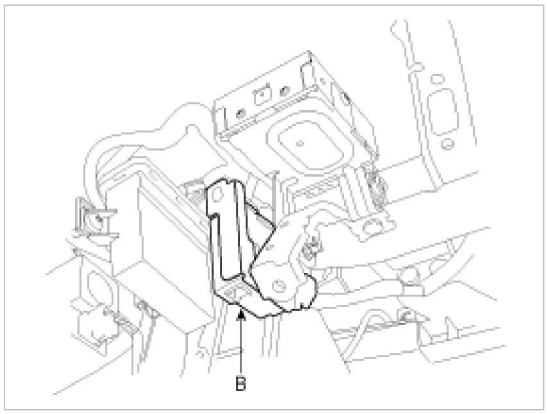


3. Remove the glove box housing connector (A).



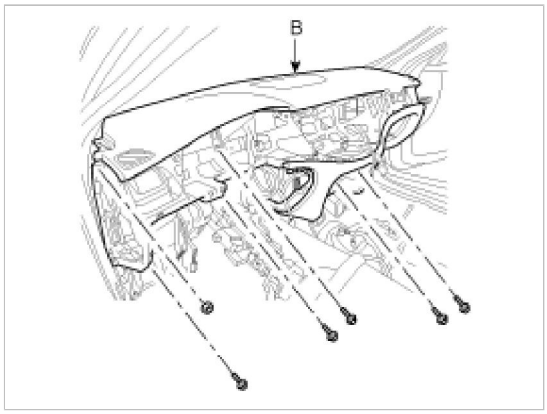
4. After loosening the mounting nuts and connector (A), then remove the RF receiver (B).



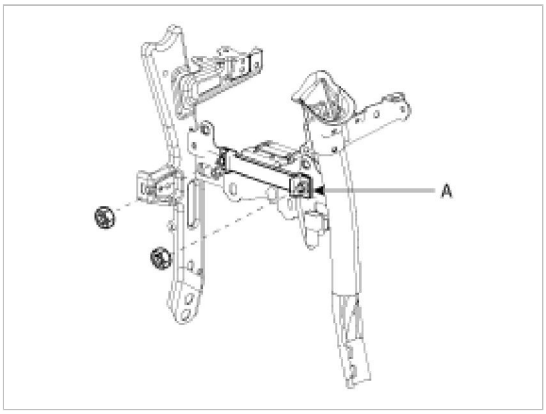


Interior 1 Antenna

1. Disconnect the negative (-) battery terminal.
2. Remove the main crash pad (B) after removing the bolts and nuts. (Refer to the Body group - Trunk)

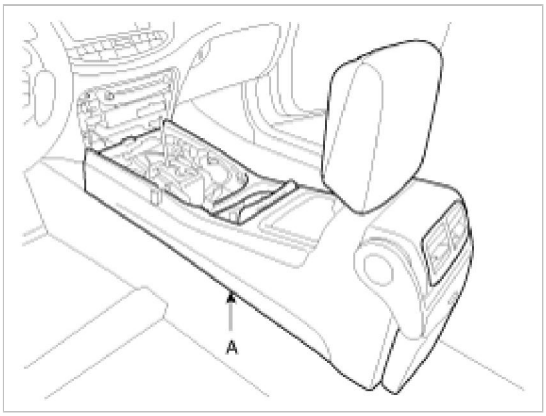


3. Remove the interior 1 antenna (A) after removing the nut and connector.

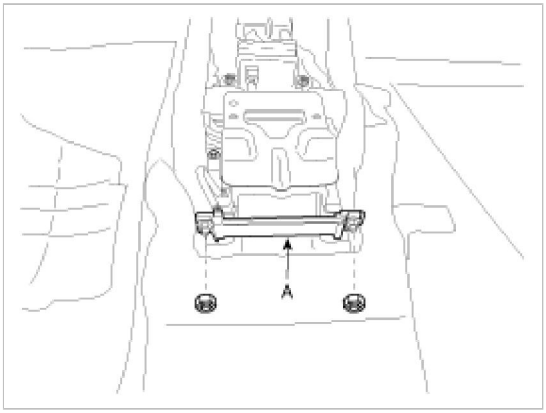


Interior 2 Antenna

1. Disconnect the negative (-) battery terminal.
2. Remove the floor console assembly (A) after removing the bolts and nuts. (Refer to the Body group - Console)

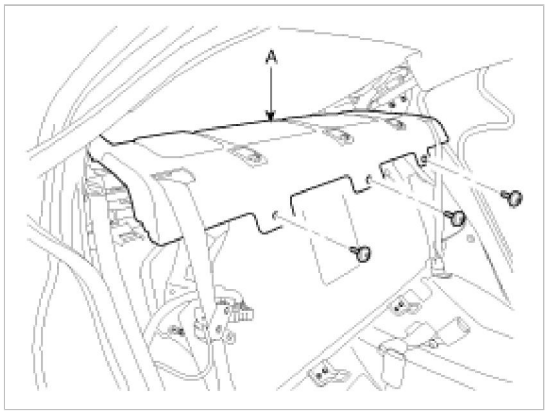


3. Remove the interior 2 antenna (A) after removing the nut and connector.

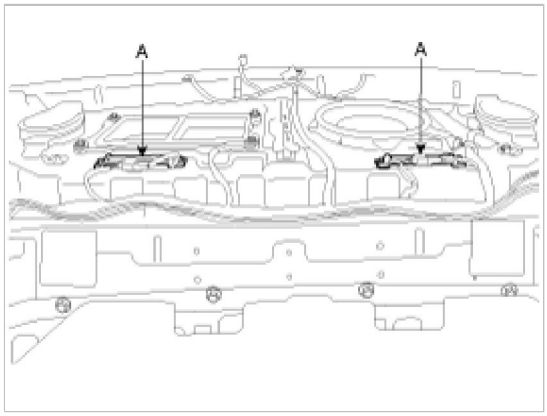


Interior 3 Antenna

1. Disconnect the negative (-) battery terminal.
2. Remove the rear seat assembly. (Refer to the Body group - Rear seat)
3. Remove the package tray trim (A) after removing the screws.

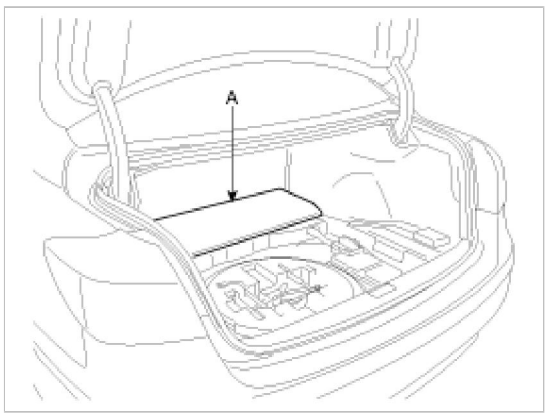


4. Remove the interior 3 antenna (A) after removing the nut and connector.

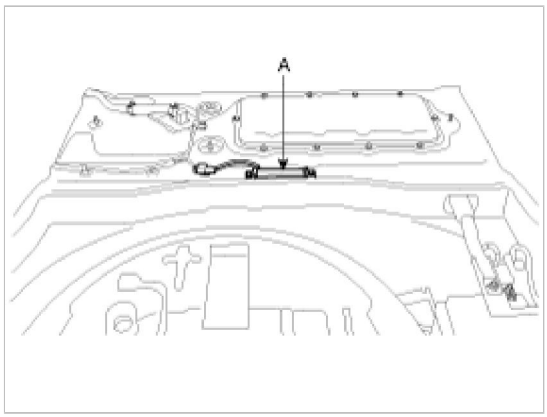


Trunk Antenna

1. Disconnect the negative (-) battery terminal.
2. Remove the trunk carpet (A).

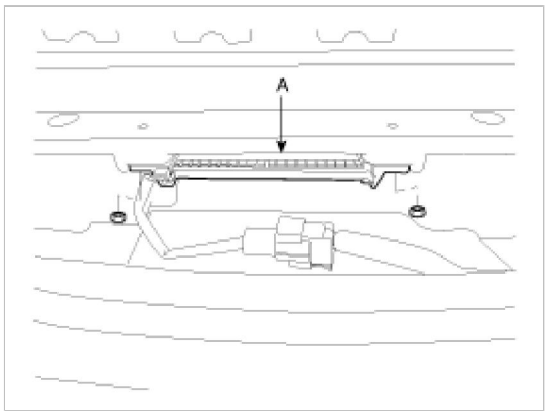


3. Remove the trunk antenna (A) after removing the nut and connector.



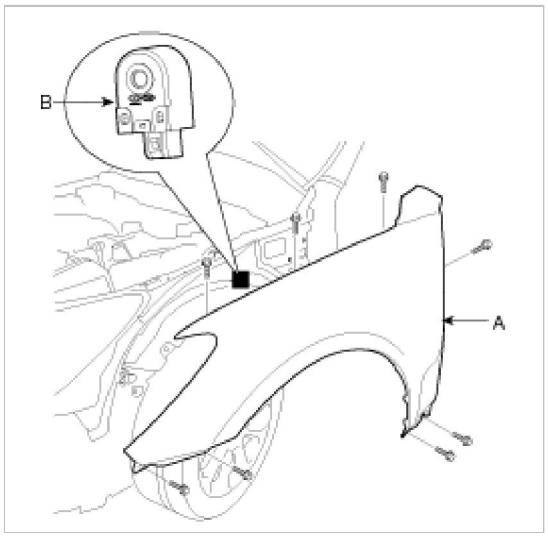
Exterior Bumper Antenna

1. Disconnect the negative (-) battery terminal.
2. Remove the rear bumper. (Refer to the Body group - Rear bumper)
3. After loosening the antenna connector on the rear bumper and nuts(2EA), remove the exterior bumper antenna (A).



Buzzer

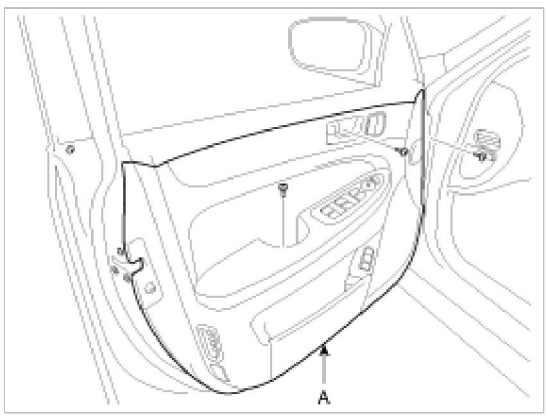
1. Disconnect the negative (-) battery terminal.
2. Remove the fender (A). (Refer to the Body group - Fender)



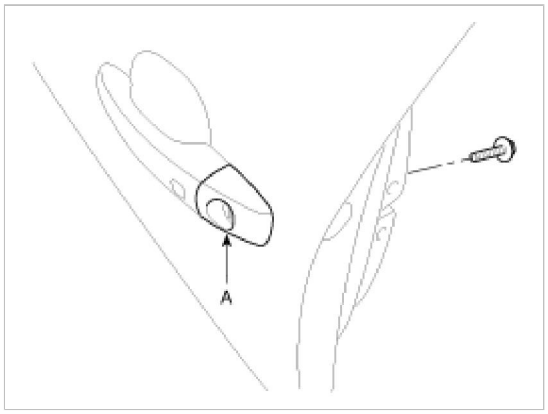
3. Remove the buzzer (B) in the clip hole after disconnecting the connector on the side rail panel.

Door Outside Handle

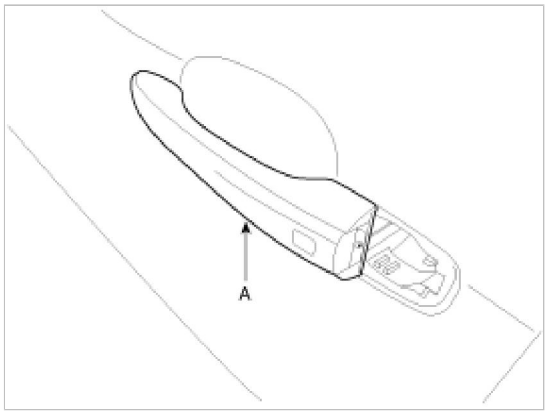
1. Disconnect the negative (-) battery terminal.
2. Disconnect the connector after removing the door trim (A). (Refer to the Body group - Front door)



3. After loosening the mounting bolt, then remove the key holder (A).

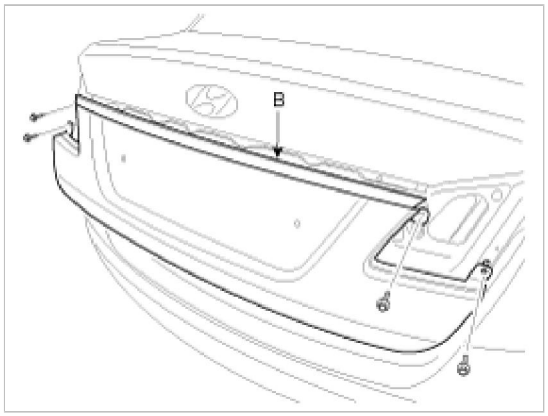


4. Remove the outside handle (A) by sliding it rearward.

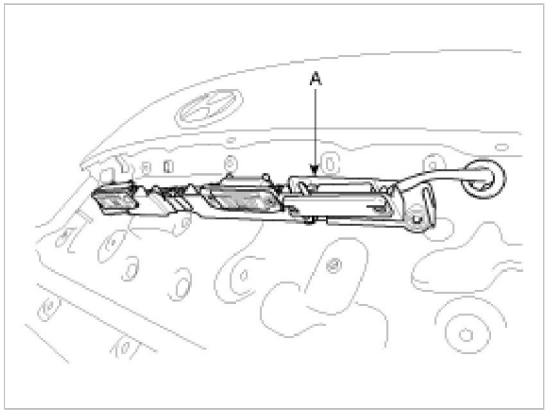


Trunk Lid Switch

1. Disconnect the negative (-) battery terminal.
2. Remove the Trunk lid panel (B). (Refer to the Body group - Trunk lid panel)



3. Remove the trunk lid switch from the trunk lid switch assembly (A) after loosening the bolts.



Installation

Smart Key Unit

1. Install the smart key unit and connector.
2. Install the crash pad lower panel.
3. Connect the negative (-) battery terminal and check the smart key system.

RF Receiver

1. Install the connector and RF receiver.
2. Install the glove box housing connector and glove box.
3. Connect the negative (-) battery terminal and check the smart key system.

Interior 1 Antenna

1. Install the interior 1 antenna and connector.
2. Install the main crash pad.
3. Connect the negative (-) battery terminal and check the smart key system.

Interior 2 Antenna

1. Install the interior 2 antenna and connector.
2. Install the floor console assembly.
3. Connect the negative (-) battery terminal and check the smart key system.

IInterior 3 Antenna

1. Install the interior 3 antenna and connector.
2. Install the package tray trim and rear seat assembly.
3. Connect the negative (-) battery terminal and check the smart key system.

Trunk Antenna

1. Install the trunk antenna and connector.
2. Install the trunk carpet.
3. Connect the negative (-) battery terminal and check the smart key system.

Exterior Bumper Antenna

1. Install the exterior bumper antenna and connector.
2. Install the rear bumper.
3. Connect the negative (-) battery terminal and check the smart key system.

Buzzer

1. Install the buzzer in the clip hole and connector on the side rail panel.
2. Install the fender.
3. Connect the negative (-) battery terminal and check the smart key system.

Door Outside Handle

1. Install the outside handle.
2. Install the door trim..
3. Install the negative (-) battery terminal and check the smart key system.

Trunk Lid Switch

1. Install the trunk lid switch and trunk lid panel.
2. Install the negative (-) battery terminal and check the smart key system.

Inspection

Smart Key Unit

- Refer to the BE group - inspection / self diagnosis with scan tool

Smart Key Switch

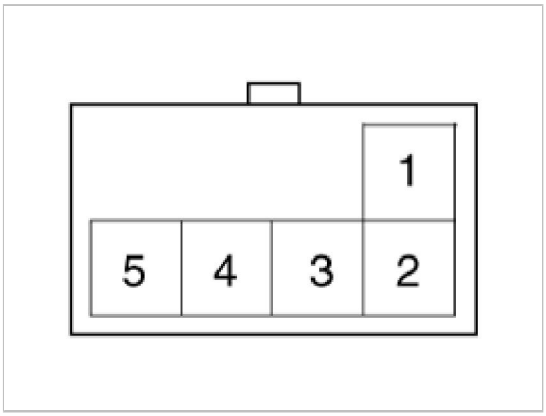
- Refer to the BE group - inspection / self diagnosis with scan tool

Antenna

- Refer to the BE group - inspection / self diagnosis with scan tool

Trunk Lid Switch

1. Check for continuity between the terminals.



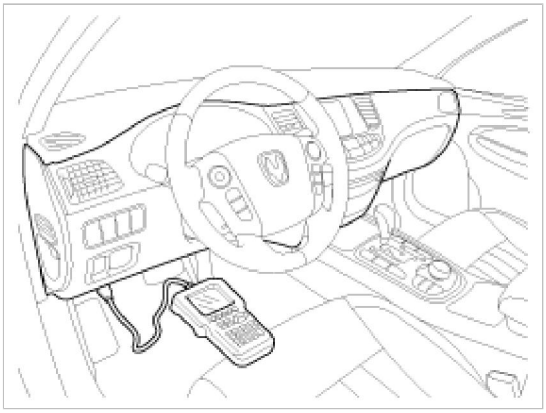
2. If continuity is not specified, inspect the switch

Position / Terminal	OFF	ON(PUSH)
1		○
2		○

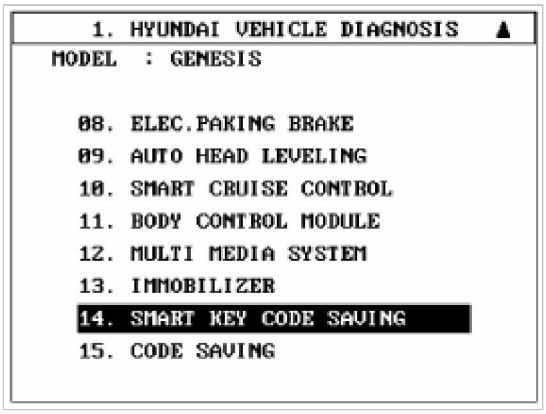
Smart Key

Smart Key Code Saving

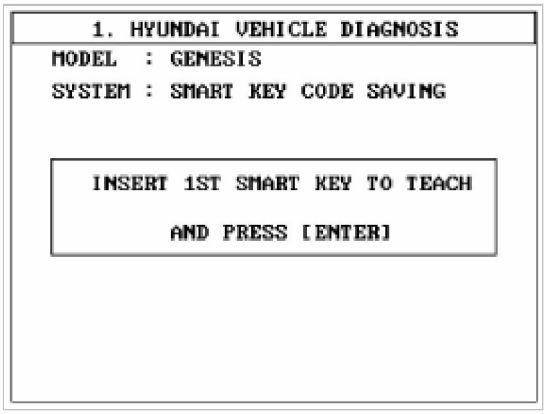
1. Connect the DLC cable of scan tool to the data link connector (16 pins) in driver side crash pad lower panel, turn the power on scan tool.



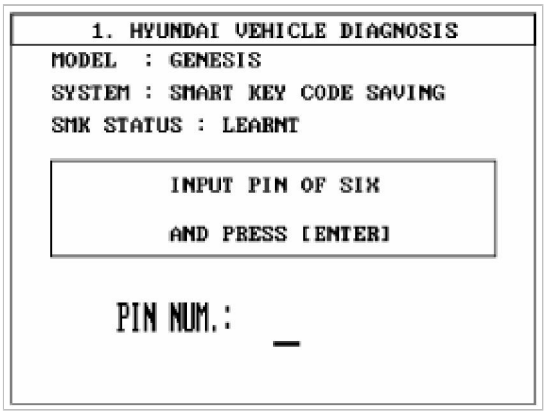
2. Select the vehicle model and then do "Smart key code saving".

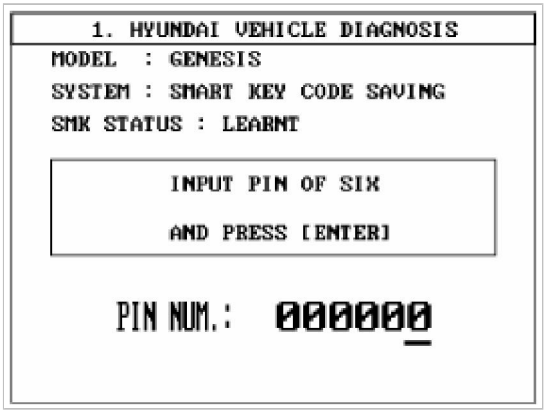


3. After selecting "Smart key teaching" menu, push "Enter" key, then the screen will be shown as below.



4. After inserting the teaching key, push "ENTER" key.
5. Input the "Pin code" for first key teaching.





6. Confirm the message "First key teaching completed".