

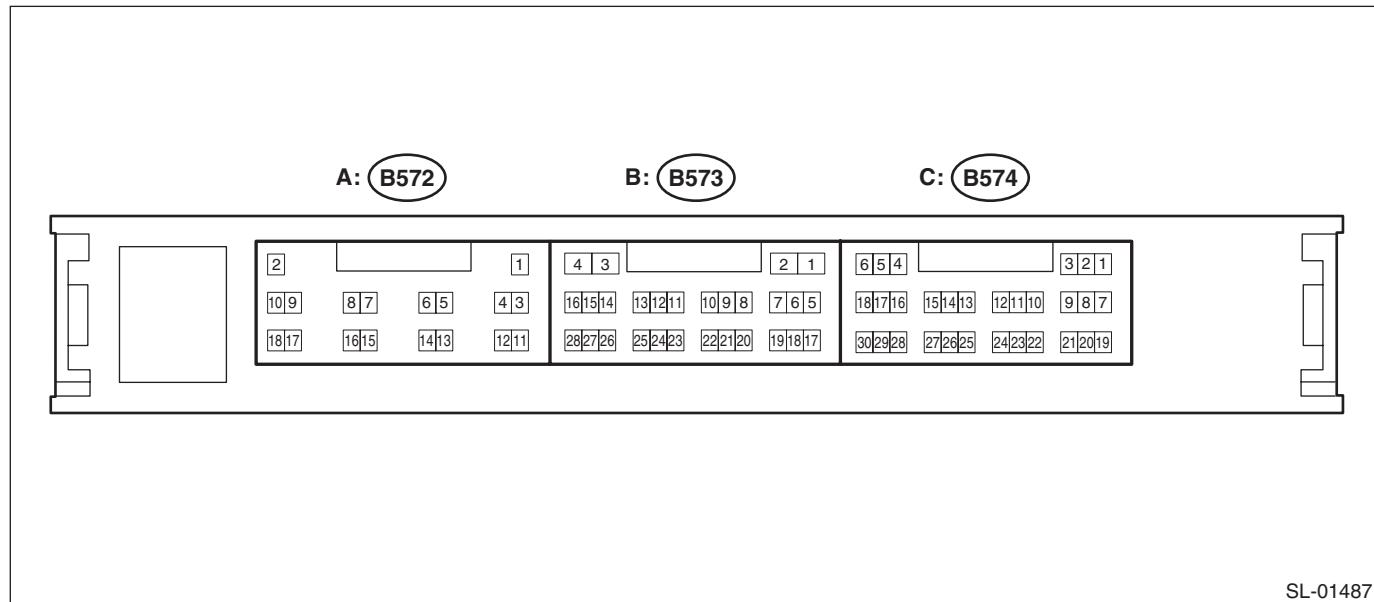
Control Module I/O Signal

KEYLESS ACCESS WITH PUSH BUTTON START SYSTEM (DIAGNOSTICS)

5. Control Module I/O Signal

A: ELECTRICAL SPECIFICATION

1. KEYLESS ACCESS CM



Terminal No.	Terminal symbol	Contents
(B572) No. 2	+B	+B
(B572) No. 3	INDS	Start switch indicator (green) output
(B572) No. 5	N-SW	Neutral switch input
(B572) No. 7	STSW	STSW output
(B572) No. 9	IG2D	IG2 relay drive output
(B572) No. 10	CLUT	Clutch switch input
(B572) No. 11	GND	GND
(B572) No. 13	EGIO	Immobilizer communication 1
(B572) No. 17	TACH	Engine speed input
(B572) No. 18	STP1	Stop light switch input
(B573) No. 1	CG8B	Outside rear antenna output –
(B573) No. 2	CLG8	Outside rear antenna output +
(B573) No. 5	RCO	Tuner power supply
(B573) No. 8	CG7B	Inside rear antenna output –
(B573) No. 9	CLG7	Inside rear antenna output +
(B573) No. 10	CG6B	Inside center antenna output –
(B573) No. 11	CLG6	Inside center antenna output +
(B573) No. 15	IDW	ID code box presence judgment terminal
(B573) No. 17	RDA	Tuner reception data input
(B573) No. 19	RSSI	Tuner reception start signal input
(B573) No. 27	TSW5	Trunk opener button input
(B573) No. 28	ACCR	ACC cutoff input
(B574) No. 1	VC5	Immobilizer amplifier power supply (start switch)
(B574) No. 2	CG5B	Inside front antenna output –
(B574) No. 3	CLG5	Inside front antenna output +
(B574) No. 4	ACCD	ACC relay drive output
(B574) No. 5	IG	IGN power supply
(B574) No. 6	IG1D	IG1 relay drive output

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Terminal No.	Terminal symbol	Contents
(B574) No. 7	CODE	Immobilizer signal reception (start switch)
(B574) No. 8	TSW2	Passenger's lock sensor signal input
(B574) No. 9	TXCT	Immobilizer signal transmission (start switch)
(B574) No. 10	CG2B	Passenger's antenna output –
(B574) No. 11	CLG2	Passenger's antenna output +
(B574) No. 12	CLG1	Driver's antenna output +
(B574) No. 13	CG1B	Driver's antenna output –
(B574) No. 14	CANH	HS-CAN H
(B574) No. 15	CANL	HS-CAN L
(B574) No. 16	SWIL	Start switch character illumination output
(B574) No. 17	LIN	LIN communication
(B574) No. 18	INDW	Start switch indicator (orange) output
(B574) No. 19	POS1	Driver's sensor drive power supply
(B574) No. 20	TSW1	Driver's lock sensor signal input
(B574) No. 21	POS2	Passenger's sensor drive power supply
(B574) No. 22	SEN1	Driver's unlock sensor signal input
(B574) No. 23	SEN2	Passenger's unlock sensor signal input
(B574) No. 24	AGND	Immobilizer amplifier GND (start switch)
(B574) No. 25	P	Parking position switch input
(B574) No. 26	SLP	Steering lock position input
(B574) No. 27	SPD	Vehicle speed signal input
(B574) No. 28	SSW1	Start switch input 1
(B574) No. 29	SLR+	Steering motor power supply signal output
(B574) No. 30	SSW2	Start switch input 2

Disconnect the control module connector (B572) before checking the following items.

NOTE:

If the measured value is out of standard, it is possible that the vehicle has a fault.

Terminal No.	Item	Measuring condition	Standard
(B572) No. 2 (+B) \leftrightarrow (B572) No. 11 (GND)	Voltage	Always	9.5 — 16 V
(B572) No. 11 (GND) \leftrightarrow Chassis ground	Resistance	Always	Less than 1 Ω
(B574) No. 5 (IG) \leftrightarrow Chassis ground	Voltage	ACC ON \rightarrow IG ON	1 V or less \rightarrow 9 — 14 V

Disconnect the control module connector (B573) before checking the following items.

NOTE:

If the measured value is out of standard, it is possible that the vehicle has a fault.

Terminal No.	Item	Measuring condition	Standard
(B573) No. 15 (IDW) \leftrightarrow Chassis ground (For C0 model only)	Continuity	Always	Continuity exists

Control Module I/O Signal

KEYLESS ACCESS WITH PUSH BUTTON START SYSTEM (DIAGNOSTICS)

Disconnect the control module connectors (B574) and (B572) before checking the following items.

NOTE:

If the measured value is out of standard, it is possible that the vehicle has a fault.

Terminal No.	Item	Measuring condition	Standard
(B574) No. 4 (ACCD) \leftrightarrow Chassis ground	Resistance	Always (20°C)	152.61 — 216.5 Ω
(B572) No. 9 (IG2D) \leftrightarrow Chassis ground	Resistance	Always (20°C)	74.15 — 460.88 Ω
(B574) No. 6 (IG1D) \leftrightarrow Chassis ground	Resistance	Always (20°C)	50.87 — 72.17 Ω
(B572) No. 18 (STP1) \leftrightarrow Chassis ground (Except for MT model)	Voltage	Brake pedal depressed \rightarrow released	11 — 14 V \rightarrow 1 V or less
(B574) No. 25 (P) \leftrightarrow Chassis ground (Except for MT model)	Resistance	Except for shift positions P \rightarrow Shift position P	40 k Ω or more \rightarrow 200 Ω or less
(B574) No. 27 (SPD) \leftrightarrow Chassis ground	Resistance	Always	30 k Ω or more
(B574) No. 28 (SSW1) \leftrightarrow Chassis ground	Resistance	Push button ignition switch pressed \rightarrow released	Less than 1 Ω \rightarrow 10 k Ω or more
(B574) No. 29 (SLR+) \leftrightarrow Chassis ground	Resistance	Always	10 k Ω or more
(B574) No. 30 (SSW2) \leftrightarrow Chassis ground	Resistance	Push button ignition switch pressed \rightarrow released	Less than 1 Ω \rightarrow 10 k Ω or more
(B574) No. 17 (LIN) \leftrightarrow Chassis ground	Continuity	Always	Continuity does not exist
(B574) No. 14 (CANH) \leftrightarrow Chassis ground	Pulse	ACC and IGN OFF, and open/close the door	Pulse generation
(B574) No. 15 (CANL) \leftrightarrow Chassis ground	Pulse	ACC and IGN OFF, and open/close the door	Pulse generation

Control Module I/O Signal

KEYLESS ACCESS WITH PUSH BUTTON START SYSTEM (DIAGNOSTICS)

Connect the control module connector before checking the following items.

NOTE:

If the measured value is out of standard, it is possible that the keyless access CM has a fault.

Terminal No.	Item	Measuring condition	Standard
(B574) No. 1 (VC5) ↔ (B574) No. 24 (AGND)	Voltage	30 seconds or more have passed after the door was opened or closed with IG OFF and without depressing the brake pedal (except for MT model) or clutch pedal (MT model).	1 V or less
	Waveform	Within 30 seconds after the push button ignition switch is pressed with IG OFF and access key not in the passenger room	Waveform 1
(B574) No. 2 (CG5B) ↔ (B572) No. 11 (GND)	Pulse	All doors closed, ACC and IG OFF, access key not in passenger room, touch sensor (lock) OFF → ON	No pulse output → Pulse output detected
(B574) No. 3 (CLG5) ↔ (B572) No. 11 (GND)	Pulse	All doors closed, ACC and IG OFF, access key not in passenger room, touch sensor (lock) OFF → ON	No pulse output → Pulse output detected
(B574) No. 4 (ACCD) ↔ (B572) No. 11 (GND)	Voltage	IG OFF → ACC ON	1 V or less → 9 — 14 V
(B574) No. 6 (IG1D) ↔ (B572) No. 11 (GND)	Voltage	ACC ON → IG ON	1 V or less → 9 — 14 V
(B574) No. 7 (CODE) ↔ (B574) No. 24 (AGND)	Voltage	30 seconds or more have passed after the door was opened or closed with IG OFF and without depressing the brake pedal (except for MT model) or clutch pedal (MT model).	1 V or less
	Waveform	Turn the ignition switch to OFF and with the access key near the push button ignition switch, press the push button ignition switch*1	Waveform 2
(B574) No. 9 (TXCT) ↔ (B574) No. 24 (AGND)	Voltage	30 seconds or more have passed after the door was opened or closed with IG OFF and without depressing the brake pedal (except for MT model) or clutch pedal (MT model).	1 V or less
	Waveform	Turn the ignition switch to OFF and with the access key near the push button ignition switch, press the push button ignition switch*1	Waveform 3
(B574) No. 10 (CG2B) ↔ (B572) No. 11 (GND)	Pulse	ACC and IG OFF, all doors closed, all doors locked by lock operation with wireless remote control, access key not in passenger room	No pulse output → Pulse output detected
(B574) No. 11 (CLG2) ↔ (B572) No. 11 (GND)	Pulse	ACC and IG OFF, all doors closed, all doors locked by lock operation with wireless remote control, access key not in passenger room	No pulse output → Pulse output detected
(B574) No. 12 (CLG1) ↔ (B572) No. 11 (GND)	Pulse	ACC and IG OFF, all doors closed, all doors locked by lock operation with wireless remote control, access key not in passenger room	No pulse output → Pulse output detected
(B573) No. 10 (CG6B) ↔ (B572) No. 11 (GND)	Pulse	ACC and IG OFF, all doors closed, all doors locked by lock operation with wireless remote control, access key not in passenger room	No pulse output → Pulse output detected
(B573) No. 11 (CLG6) ↔ (B572) No. 11 (GND)	Pulse	ACC and IG OFF, all doors closed, all doors locked by lock operation with wireless remote control, access key not in passenger room	No pulse output → Pulse output detected
(B574) No. 13 (CG1B) ↔ (B572) No. 11 (GND)	Pulse	ACC and IG OFF, all doors closed, all doors locked by lock operation with wireless remote control, access key not in passenger room	No pulse output → Pulse output detected
(B574) No. 19 (POS1) ↔ (B572) No. 11 (GND)	Voltage	ACC and IG OFF, access key carried, driver's seat touch sensor OFF → ON	9 — 14 V → less than 2 V
(B574) No. 21 (POS2) ↔ (B572) No. 11 (GND)	Voltage	ACC and IG OFF, access key carried, passenger's seat touch sensor OFF → ON	9 — 14 V → less than 2 V

Control Module I/O Signal

KEYLESS ACCESS WITH PUSH BUTTON START SYSTEM (DIAGNOSTICS)

Terminal No.	Item	Measuring condition	Standard
(B574) No. 24 (AGND) ↔ Chassis ground	Resistance	Always	Less than 1 Ω
(B574) No. 25 (P) ↔ (B572) No. 11 (GND) (Except for MT model)	Voltage	Except for shift positions P → Shift position P	9 — 14 V or more → 1.5 V or less
(B574) No. 26 (SLP) ↔ (B572) No. 11 (GND)	Voltage	With ignition switch OFF and shift position P, Steering lock → Steering unlock	11 — 14 V → 1.2 V or less
(B574) No. 27 (SPD) ↔ Chassis ground	Pulse	Driving at approx. 5 km/h	Pulse generation according to vehicle speed (approx. 5 km/h: 3.54 Hz)
(B574) No. 28 (SSW1) ↔ (B572) No. 11 (GND)	Voltage	Push button ignition switch released → pressed	11 — 14 V → 1 V or less
(B574) No. 29 (SLR+) ↔ (B572) No. 11 (GND)	Voltage	When the following conditions are met, the doors are closed → opened, and steering lock motor is driven • Steering lock is unlocked • IG OFF • Shift position P	11 — 14 V (Steering lock motor is stopped) → 1 V or less (Steering lock motor is driven)
(B574) No. 30 (SSW2) ↔ (B572) No. 11 (GND)	Voltage	Push button ignition switch released → pressed	11 — 14 V → 1 V or less
(B573) No. 1 (CG8B) ↔ (B572) No. 11 (GND)	Pulse	ACC and IG OFF, all doors closed, all doors locked, trunk opener button OFF → ON	No pulse output → Pulse output detected
(B573) No. 2 (CLG8) ↔ (B572) No. 11 (GND)	Pulse	ACC and IG OFF, all doors closed, all doors locked, trunk opener button OFF → ON	No pulse output → Pulse output detected
(B573) No. 5 (RCO) ↔ (B572) No. 11 (GND)	Voltage	ACC and IG OFF, access key is locked or unlock switch OFF → ON	1 V or less → 4.5 — 5.5 V
(B573) No. 8 (CG7B) ↔ (B572) No. 11 (GND)	Pulse	All doors closed, all doors locked, trunk opened → closed	No pulse output → Pulse output detected
(B573) No. 9 (CLG7) ↔ (B572) No. 11 (GND)	Pulse	All doors closed, all doors locked, trunk opened → closed	No pulse output → Pulse output detected
(B573) No. 19 (RSSI) ↔ (B572) No. 11 (GND)	Voltage	All doors closed, all doors locked, access key is locked or unlock switch OFF → ON	11 — 14 V → 2 V or less
(B573) No. 27 (TSW5) ↔ (B572) No. 11 (GND)	Pulse/voltage	ACC and IG OFF, all doors locked, trunk opener button OFF → ON	9 V or more → less than 2 V
(B572) No. 9 (IG2D) ↔ (B572) No. 11 (GND)	Voltage	ACC ON → IG ON	1 V or less → 9 — 14 V
(B572) No. 13 (EGIO) ↔ (B574) No. 24 (AGND)	Voltage/pulse	IG ON	11 to 14 V (Waveform 4)
(B574) No. 8 (TSW2) ↔ (B572) No. 11 (GND)	Voltage	ACC and IG OFF, all doors closed, all doors locked, access key carried, passenger's seat touch sensor (lock) OFF → ON	9 V or more → less than 2 V (→ 9 V or more)
(B574) No. 20 (TSW1) ↔ (B572) No. 11 (GND)	Voltage	ACC and IG OFF, all doors closed, all doors locked, access key carried, driver's seat touch sensor (lock) OFF → ON	9 V or more → less than 2 V (→ 9 V or more)
(B574) No. 23 (SEN2) ↔ (B572) No. 11 (GND)	Voltage	ACC and IG OFF, all doors closed, all doors locked, access key carried, passenger's seat touch sensor (unlock) OFF → ON	9 V or more → less than 2 V (→ 9 V or more)
(B574) No. 22 (SEN1) ↔ (B572) No. 11 (GND)	Voltage	ACC and IG OFF, all doors closed, all doors locked, access key carried, driver's seat touch sensor (unlock) OFF → ON	9 V or more → less than 2 V (→ 9 V or more)
(B574) No. 16 (SWIL) ↔ (B572) No. 11 (GND)	Voltage	When illumination of start switch goes off, headlight goes off after setting the illumination control to MAX	Less than 2 V → 9 V or more
(B572) No. 17 (TACH) ↔ Chassis ground	Waveform	While engine idling	Pulse generation (waveform 5)

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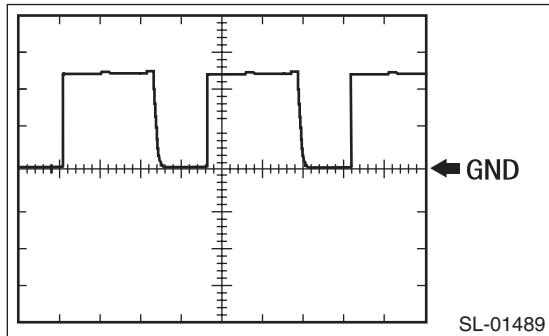
KEYLESS ACCESS WITH PUSH BUTTON START SYSTEM (DIAGNOSTICS)

Terminal No.	Item	Measuring condition	Standard
(B573) No. 28 (ACCR) ↔ (B572) No. 11 (GND)	Voltage	Brake pedal (except for MT model) or clutch pedal (MT model) depressed and push button ignition switch pressed (while cranking) → Except when cranking	Less than 2 V → 9 V or more
(B572) No. 5 (N-SW) ↔ (B572) No. 11 (GND) (Except for MT model)	Voltage	Shift position N → other than P or N	Less than 2 V → 9 V or more
(B573) No. 17 (RDA) ↔ (B572) No. 11 (GND)	Pulse	All doors closed, all doors locked, access key is locked or unlock switch OFF → ON	2 V or less → 11 — 14 V → 2 V or less
(B572) No. 7 (STSW) ↔ (B572) No. 11 (GND)	Voltage	While depressing the brake pedal with the shift lever in position P or N and with the access key inside the vehicle (AT model), or while depressing the clutch pedal (MT model), press the push button ignition switch. (Engine start)	Less than 2 V → 9 V or more
(B572) No. 3 (INDS) ↔ (B572) No. 11 (GND)	Voltage	Depress the brake pedal (except for MT model) or clutch pedal (MT model).	9 V or more
(B574) No. 18 (INDW) ↔ (B572) No. 11 (GND)	Voltage	With ACC ON or IG ON, brake pedal (except for MT model) or clutch pedal (MT model) not depressed	9 V or more

NOTE:

*1: Remove the access key battery before checking.

1. Waveform 1

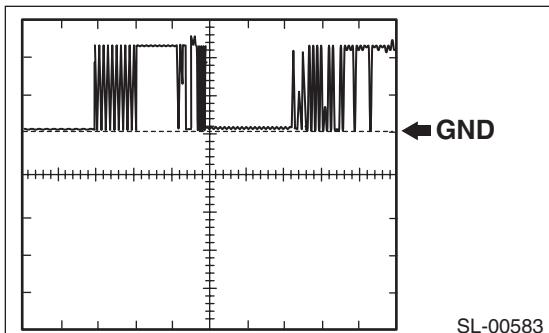


Item	Contents
Measured terminal	(B574) No. 1 (VC5) ↔ (B574) No. 24 (AGND)
Equipment setting	2 V/DIV, 200 ms/DIV
Measuring condition	Within 30 seconds after the push button ignition switch is pressed with IG OFF and access key not in the passenger room

Control Module I/O Signal

KEYLESS ACCESS WITH PUSH BUTTON START SYSTEM (DIAGNOSTICS)

2. Waveform 2

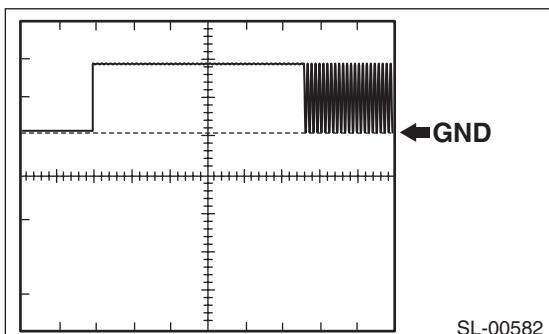


Item	Contents
Measured terminal	(B574) No. 7 (CODE) ↔ (B574) No. 24 (AGND)
Equipment setting	2 V/DIV, 20 ms/DIV
Measuring condition	Turn the ignition switch to OFF and with the access key near the push button ignition switch, press the push button ignition switch. *1

NOTE:

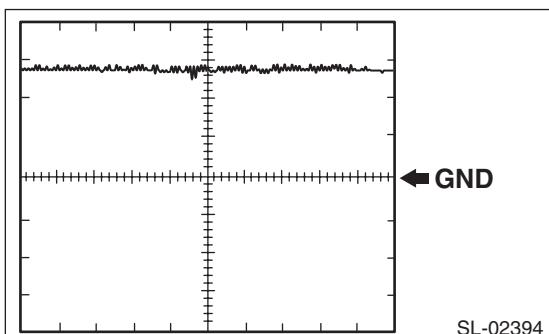
*1: Remove the access key battery before checking.

3. Waveform 3



Item	Contents
Measured terminal	(B574) No. 9 (TXCT) ↔ (B574) No. 24 (AGND)
Equipment setting	2 V/DIV, 20 ms/DIV
Measuring condition	Within 30 seconds after the push button ignition switch is pressed with IG OFF and access key not in the passenger room

4. Waveform 4

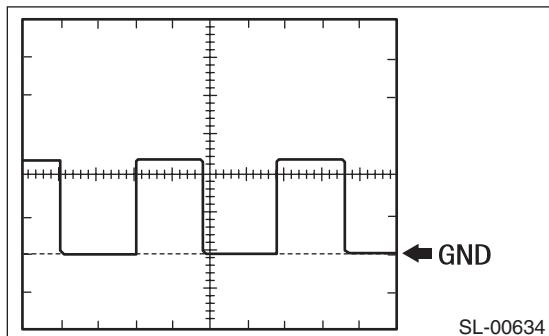


Item	Contents
Measured terminal	(B572) No. 13 (EGIO) ↔ (B572) No. 11 (GND)
Equipment setting	5 V/DIV, 100 ms/DIV
Measuring condition	Ignition ON

Control Module I/O Signal

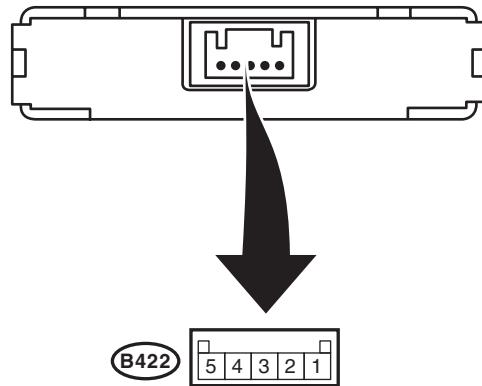
KEYLESS ACCESS WITH PUSH BUTTON START SYSTEM (DIAGNOSTICS)

5. Waveform 5



Item	Contents
Equipment setting	5 V/DIV, 100 ms/DIV

2. ID CODE BOX



SL-01558

Terminal No.	Terminal symbol	Contents
(B422) No. 1	+B	+B
(B422) No. 2	LIN	LIN communication
(B422) No. 4	IMO1	Immobilizer communication 1
(B422) No. 5	GND	GND

NOTE:

Disconnect the control module connector before checking the following items.

Terminal No.	Standard	Measuring condition	Item
1(+B) \longleftrightarrow 5 (GND)	10 — 14 V	Always	Voltage
4 (IMO1) \longleftrightarrow 5 (GND)	0 V	Ignition OFF	Voltage
5 (GND) \longleftrightarrow Chassis ground	Continuity exists	Always	Continuity

NOTE:

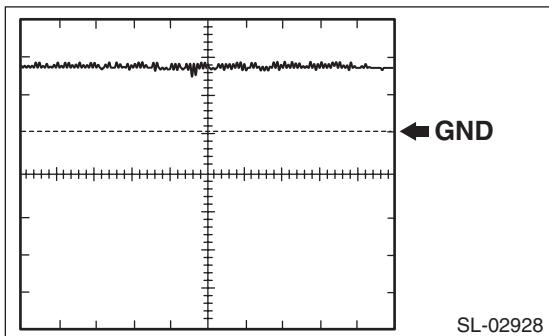
Connect the control module connector before checking the following items.

Terminal No.	Standard	Measuring condition	Item
4 (IMO1) \longleftrightarrow 5 (GND)	0 V	Ignition OFF	Voltage
4 (IMO1) \longleftrightarrow 5 (GND)	Waveform 1	Ignition ON	Voltage

Control Module I/O Signal

KEYLESS ACCESS WITH PUSH BUTTON START SYSTEM (DIAGNOSTICS)

Waveform 1



Item	Contents
Measured terminal	4 (IMO1) \longleftrightarrow 5 (GND)
Equipment setting	5 V/DIV, 100 ms/DIV
Measuring condition	Ignition ON

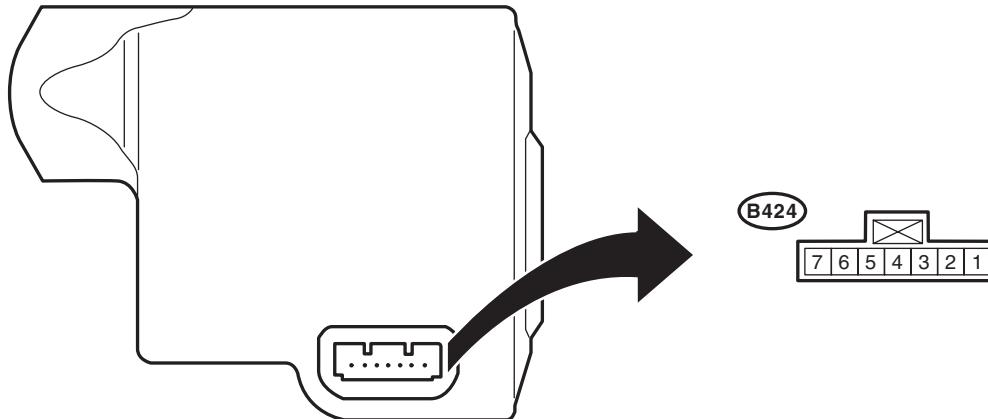
3. BODY INTEGRATED UNIT

Refer to the BODY CONTROL SYSTEM (DIAGNOSTICS) for the I/O Signal of the body integrated unit. <Ref. to BC(diag)-6, ELECTRICAL SPECIFICATION, Control Module I/O Signal.>

Control Module I/O Signal

KEYLESS ACCESS WITH PUSH BUTTON START SYSTEM (DIAGNOSTICS)

4. STEERING LOCK CM



SL-00596

Terminal No.	Terminal symbol	Contents
(B424) No. 1	GND	GND
(B424) No. 3	SLR+	Steering lock motor drive power supply
(B424) No. 4	SLP	Unlock position output
(B424) No. 5	LIN	LIN communication
(B424) No. 6	IG2	IGN power supply
(B424) No. 7	B	+B

NOTE:

Perform the following check from the back side of the connector, with the connector of the control module connected.

If the measured value is out of standard, it is possible that the vehicle has a fault.

Terminal No.	Standard	Measuring condition	Item
1 (GND) \leftrightarrow Chassis ground	Continuity exists	Always	Continuity
—	—	—	—
3 (SLR+) \leftrightarrow Chassis ground	10 — 14 V \rightarrow 1 V or less	Motor not operating \rightarrow Motor operating	Voltage
4 (SLP) \leftrightarrow Chassis ground	10 — 14 V \rightarrow 1 V or less	Lock \rightarrow Unlock	Voltage
5 (LIN)	Input/output signal	—	—
6 (IG2) \leftrightarrow Chassis ground	10 — 14 V	Ignition ON	Voltage
7 (B) \leftrightarrow Chassis ground	10 — 14 V	Always	Voltage

B: WIRING DIAGRAM

Refer to "Keyless Access System" in the wiring diagram. <Ref. to WI-275, WIRING DIAGRAM, Keyless Access System.>