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2020.0 DEFENDER (LE), 419-01A

ANTI-THEFT - ACTIVE (G2342565)

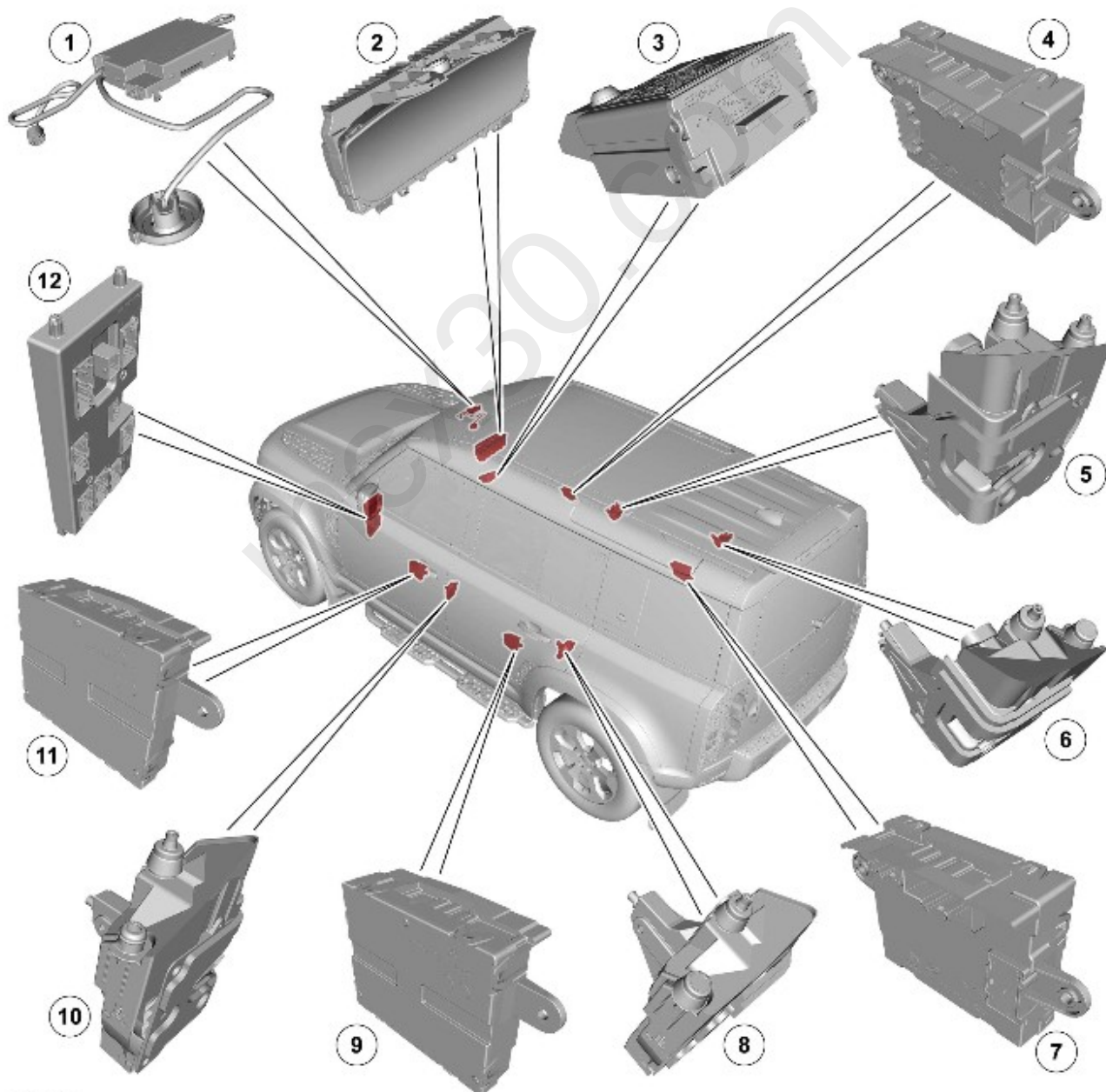
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COMPONENT LOCATION

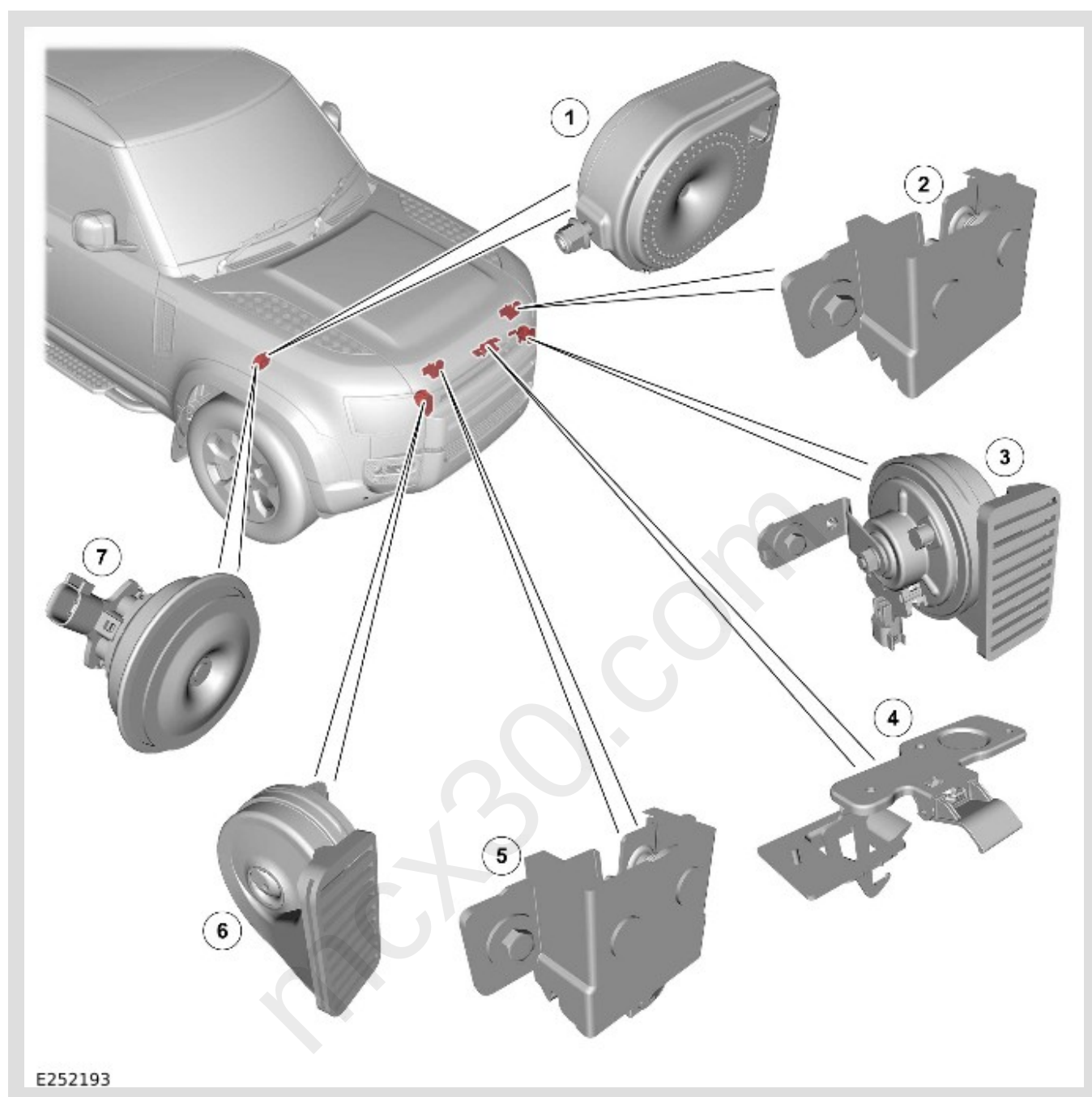
COMPONENT LOCATION - 1 OF 5

 NOTES:

- Right Hand Drive (RHD) vehicle is shown, Left Hand Drive (LHD) vehicle is similar.
- Vehicle with 5 doors is shown. Vehicle with 3 doors is similar.



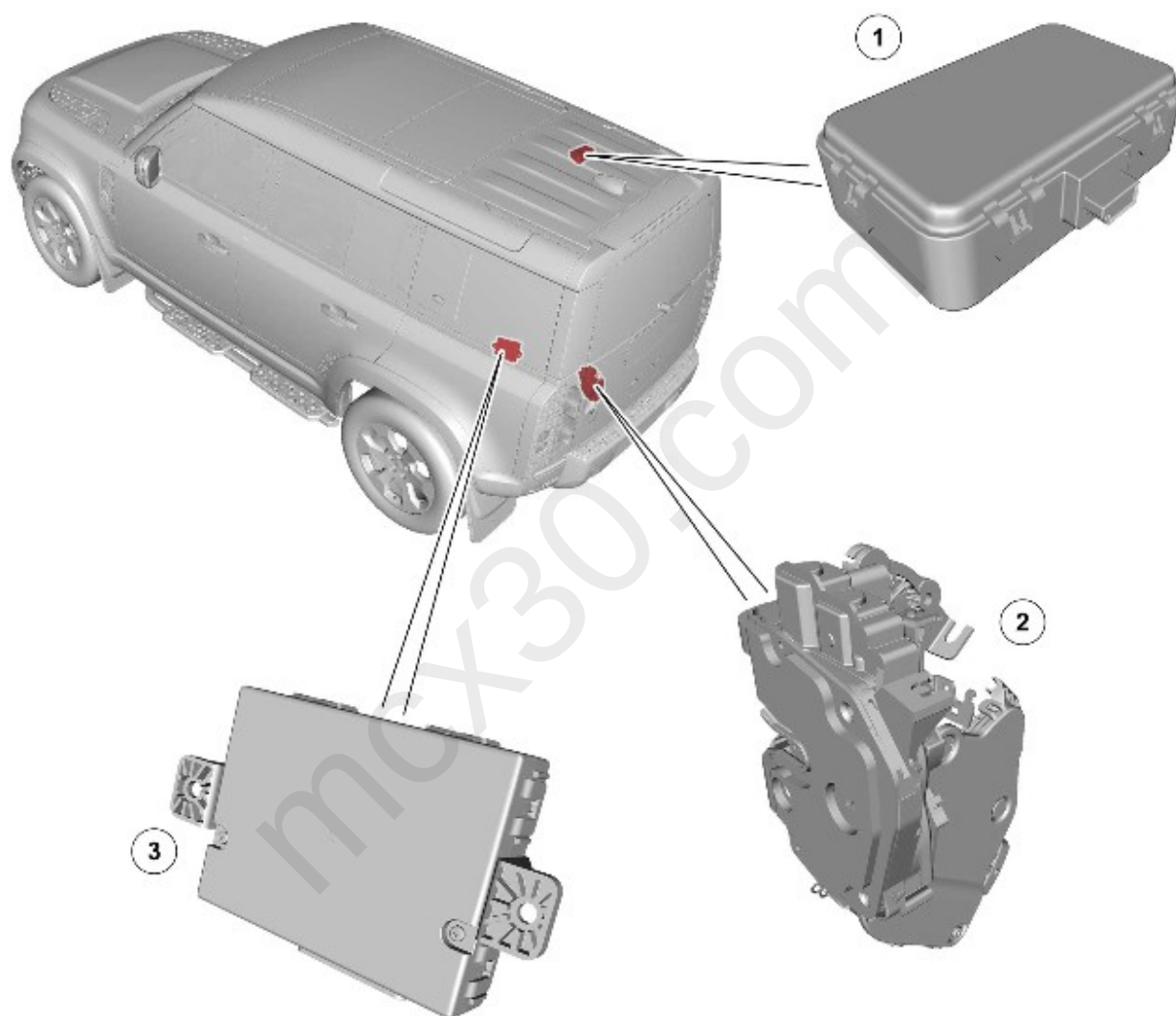
ITEM	DESCRIPTION
1	Volumetric sensor
2	Instrument Panel Cluster (IPC)
3	Immobilizer Antenna Unit (IAU)
4	Driver Door Control Module (DDM)
5	Ajar switch - Driver door
6	Ajar switch - Rear right door
7	Driver Rear Door Module (DRDM)
8	Ajar switch - Rear left door
9	Passenger Rear Door Module (PRDM)
10	Ajar switch - Passenger door
11	Passenger Door Control Module (PDM)
12	Body Control Module (BCM)/ Gateway Control Module (GWM)



ITEM	DESCRIPTION
1	Battery Back-Up Sounder (BBUS) - If equipped
2	Left hood latch
3	Horn - Left
4	Hood safety latch
5	Right hood latch
6	Horn - Right
7	Passive sounder - If equipped

 NOTES:

- RHD vehicle is shown, LHD vehicle is similar.
- Vehicle with 5 doors is shown. Vehicle with 3 doors is similar.

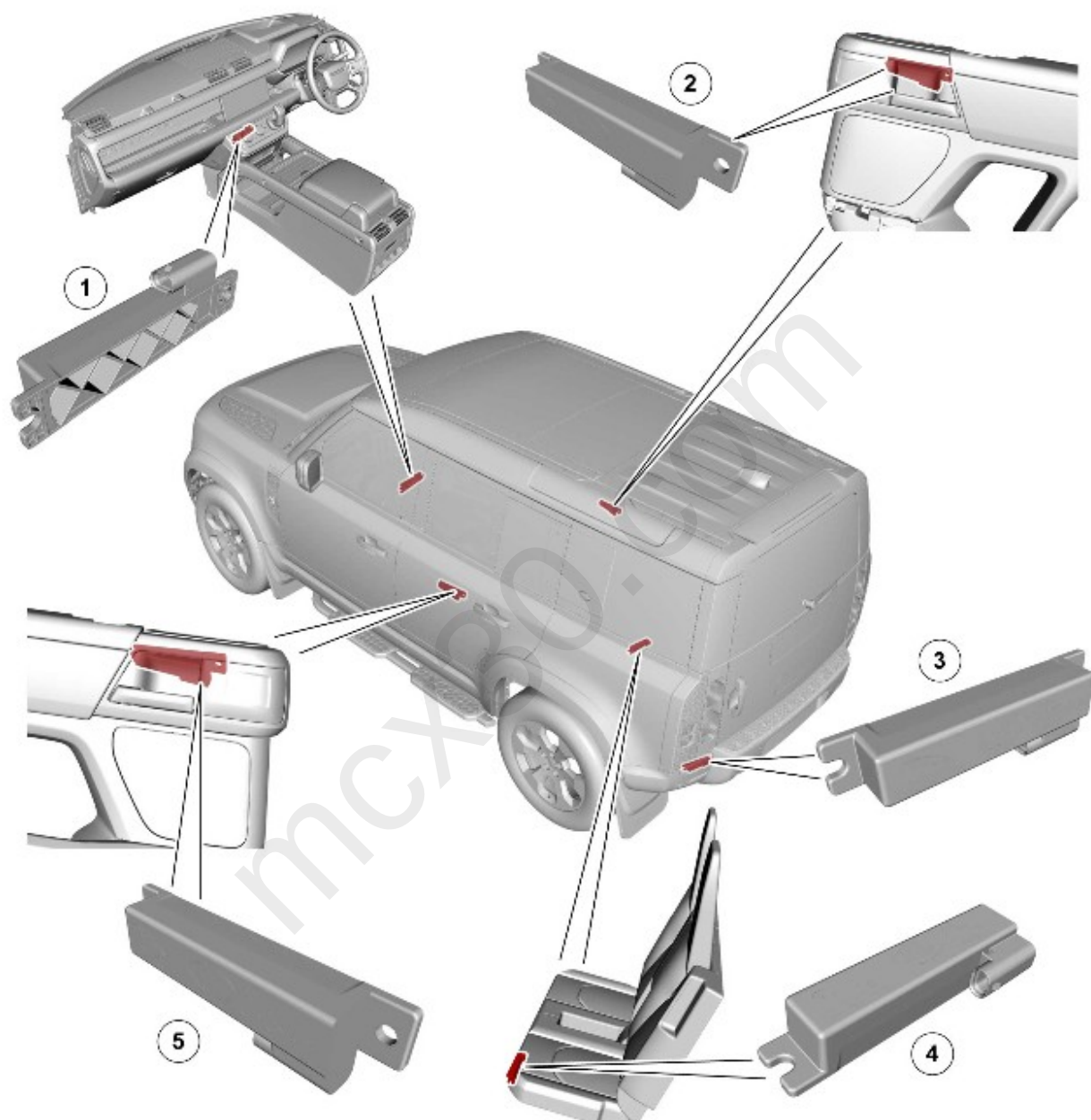


E252194

ITEM	DESCRIPTION
1	Radio Frequency (RF) receiver
2	Tailgate ajar latch
3	Remote Function Actuator (RFA)

 NOTES:

- RHD vehicle is shown, LHD vehicle is similar.
- Vehicle with 5 doors is shown. Vehicle with 3 doors is similar.



E252189

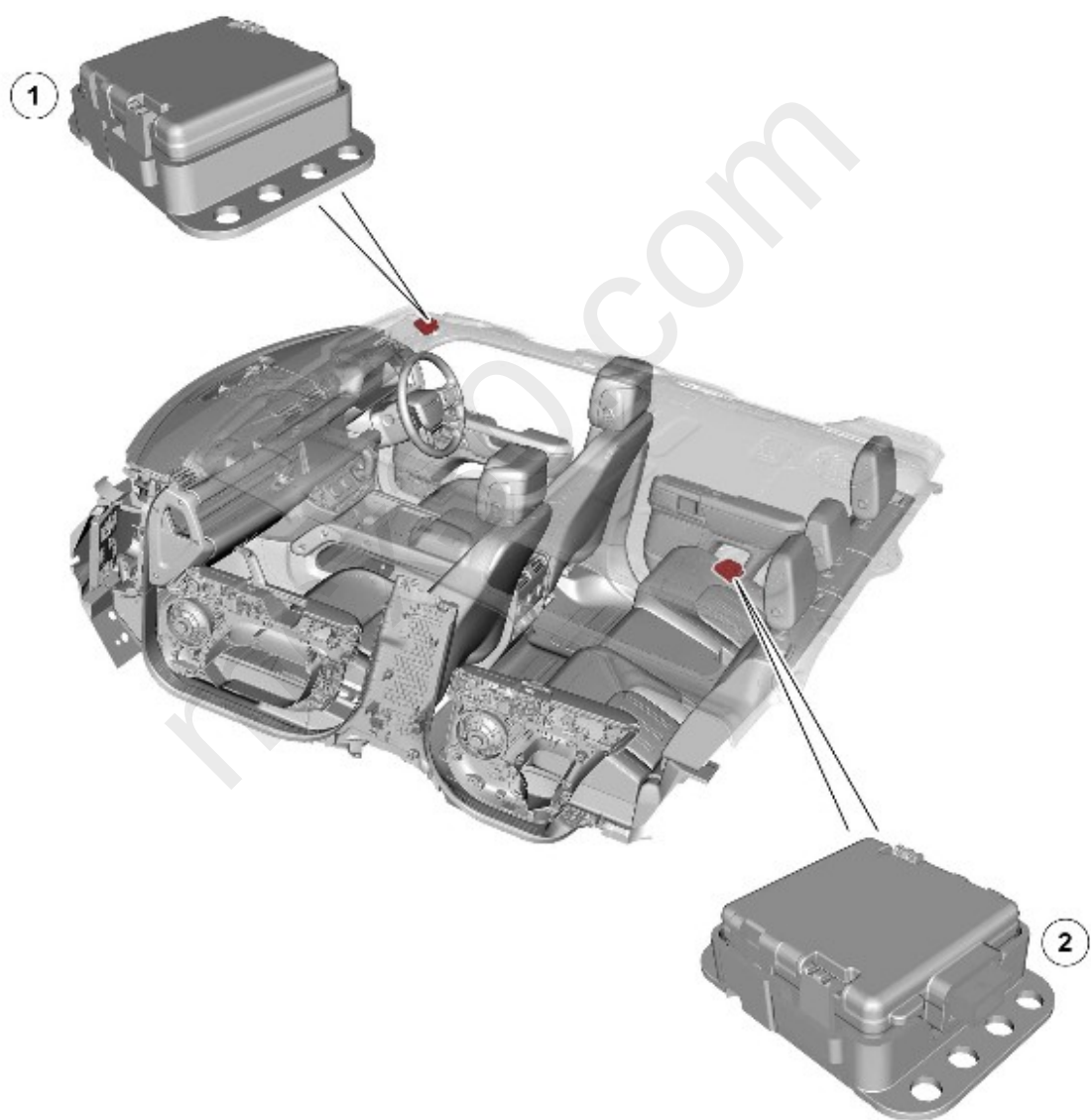
ITEM	DESCRIPTION
1	Low Frequency (LF) antenna - Front passenger compartment
2	LF antenna - Right passenger compartment
3	LF antenna - Left luggage compartment
4	LF antenna - Rear passenger compartment - Only for passive start system

ITEM	DESCRIPTION
5	LF antenna - Left passenger compartment

COMPONENT LOCATION - 5 OF 5

NOTES:

- RHD vehicle is shown, LHD vehicle is similar.
- Vehicle with 5 doors is shown. Vehicle with 3 doors is similar.



E252185

ITEM	DESCRIPTION
1	Passive entry transceiver - Front

ITEM	DESCRIPTION
2	Passive entry transceiver - Rear

OVERVIEW

The active anti-theft system monitors all doors, hood and tailgate for unauthorized opening. In some markets the anti-theft system also incorporates monitoring of the passenger compartment and tilt sensing.

The active anti-theft system is controlled by the following body system control modules:

- BCM/ GWM
- DDM
- PDM
- PRDM
- DRDM
- IPC
- RFA.

The BCM/ GWM is the main controller in the system. The BCM/ GWM controls the following security functions, in addition to other vehicle functions:

- Single locking, double locking (market dependant) and unlocking (both central unlock and single point entry).
- Monitoring of the hood switch, door ajar switches and the tailgate ajar switch of the Central Door Locking (CDL) system.
- Passive Entry Passive Start (PEPS)system.
- Volumetric sensor.
- Smart key transponder reading.
- Security sounder - BBUS or passive sounder.
- Passive arming and disarming.
- Panic alarm function.
- Interior lighting.

Depending on vehicle configuration, 2 levels of vehicle anti-theft alarm are available:

- Perimeter sensing mode - Monitors all opening panels.
- Perimeter with alarm sensing mode - Monitors the passenger compartment for intrusion and it also incorporates a tilt sensor to monitor when the vehicle is being moved.

**NOTE:**

Volumetric mode and tilt sensing are not available in certain markets.

Perimeter sensing mode

All apertures (doors, tailgate and hood) are monitored for ajar status (doors ajar and latch status change).

A visual (through turn signal indicators) and audible alarm are emitted through security sounder and vehicle horns (market dependent) in the event of unauthorized access. The alarm is also triggered in the event of an unauthorized start request.

Smart key

The smart key provides the following functions:

- Unlock (central unlock or single point entry).
- Single lock and double lock (market dependant).
- Remote tailgate release.
- Approach lighting.
- Panic alarm.

The lock and unlock switches also control a 'lazy' lock and unlock feature. The 'lazy' lock and unlock feature automatically closes or opens the windows with an extended press of the applicable switch. The 'lazy' lock and unlock feature is only available in certain markets and is controlled in conjunction with the door modules.

**WARNING:**

Never double lock the vehicle with any person or animal inside.

**NOTE:**

Double locking (DL) is only available in certain markets.

The smart key contains an emergency key. The emergency key can be used in the event of failure of the smart key or the startup battery to unlock the vehicle. The driver door handle contains a mechanical key barrel which can be used with the emergency key to access the vehicle. The emergency key to access the vehicle does not disable the perimeter sensing system. The visual and audible alarm is activated when the door is unlocked/opened. To cancel the alarm, the smart key must be held next to the IAU and the stop/start switch must be operated.

Emergency locking

On the inside face of each door there is an emergency key aperture. The aperture is used with the emergency key in the event of a failure of the startup battery to lock the vehicle.

Remove the cover and insert the emergency key into the aperture to mechanically lock each door in turn. The driver door is always the last door to be locked. Please make sure that the emergency key is removed from the emergency key aperture before each door is closed.

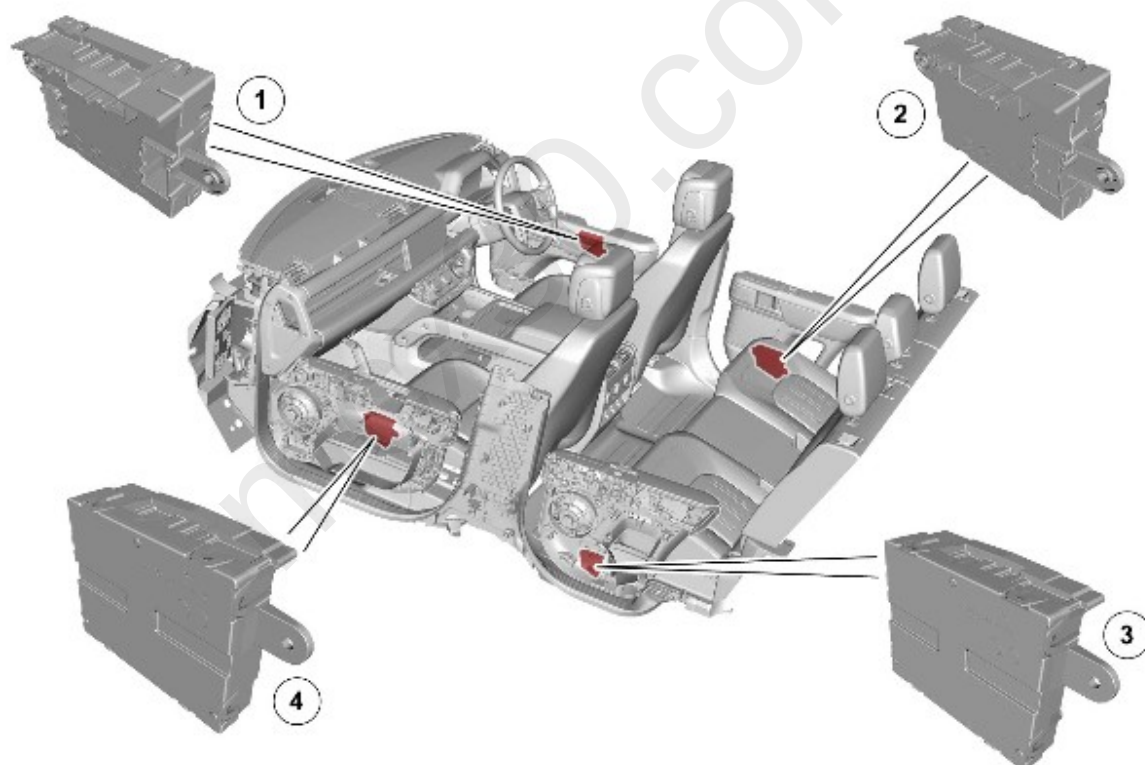
For additional information, refer to: [Handles, Locks, Latches and Entry Systems](#) (501-14 Handles, Locks, Latches and Entry Systems, Description and Operation).

DESCRIPTION

DOOR MODULES

NOTES:

- RHD vehicle is shown, LHD vehicle is similar.
- Vehicle with 5 doors is shown. Vehicle with 3 doors is similar.



ITEM	DESCRIPTION
1	DDM
2	DRDM
3	PRDM
4	PDM

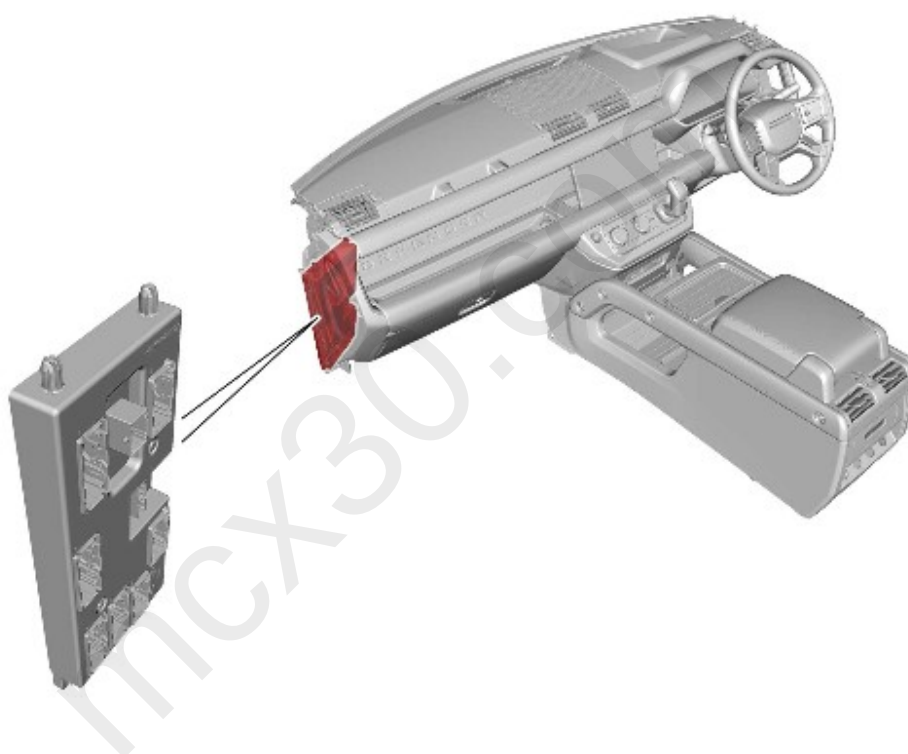
The door modules provide the interface between the door latches and the BCM/ GWM. The door modules provide door latches status information and enable the door motors on request from the BCM/ GWM.

The DRDM and the PRDM are also controlled by the BCM/ GWM. Additionally, the DDM and the PDM also control the door mirror functions.

BCM/ GWM

NOTE:

RHD vehicle is shown, LHD vehicle is similar.



E252195

NOTE:

When the BCM/ GWM is replaced, the new module requires configuring to the master car configuration using the Jaguar Land Rover(JLR) approved diagnostic equipment.

The BCM/ GWM controls the following components:

- The horns
- The tailgate latch
- The tailgate ajar switch

- The turn signal indicators
- The fuel flap motor.

The BCM/ GWM also has a connection to the Restraints Control Module (RCM). The connection provides the automatic operation of the interior lights and the turn signal indicators in the event of an accident.

The BCM/ GWM automatically arms and disarms the active anti-theft system when the vehicle is locked and unlocked. This is after successful confirmation that a valid smart key has been used.

IPC

The BCM/ GWM controls the warning indicator which is incorporated in the main display in the IPC.

The IPC also controls the engine immobilization, in conjunction with the following control modules:

- The BCM/ GWM
- The Powertrain Control Module (PCM)
- The Anti-Lock Brake System Control Module (ABS).

The PCM controls the engine crank and fuel functions. The ABS controls the tilt function. The PCM and ABS communicate to each other after the BCM/ GWM processes the valid smart key information.

Security system status indicator

The security system status indicator is a red Light Emitting Diode (LED) located in the IPC. When in Power Mode 0 (vehicle locked and armed), the indicator gives a visual indication of the active anti-theft system to show when the alarm is set.

When in Power Mode 6 (ignition ON), the indicator provides a visual indication of the status of the passive anti-theft (engine immobilization) system. When the immobilization system is operating correctly, the LED is illuminated for 3 seconds after in Power Mode 6 (ignition On) and then extinguishes.

When a fault exists in the immobilization system, the LED is either permanently illuminated or flashing for 60 seconds. The LED indicates that a fault exists and a Diagnostic Trouble Code (DTC) has been recorded. After the 60 seconds period, the LED flashes at different frequencies, which indicates the nature of the fault.

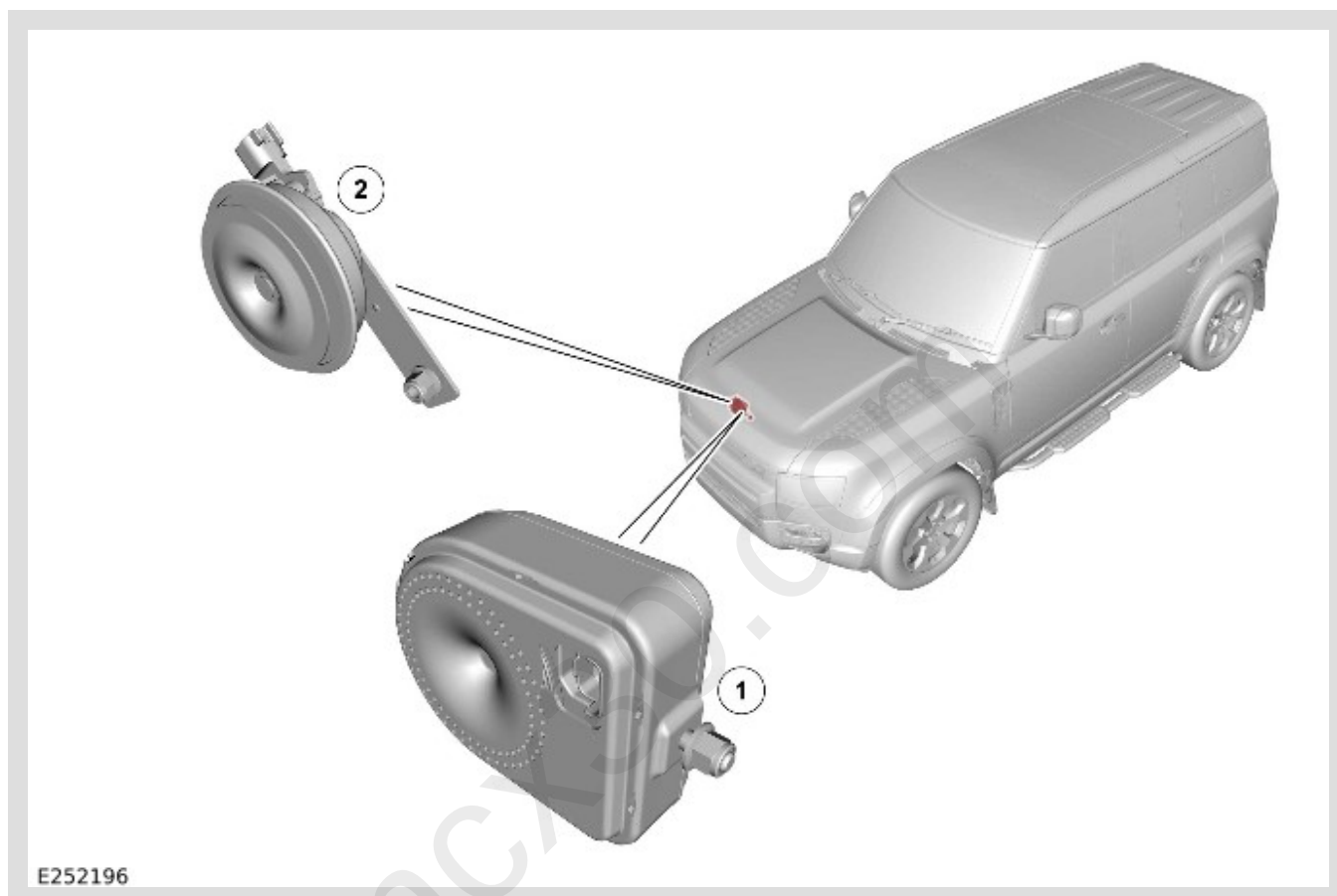
Operation of the security system status indicator is controlled by the IPC. The IPC varies the flash rate of the LED to indicate the system status of the alarm and the immobilization systems.

Operation of the security system status indicator is also controlled by the BCM/ GWM.

ALARM/IMMOBILIZATION STATUS	ALARM INDICATOR STATUS	ALARM INDICATOR FUNCTION
UNSET	No flash	LED remains OFF
SET - Perimeter alarm mode	Flashing	LED flashes when every 2 seconds

ALARM/IMMOBILIZATION STATUS	ALARM INDICATOR STATUS	ALARM INDICATOR FUNCTION
SET - Perimeter with alarm sensing mode	Flashing	LED flashes when every 2 seconds
ACTIVE - Triggered	Flashing	LED flashes when every 2 seconds
UNSET - Alarm activated during previous SET cycle	No flash	LED remains OFF

SECURITY SYSTEM SOUNDER



ITEM	DESCRIPTION
1	BBUS - If equipped
2	Passive sounder - If equipped

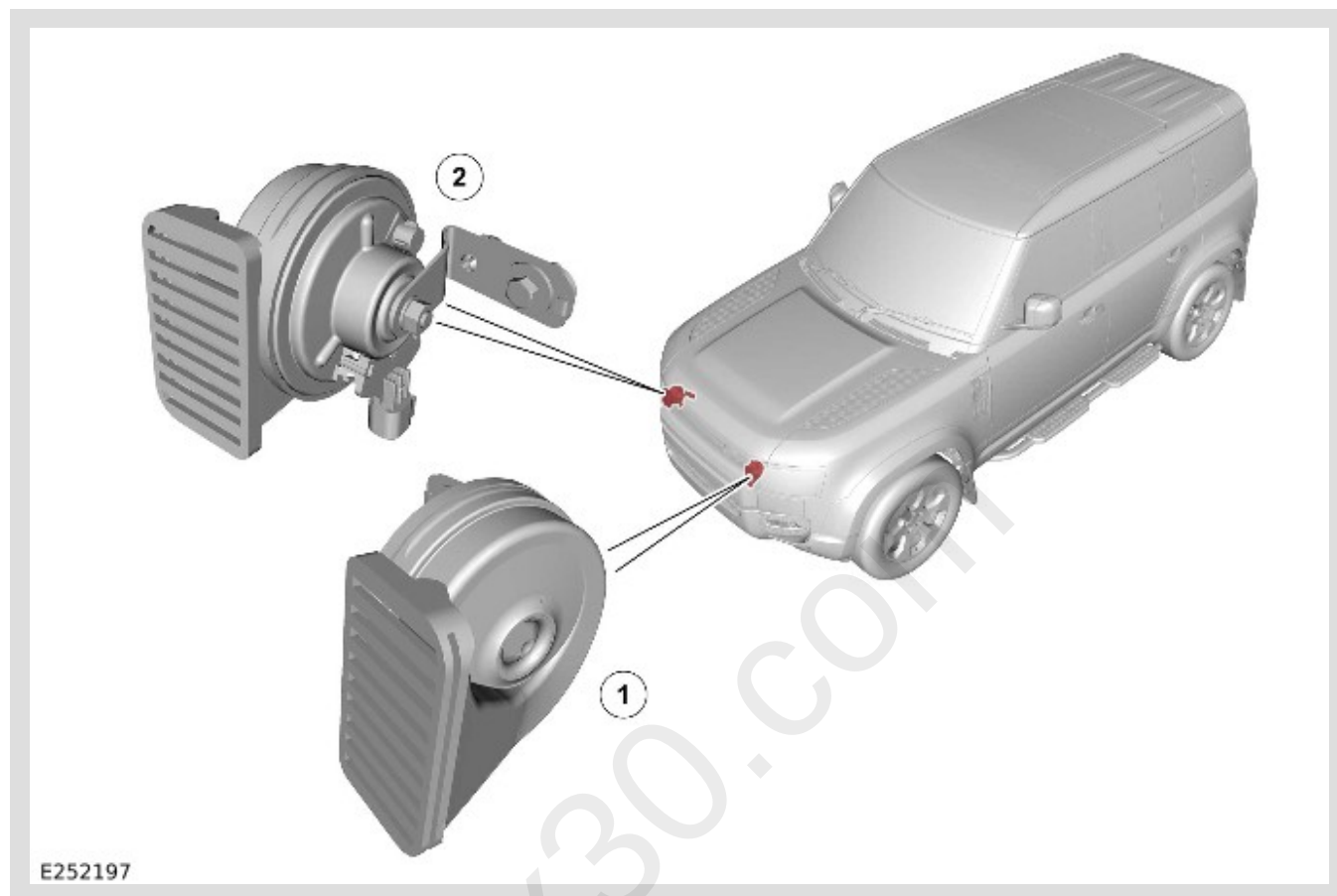
Depending on the vehicle configuration, 1 passive sounder or 1 BBUS is located behind the secondary bulkhead panel on the driver side.

The passive sounder is connected directly to the BCM/ GWM. The BCM/ GWM activates the passive sounder as the first security sounder when the alarm is triggered.

The BBUS incorporates an integrated tilt sensor which monitors the vehicle attitude. The tilt sensor can detect when the vehicle is being moved, towed or raised. The tilt sensor communicates to the BCM/ GWM to indicate a trigger to activate the alarm.

Operation of the BBUS and tilt sensor is controlled by the BCM/ GWM on the Local Interconnect Network (LIN). An integral, rechargeable battery power feed is supplied to the BBUS when the vehicle startup battery supply from the BCM/ GWM is interrupted.

VEHICLE HORNS



ITEM	DESCRIPTION
1	Horn - Left
2	Horn - Right

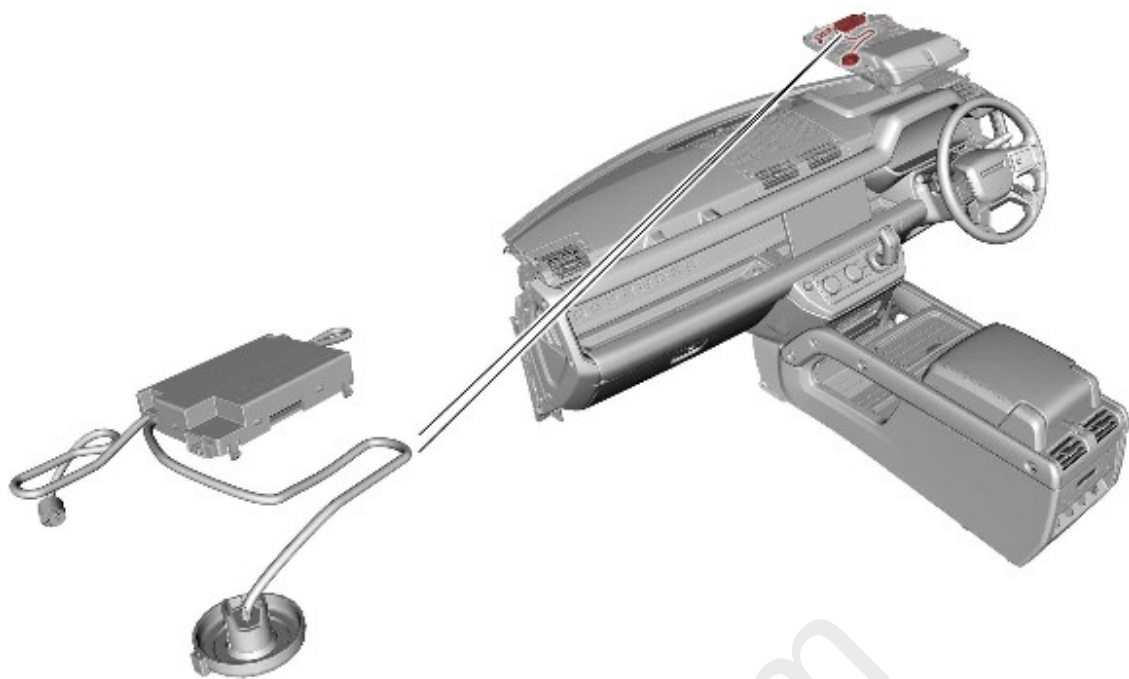
The vehicle horns are located above the front bumper armature. The horns have a switched power supply through the horn relay located in the Engine Junction Box (EJB). The horns are switched through the steering wheel, connected through the clockspring to the BCM/ GWM. The BCM/ GWM activates the horns as a secondary security sounder when the alarm is triggered.

VOLUMETRIC SENSOR



NOTE:

RHD vehicle is shown, LHD vehicle is similar.



E252198

The volumetric sensor is located in a central position in the overhead console. The volumetric sensor comprises 3 sensors which allow the passenger compartment to be monitored. The Passenger Junction Box (PJB) provides a permanent power supply for the volumetric sensor. The sensor signals are transmitted to the BCM/ GWM assembly on LIN.

DL vehicles

The volumetric sensors are activated when the vehicle is double locked. The vehicle can be locked and alarmed with the volumetric sensors deactivated. The volumetric sensors can be achieved by single locking the anti-theft active system or by deactivating in the IPC settings menu:

- Single locking the anti-theft active system.
- Deactivating the alarm sensors in the IPC settings menu.

Single locking

In certain markets the volumetric sensors are activated on single locking as a market requirement.

The volumetric sensors are active when the startup battery voltage falls below 9V. The BCM/ GWM assembly ignores any inputs from the sensors to prevent false alarm activation.

The BCM/ GWM ignores the signals from the volumetric sensor for the first 15 - 30 seconds. The time allows the vehicle interior to settle and prevents false alarm activation.

When the tailgate is opened through the smart key, the volumetric sensor and the tilt sensor are inhibited until the tailgate is closed.

HOOD SWITCH

The hood switch is attached to the underside of the left hood latch and operated by movement of the latch mechanism. When the hood latch opens, the switch closes and connects a ground to the BCM/ GWM.

SMART KEY



For additional information, refer to: [Handles, Locks, Latches and Entry Systems](#) (501-14 Handles, Locks, Latches and Entry Systems, Description and Operation).

PEPS

The PEPS system includes enhancements to further improve vehicle security.

The smart key includes ultra wide band technology, designed to combat the latest security threats. Ultra wide band technology includes 2 new passive entry transceivers which are programed to the vehicle in conjunction with smart keys.

NOTE:

The smart key does not need to be held adjacent to the IAU. The function is still supported to cover error states.

The RF receiver is equipped at the rear behind of the sunroof panel.

For additional information, refer to: [Anti-Theft - Passive](#) (419-01B Anti-Theft - Passive, Description and Operation).

OPERATION

DISARMING

The BCM/ GWM automatically arms and disarms the anti-theft system when it operates the CDL system. The BCM/ GWM also locks and unlocks the Electric Steering Column Lock Control Module (VIM) when it operates the CDL system.

On vehicles without a volumetric sensor, only the perimeter mode is available to monitor the hinged panels and the validity of the smart key.

When perimeter sensing is active, the BCM/ GWM monitors aperture ajar switches. The ajar switches are located in the latch mechanisms of the doors, in the tailgate and the hood latch.

When volumetric sensors are active, the BCM/ GWM monitors the passenger compartment for movement using a volumetric sensor located on the front overhead console.

When the tilt sensors are active, the BCM/ GWM monitors the vehicle for raising using a tilt sensor located within the BBUS.

ARMING

Perimeter mode

The anti-theft active system is armed in the perimeter mode when the vehicle is either locked or double locked. The locked or double locked is locked using the lock switch on the smart key. The vehicles have the function of the passive entry system. The anti-theft active system is armed in the perimeter mode when the lock/unlock switch on 1 of the exterior door handles is used.

Smart key switch selection and the lock/unlock switch selection on the exterior door handles are relayed to the BCM/ GWM. The signal is sent by the RFA on the High Speed (HS) Controller Area Network (CAN) body systems bus.

Perimeter mode only monitors the hinged panels and the validity of the smart key in the RFA.

Perimeter with alarm sensing mode

The volumetric sensor monitors the vehicle interior for intrusion. The vehicle is equipped with a BBUS which incorporates a tilt sensor. The vehicle attitude is also monitored when perimeter with alarm sensing mode is active.

Perimeter with alarm sensing mode is activated by the following manner:

- A second press of the lock switch on the smart key.
- Using the lock switch on 1 of the exterior door handles, on vehicles with the passive entry system.

The second press of the switch must occur within 3 seconds of the first press. The second press of the lock switch also activates the perimeter sensing double locking feature.

In certain markets the volumetric sensors are activated on single lock as per latest market requirements.

The BCM/ GWM arms the active anti-theft system when it single locks or double locks the vehicle, providing all the following conditions are met:

- All doors, tailgate and hood are closed.
- The BCM/ GWM is not in transit mode.

When the vehicle successfully completes its locking routine, a single short flash of the turn signal indicators to indicate a single locked condition.

When double locking is activated, then the confirmation is given by:

- A double flash of the turn signal indicators.
- The 1 short flash for locked.
- The 1 long flash on completion of double locked.

When 'audible lock warning' is enabled, an audible chirp shall also be emitted from BBUS on double lock. The feature can be turned on and off in the IPC security features menu.

Mislock

When a lock or double lock request is received from a smart key, the anti-theft alarm remains disarmed when:

- Any doors, tailgate or hood is open/ajar.
- Power Mode 6 (ignition ON).

The BCM/ GWM generates a short mislock sound from the BBUS, or the passive sounder. The turn signal indicators does not flash. Each attempt to lock, is confirmed by an audible chime being emitted.

The volumetric sensor and the tilt sensor in the BBUS are inhibited until the tailgate is closed.

Disarming

The BCM/ GWM disarms the active anti-theft system to prevent false alarm activation under certain conditions as follows:

- The system is in perimeter with alarm sensing mode and the startup battery voltage decreases to less than 9V. The BCM/ GWM disables the perimeter with alarm sensing mode. The BCM/ GWM remains in perimeter mode only. The BCM/ GWM prevents false alarm activation because the volumetric sensor cannot operate correctly below 9V.
- The BCM/ GWM deactivates the BBUS when the startup battery voltage decreases from 9.5V to 9V in more than a 30 minutes period. When required, the BCM/ GWM activates the horns to sound an audible alarm trigger warning. At voltages below 9V, the BCM/ GWM does not generate the 'heartbeat' signal to the BBUS. The BBUS interprets this as the BCM/ GWM has been tampered with and activates its sounder. When the startup battery voltage subsequently rises to more than 9.5V, the BCM/ GWM re-arms the BBUS.
- The vehicle automatically re-locks and re-arms the active anti-theft system when unlocking the vehicle and within 40 seconds a hinged panel is not opened. The function prevents leaving the vehicle unlocked and disarmed by accidental operation of the smart key unlock switch/exterior handle.

Alarm

When the alarm is triggered, the BCM/ GWM activates audible and visual warnings. The audible warnings are produced by the passive sounder or the BBUS and horns. Visible indications are produced using the turn signal indicators.

The BCM/ GWM activates below components:

- Passive sounder or the BBUS
- The horns
- The visual indications.

The BCM/ GWM activates components for 30/60 seconds, depending on the market.

The activation is stopped for 10 seconds. When the alarm trigger is still present, the BCM/ GWM cycles again for 30 /60 seconds. The activation repeats for up to a maximum of 10 cycles per trigger source of 30/60 seconds for any 1 arming period.



NOTE:

When the Battery Back-Up Sounder (BBUS) is triggered due to tamper detection, the visual indication using the turn signal and horns are not activated.

The alarm can be triggered by:

- Any of the hinged panels being opened.
- Any of the doors being unlocked.
- The volumetric sensor detects a movement inside the vehicle.
- The tilt sensor detects vehicle movement.
- An ignition tamper is detected (invalid smart key).

BBUS



NOTE:

When a BBUS is equipped, it is also armed with the perimeter mode lock request. However, the tilt functionality is not enabled in perimeter mode depending on market/single/double locking latches.

On receipt of the arming signals, the BBUS and the tilt sensor respond with a status message. When the BCM/ GWM does not receive the status signals within a period of time, there is a fault in the system. The BCM/ GWM responds with a disarm signal to either the sounder and/or the tilt sensor and stores a related DTC. The sounder is disarmed when the active anti-theft system is armed and the system is subsequently triggered. The BCM/ GWM still energizes the horn relay and uses the vehicle horns to sound the audible warning in place of the BBUS.

When the BBUS is armed, the BCM/ GWM sends a periodic (heartbeat) signal to the BBUS. The signal prompts the BBUS to monitor the vehicle startup battery supply and the LIN with the BCM/ GWM.

The BBUS operates in the following cases:

- The BBUS receives an alarm signal from the BCM/ GWM or the tilt sensor.
- The power supply or the LIN to the BCM/ GWM is disrupted.

The tilt sensor measures the longitudinal and lateral angle of the vehicle over a range of $\pm 16^\circ$ from the horizontal. When the active anti-theft system is armed in perimeter with alarm sensing mode, the tilt sensor:

- Stores the current vehicle angles in its memory.
- Monitors the tilt sensor readings.

When the vehicle angle changes in either direction by more than the alarm limit threshold, the tilt sensor communicates to the BCM/ GWM. The BCM/ GWM activates the BBUS.

When the alarm is active and the battery or the BBUS is disconnected, the BBUS continues to sound without the turn signal indicators flashing or horn.

Panic alarm

A panic alarm feature allows the vehicle alarm to be activated using the smart key. The panic alarm switch, identified by a triangle symbol, can be operated and held for more than 3 seconds to activate the vehicle alarm.

To cancel the panic alarm feature perform 1 of the following:

- Operate the panic alarm switch 3 times.
- Press and hold the panic switch for 3 seconds.
- Operate the ignition switch.

To prevent accidental cancellation, the panic alarm cannot be canceled within 5 seconds of being activated.

Smart key additional features

In addition to the lock and unlock switches, the smart key has convenience switches.

Headlamp convenience

A headlamp convenience switch can be pressed to operate the headlamps to assist departure or approach to the vehicle. A single press of the switch operates the headlamps for approximately 25 seconds, after which time they turn OFF automatically. A second press of the switch, switches OFF the headlamps when the 25 seconds period has not been reached. Operating the ignition switch within the 25 seconds period, also turns OFF the headlamp convenience feature.

Convenience mode

When the vehicle is unlocked using the unlock switch on the smart key, the vehicle electrical system initiates convenience mode.

The following systems become active in convenience mode:

- Memory - Seat adjustment and mirror position.
- Interior and exterior lighting.
- Audio system.
- IPC message center.
- Horn.
- Cigar lighter/12V accessory socket.

Single point entry

The single point entry feature only unlocks the driver door, all other doors remain single locked. A single press of the unlock switch on the smart key, only unlocks the driver door. A second press is required to unlock the remaining doors and the tailgate.

When the vehicle is double locked, the first press of the unlock switch on the smart key unlocks the driver door.

The remaining doors revert to the single locked state and can be unlocked using the following:

- A further press of the smart key unlock switch.
- The CDL lock/unlock switch on the driver door.
- The interior door handles on the passenger doors.
- Passive entry through any passenger door.

Access to the tailgate can be achieved through:

- A further press of the smart key unlock switch.
- The smart key tailgate open switch.
- The CDL lock/unlock switch on the driver door.
- The interior door handles on the passenger doors.
- Passive entry through any passenger door.
- Passive entry through the tailgate open switch.

Changing from CDL to single point entry can be done by:

- Pressing the lock and unlock switches on the smart key simultaneously. The turn signal indicators flash to confirm that the function change has been performed.

- Using the IPC menu.

Global open/close



NOTE:

The global open/close feature is not available in all markets.

A global open and close feature can be operated from the smart key. The feature allows the vehicle windows to be opened/closed through a single press of the lock or unlock switch. The switch must be pressed and held for more than 2 seconds to activate the global open/close feature. The windows must be initialized for the global functionality to work.

ULTRA WIDE BAND OPERATION

With the introduction of ultra wide band technology, recognizing the position of the smart key requires 2 pieces of distance information. The 2 passive entry transceivers are located in the headliner, 1 at the front and 1 at the rear. The passive entry transceivers enable full coverage inside and outside of the vehicle.

The following process takes place to validate the smart key:

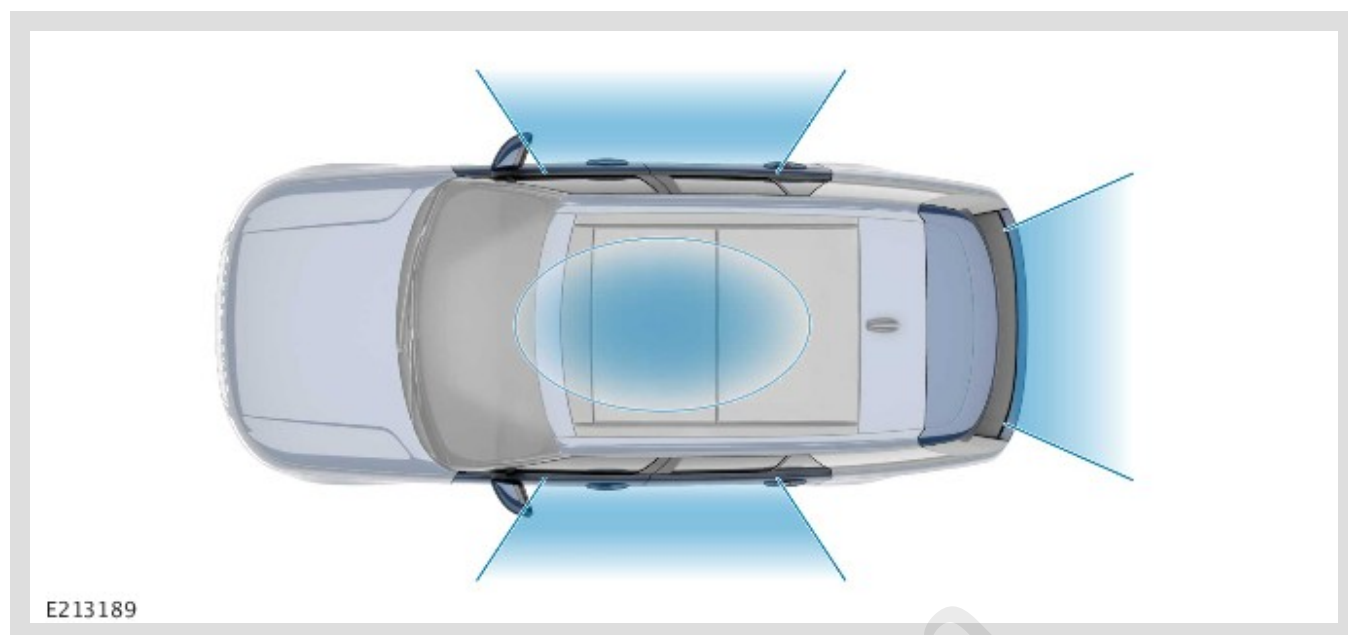
- The RFA receives a door lock/unlock request.
- On receipt of the door lock/unlock request, challenge data is sent out from the RFA. The challenge data is sent through LF antenna at 125 kHz to the smart key.
- The smart key responds to the LF signal, processing the received message and replying to the vehicle using a separate RF channel. Depending on market the RF channels are 433 MHz or 315 MHz.
- The response is received by the RF receiver.

In addition the RFA sends a separate challenge, through the passive entry transceivers to the smart key. The RFA sends this data to authenticate and obtain the smart key position with accuracy, using the following process:

- The challenge data is sent from the RFA through LIN to the passive entry transceivers.
- The passive entry transceivers process and transmit the data, through a separate RF signal, at 3.99 GHz (4.5 GHz in China) to the smart key.
- On receipt of the signal the smart key responds with an authentication message back to the passive entry transceivers. The smart key responds by a RF signal through the LIN connection.

When the smart key is validated the system operates normally.

LF ZONES



The message contained in the beacon signals varies based on each transmitter zone. For example, the message varies based on if the zone is:

- Inside or outside the vehicle.
- The driver side or passenger side or the loadspace.

The capability allows the smart key to send specific answers, triggering actions such as opening the passenger door or starting the engine.

A common security threat consists of relaying the messages exchanged between the vehicle and the smart key over long distances. The message range is indefinite, depending on the technology used. The technology is used by intercepting the beacon signal from the LF antenna in the vehicle to the smart key.

The equipment intercepts the messages is used to gain illegal entry to the vehicle and activate the passive start system.

For additional information, refer to: [Anti-Theft - Passive](#) (419-01B Anti-Theft - Passive, Description and Operation).

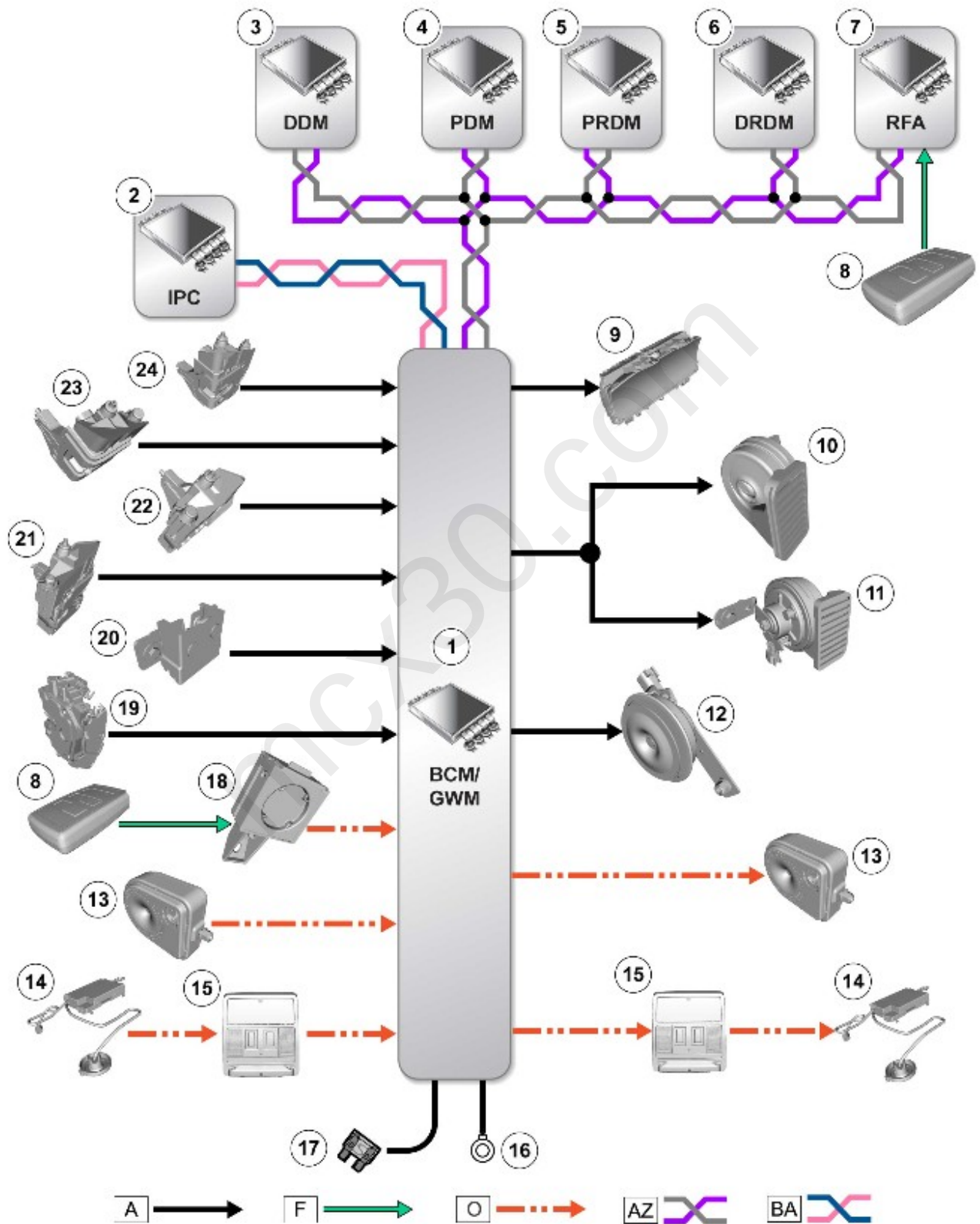
DIAGNOSTICS

The BCM/ GWM records any DTCs and related data. Read the DTCs and related data with the JLR approved diagnostic equipment.

The JLR approved diagnostic equipment can read live data and activate certain components.

CONTROL DIAGRAM

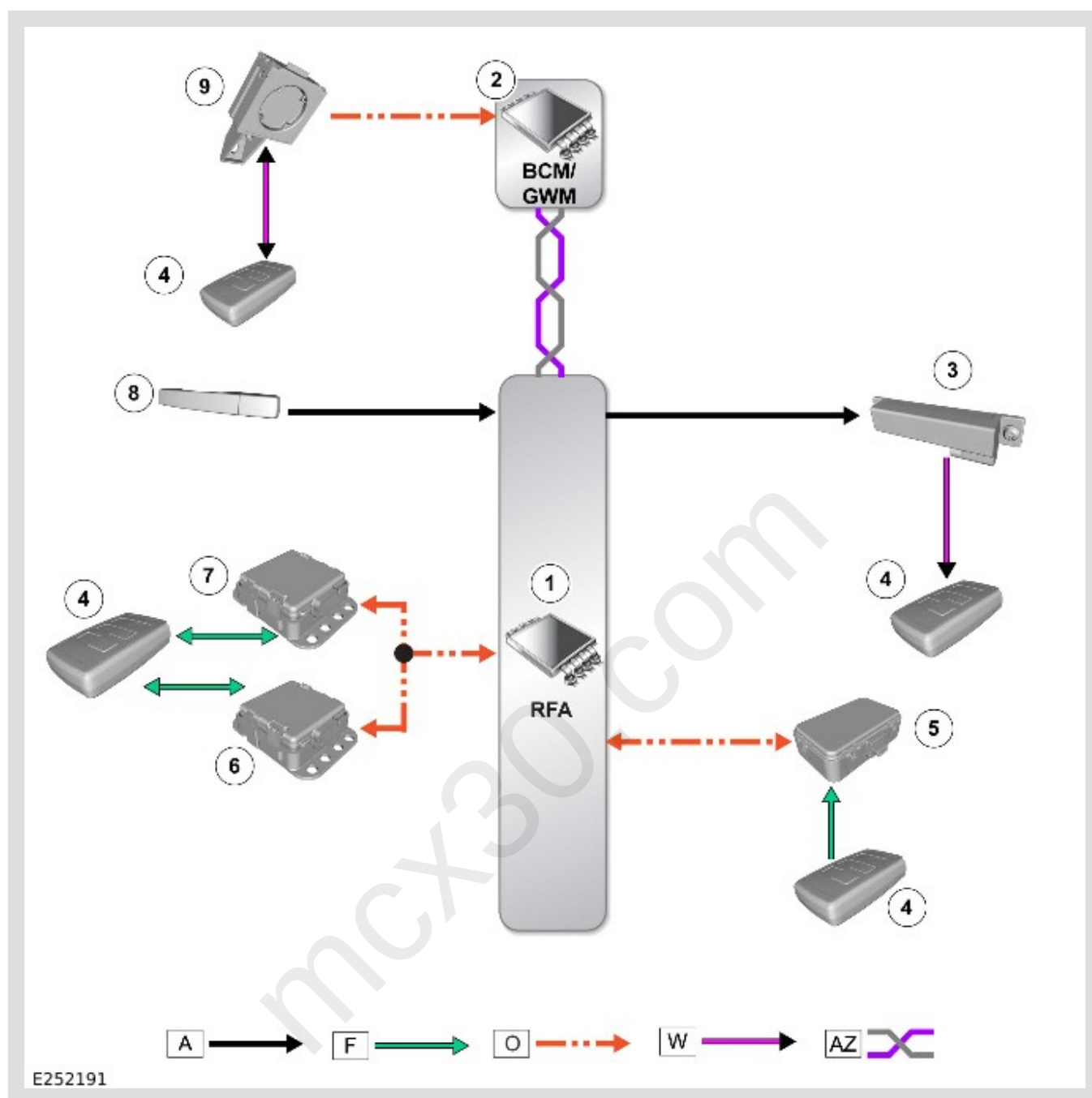
CONTROL DIAGRAM - 1 OF 2



A = HARDWIRED: F = RF TRANSMISSION: O = LIN: AZ = HS CAN BUS: BA = HS CAN HUMAN MACHINE INTERFACE (HMI) SYSTEMS BUS.

ITEM	DESCRIPTION
1	BCM/ GWM
2	IPC
3	DDM
4	PDM
5	PRDM
6	DRDM
7	RFA
8	Smart Key
9	IPC - Security system status indicator
10	Horn - Left
11	Horn - Right
12	Passive sounder - If equipped
13	BBUS - If equipped
14	Volumetric sensor
15	Overhead console
16	Ground
17	Power supply
18	IAU
19	Ajar switch - Tailgate
20	Hood switch
21	Ajar switch - Front left door
22	Ajar switch -Front right door
23	Ajar switch - Rear left door
24	Ajar switch - Rear right door

CONTROL DIAGRAM – 2 OF 2 – SMART KEY RECOGNITION AND DETECTION



A = HARDWIRED: F = RF TRANSMISSION: O = LIN: W = LF TRANSMISSION: AZ = HS CAN BODY SYSTEMS BUS.

ITEM	DESCRIPTION
1	RFA
2	BCM/ GWM
3	LF antenna (quantity 5)
4	Smart key
5	RF receiver

ITEM	DESCRIPTION
6	Passive entry transceiver - Front
7	Passive entry transceiver - Rear
8	Lock/unlock request - Door handle
9	IAU

cmIjaGFyZG1vcnRvbjsyMDIwLTA5LTE4VDE4OjE3OjEwLjQyM1o7OTluNDAuMTg5LjUzOw==

mcx30.com