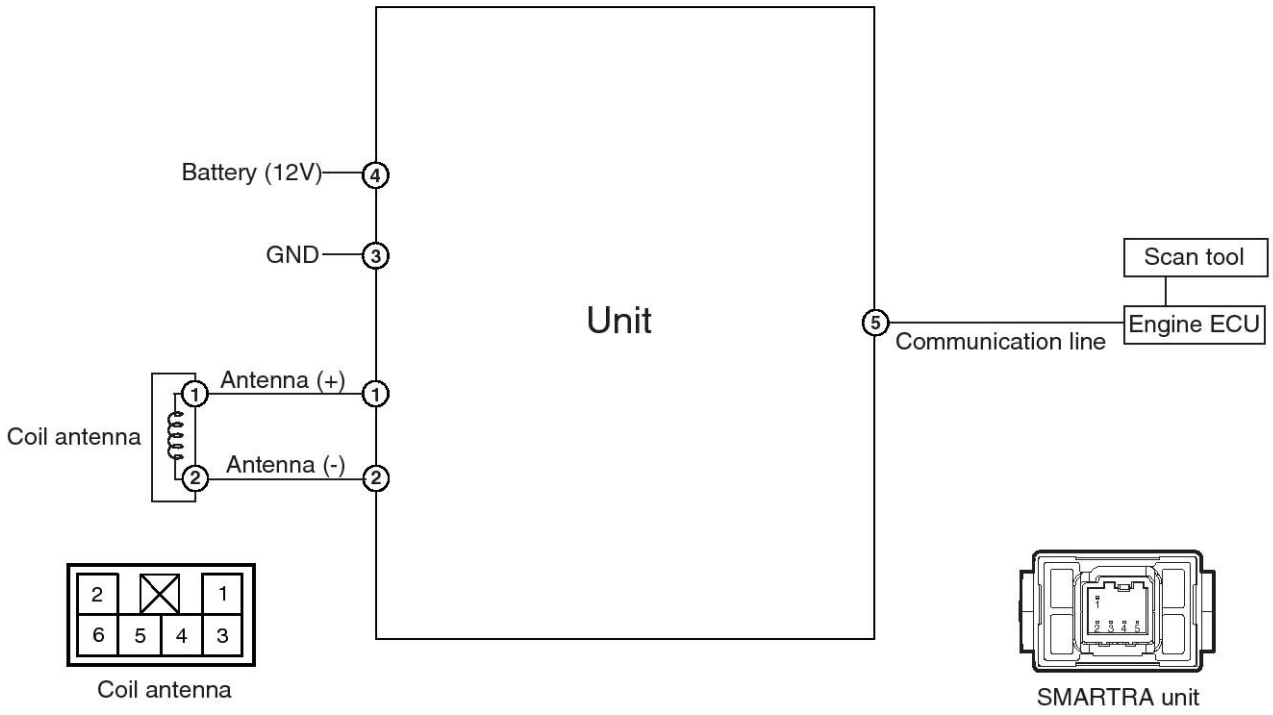
Immobilizer System

Circuit Diagram



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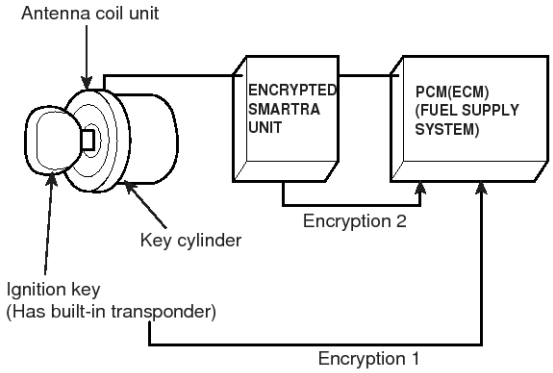
Description

The immobilizer system will disable the vehicle unless the proper ignition key is used, in addition to the currently available anti-theft systems such as car alarms, the immobilizer system aims to drastically reduce the rate of auto theft.

1. Encrypted SMARTRA type immobilizer
   - The SMARTRA system consists of a passivie challenge - response (mutual authentication)transponder located in the ignition key, an antenna coil, a encoded SMARTRA unit, an indicator light and the PCM(ECM).
   - The SMARTRA communicates to the PCM(ECM) (Engine Control Module) via a dedicated communications line. Since the vehicle engine management system is able to control engine mobilization, it is the most suitable unit to control the SMARTRA.
   - When the key is inserted in the ignition and turned to the ON position, the antenna coil sends power to the transponder in the ignition key. The transponder then sends a coded signal back through the SMARTRA unit to the PCM(ECM).
   - If the proper key has been used, the PCM(ECM) will energize the fuel supply system. The immobilizer indicator light in the cluster will simultaneously come on for more than five seconds, indicating that the SMARTRA unit has recognized the code sent by the transponder.
   - If the wrong key has been used and the code was not received or recognized by the PCM(ECM) the indicator light will continue blinking for about five seconds until the ignition switch is turned OFF.
   - If it is necessary to rewrite the PCM(ECM) to learn a new key, the dealer needs the customer's vehicle, all its keys and the Hi-scan (pro) equipped with an immobilizer program card. Any key that is not learned during rewriting will no longer start the engine.
   - The immobilizer system can store up to eight key codes.
   - If the customer has lost his key, and cannot start the engine, contact Hyundai motor service station.



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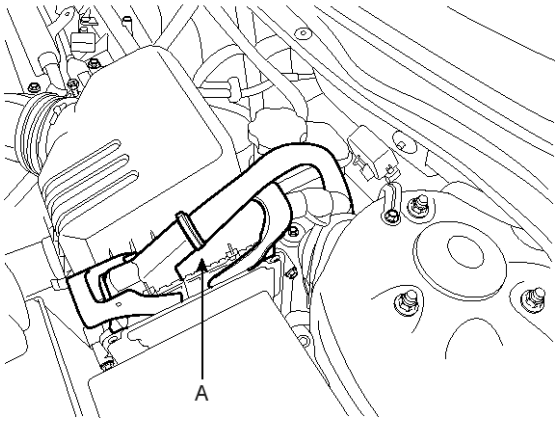
Components Operations

PCM (Power Train Control Module)

1. The PCM(ECM) (A) carries out a check of the ignition key using a special encryption algorithm, which is programmed into the transponder as well as the PCM(ECM) simultaneously. Only if the results are equal, the engine can be started. The data of all transponders, which are valid for the vehicle, are stored in the PCM(ECM).

   ERN (Encrypted Randorn Number) value between EMS and encrypted smartra unit is checked and the validity of coded key is decided by EMS.



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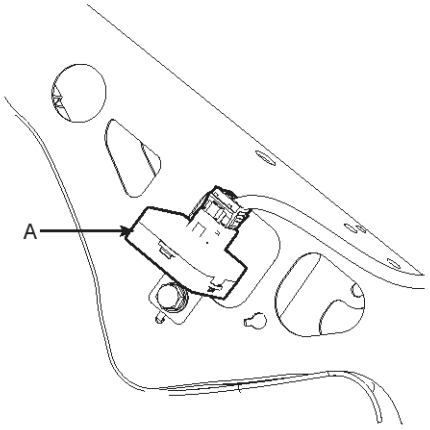
ENCRYPTED SMARTRA unit (A)

The SMARTRA carries out communication with the built-in transponder in the ignition key. This wireless communication runs on RF (Radio frequency of 125 kHz). The SMARTRA is mounted behind of the crash pad close to center cross bar.

The RF signal from the transponder, received by the antenna coil, is converted into messages for serial communication by the SMARTRA device. And, the received messages from the PCM(ECM) are converted into an RF signal, which is transmitted to the transponder by the antenna.

The SMARTRA does not carry out the validity check of the transponder or the calculation of encryption algorithm. This device is only an advanced interface, which converts the RF data flow of the transponder into serial communication to the PCM(ECM) and vice versa.



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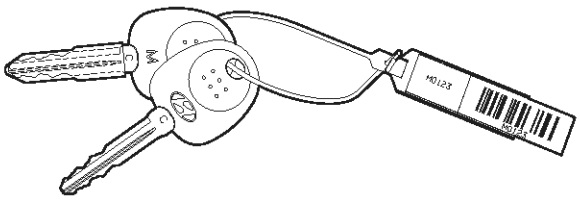
TRANSPONDER (Built-in keys)

The transponder has an advanced encryption algorithm. During the key teaching procedure, the transponder will be programmed with vehicle specific data. The vehicle specific data are written into the transponder memory. The write procedure is once only; therefore, the contents of the transponder can never be modified or changed.



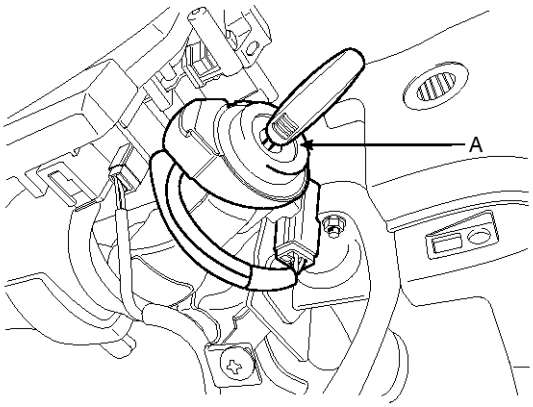
SHDBE6540D

Antenna coil

The antenna coil (A) has the following functions.

- The antenna coil supplies energy to the transponder.
- The antenna coil receives signal from the transponder.
- The antenna coil sends transponder signal to the SMARTRA.

  It is located directly in front of the steering handle lock.



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Teaching Procedures

1. Key Teaching Procedure

   Key teaching must be done after replacing a defective PCM(ECM) or when providing additional keys to the vehicle owner.

   The procedure starts with an PCM(ECM) request for vehicle specific data (PIN code: 6digits) from the tester. The "virgin" PCM(ECM) stores the vehicle specific data and the key teaching can be started. The "learnt" PCM(ECM) compares the vehicle specific data from the tester with the stored data. If the data are correct, the teaching can proceed.

   If incorrect vehicle specific data have been sent to the PCM(ECM) three times, the PCM(ECM) will reject the request of key teaching for one hour. This time cannot be reduced by disconnecting the battery or any other manipulation. After reconnecting the battery, the timer starts again for one hour.

   The key teaching is done by ignition on with the key and additional tester commands. The PCM(ECM) stores the relevant data in the EEPROM and in the transponder. Then the PCM(ECM) runs the authentication required for confirmation of the teaching process. The successful programming is then confirmed by a message to the tester.

   If the key is already known to the PCM(ECM) from a previous teaching, the authentication will be accepted and the EEPROM data are updated. There is no changed transponder content (this is impossible for a learnt transponder).

   The attempt to repeatedly teach a key, which has been taught already during the same teaching cycle, is recognized by the PCM(ECM). This rejects the key and a message is sent to the tester.

   The PCM(ECM) rejects invalid keys, which are presented for teaching. A message is sent to the tester. The key can be invalid due to faults in the transponder or other reasons, which result from unsuccessful programming of data. If the PCM(ECM) detects different authenticators of a transponder and an PCM(ECM), the key is considered to be invalid.

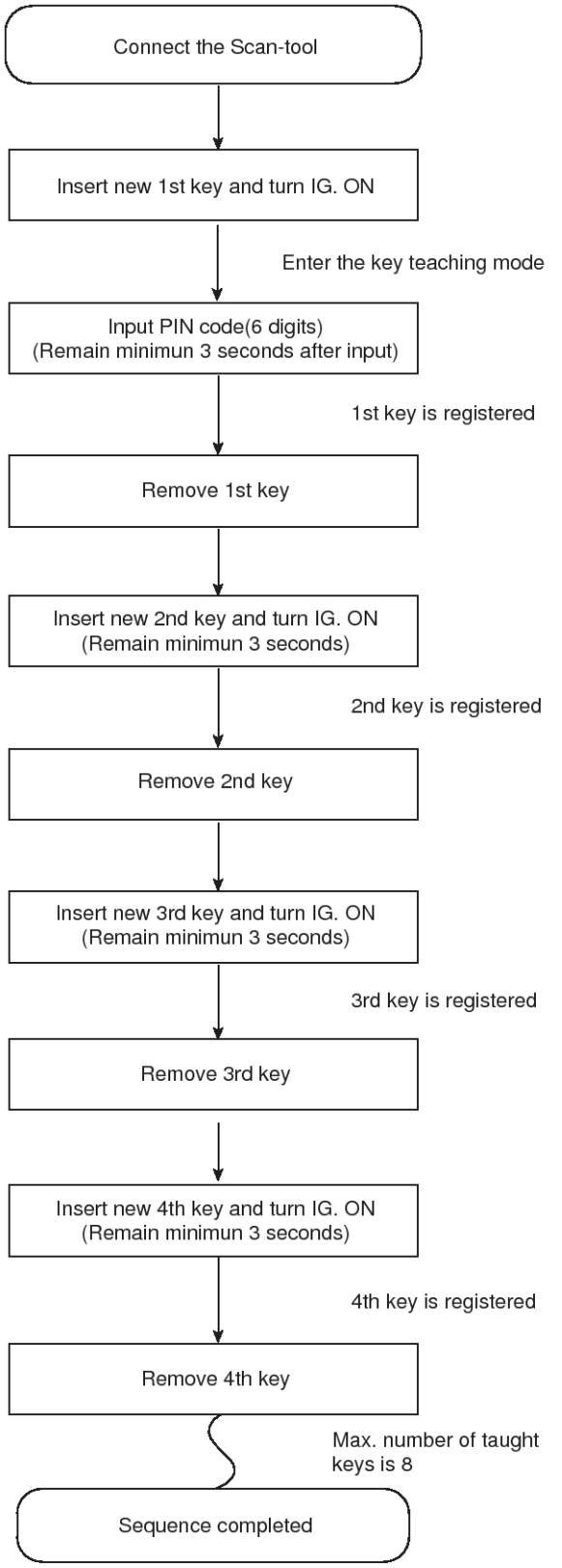
   The maximum number of taught keys is 8

   If an error occurs during the Immobilizer Service Menu, the PCM(ECM) status remains unchanged and a specific fault code is stored.

   If the PCM(ECM) status and the key status do not match for teaching of keys, the tester procedure will be stopped and a specific fault code will be stored at PCM(ECM).

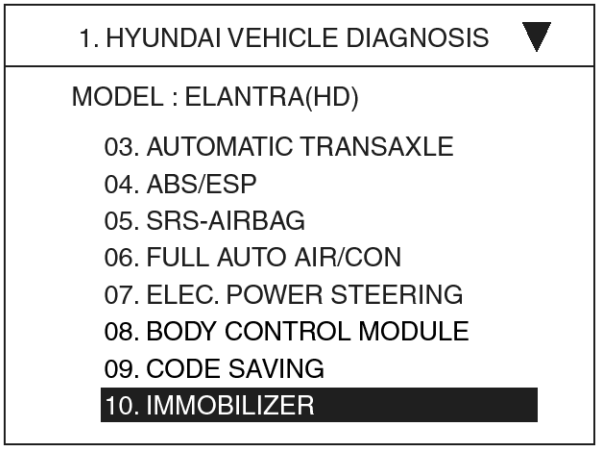
   NOTICE

   When teaching the 1st key, Smartra regists at the same time.

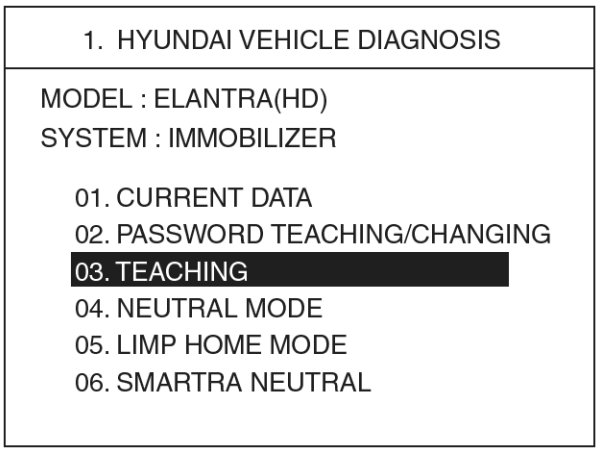


SFDBE8405L

1) PCM(ECM) learnt status.



SHDBE8002N



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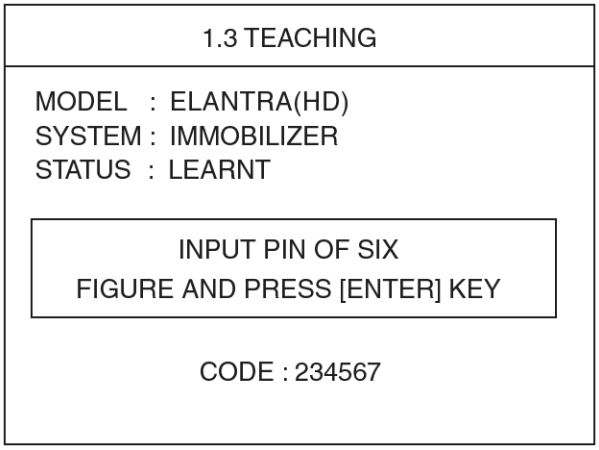


SHDBE8004N

1.3 TEACHING

MODEL : ELANTRA(HD)
SYSTEM : IMMOBILIZER
STATUS : LEARNT

1st KEY TEACHING
ARE YOU SURE ? [Y/N]

CODE : 234567

SHDBE8005N

1.3 TEACHING

MODEL : ELANTRA(HD)
SYSTEM : IMMOBILIZER
STATUS : LEARNT

1st KEY TEACHING
COMPLETED

CODE : 234567

SHDBE8006N

1.3 TEACHING

MODEL : ELANTRA(HD)
SYSTEM : IMMOBILIZER
STATUS : LEARNT

2st KEY TEACHING
ARE YOU SURE ? [Y/N]

CODE : 234567

SHDBE8007N

1.3 TEACHING

MODEL : ELANTRA(HD)
SYSTEM : IMMOBILIZER
STATUS : LEARNT

2st KEY TEACHING
COMPLETED

CODE : 234567

SHDBE8008N

2) PCM(ECM) virgin status.

After replacing new "PCM(ECM)" scantool displays that PCM(ECM) is virgin status in Key Teaching mode.

"VIRGIN" status means that PCM(ECM) has not matched any PIN code before.

1.3 TEACHING

MODEL : ELANTRA(HD)
SYSTEM : IMMOBILIZER
STATUS : VIRGIN

INPUT PIN OF SIX
FIGURE AND PRESS [ENTER] KEY

CODE : 234567

SHDBE8009N

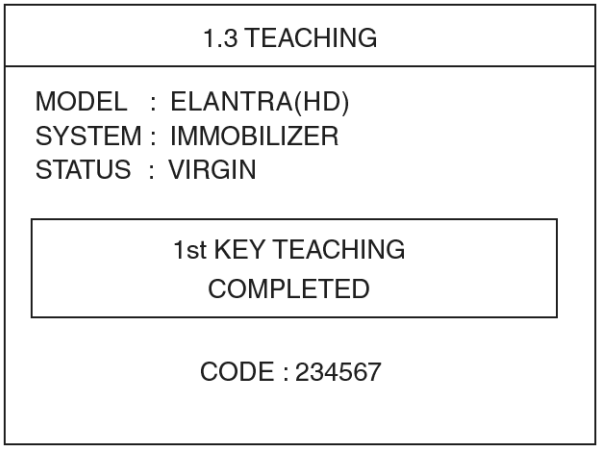
1.3 TEACHING

MODEL : ELANTRA(HD)
SYSTEM : IMMOBILIZER
STATUS : VIRGIN

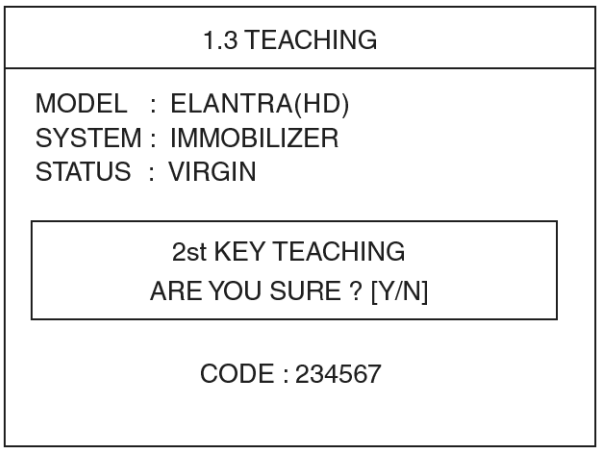
1st KEY TEACHING
ARE YOU SURE ? [Y/N]

CODE : 234567

SHDBE8015N



SHDBE8010N



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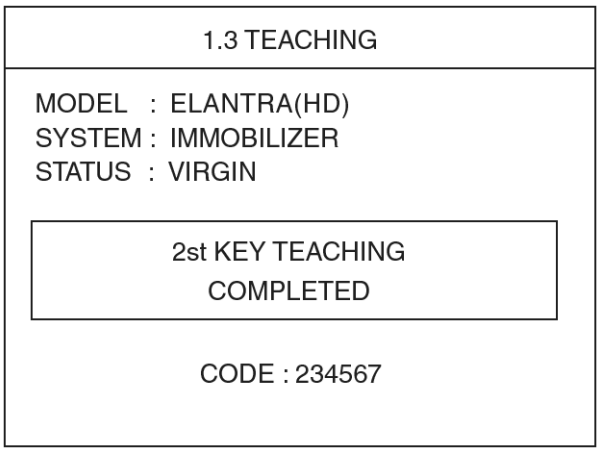


SHDBE8017N

2. User Password Teaching Procedure

The user password for limp home is taught at the service station. The owner of the vehicle can select a number with four digits.

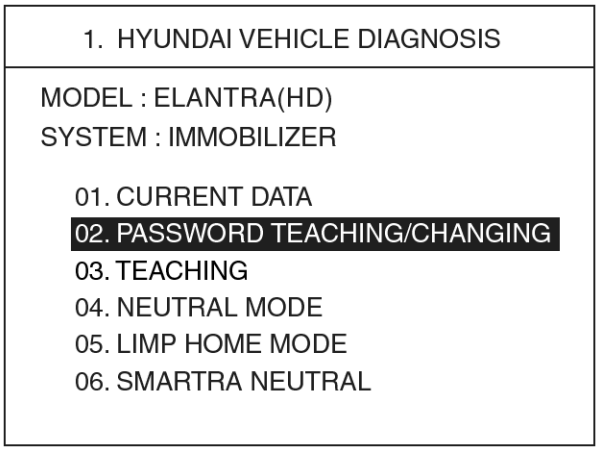
The user password teaching is only accepted by a "learnt" PCM(ECM). Before first teaching of user password to an PCM(ECM), the status of the password is "virgin" No limp home function is possible.

The teaching is started by ignition on, with a valid key(learnt key) and sending the user password by tester. After successful teaching, the status of the user password changes from "virgin" to "learnt"

The learnt user password can also be changed. This can be done if the user password status is "learnt" and the tester sends authorization of access, either the old user password or the vehicle specific data. After correct authorization, the PCM(ECM) requests the new user password. The status remains "learnt" and the new user password will be valid for the next limp home mode.

If wrong user passwords or wrong vehicle specific data have been sent to the PCM(ECM) three times continuously or intermittently, the PCM(ECM) will reject the request to change the password for one hour. This time cannot be reduced by disconnecting the battery or any other actions. After reconnecting the battery, the timer starts again for one hour.

1) User password teaching



SHDBE8011N

1.2 PASSWORD TEACHING/CHANGING

MODEL : ELANTRA(HD)
SYSTEM : IMMOBILIZER
STATUS : VIRGIN

INPUT NEW PASSWORD OF FOUR FIGURES AND PRESS [ENTER] KEY

NEW PASSWORD :

SHDBE8012N

1.2 PASSWORD TEACHING/CHANGING

MODEL : ELANTRA(HD)
SYSTEM : IMMOBILIZER
STATUS : VIRGIN

INPUT NEW PASSWORD OF FOUR FIGURES AND PRESS [ENTER] KEY

NEW PASSWORD : 2345

SHDBE8013N

1.2 PASSWORD TEACHING/CHANGING

MODEL : ELANTRA(HD)
SYSTEM : IMMOBILIZER
STATUS : VIRGIN

ARE YOU SURE ? [Y/N]

NEW PASSWORD : 2345

SHDBE8014N

1.2 PASSWORD TEACHING/CHANGING

MODEL : ELANTRA(HD)
SYSTEM : IMMOBILIZER
STATUS : VIRGIN

COMPLETED
PRESS [ESC] TO EXIT

NEW PASSWORD : 2345

SHDBE8036N

※ In case of putting wrong password, retry from first step after 10 seconds.

2) User password changing

1. HYUNDAI VEHICLE DIAGNOSIS

MODEL : ELANTRA(HD)
SYSTEM : IMMOBILIZER

01. CURRENT DATA
02. PASSWORD TEACHING/CHANGING
03. TEACHING
04. NEUTRAL MODE
05. LIMP HOME MODE
06. SMARTRA NEUTRAL

SHDBE8018N

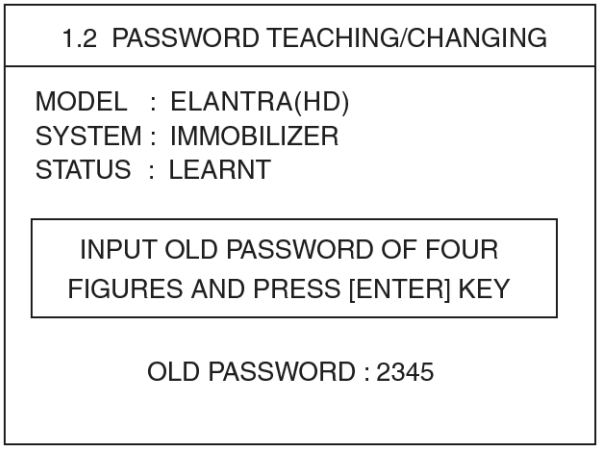
1.2 PASSWORD TEACHING/CHANGING

MODEL : ELANTRA(HD)
SYSTEM : IMMOBILIZER
STATUS : LEARNT

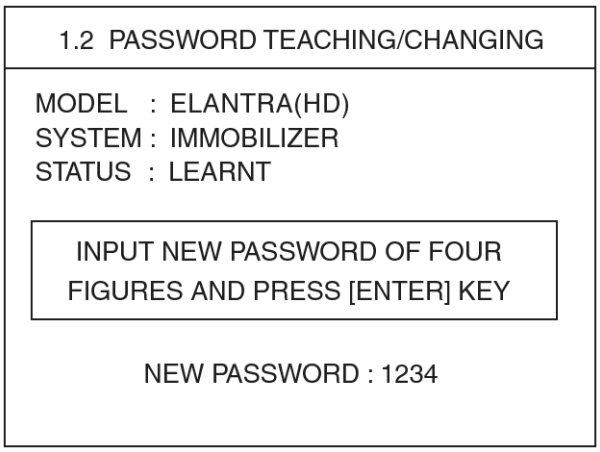
INPUT OLD PASSWORD OF FOUR FIGURES AND PRESS [ENTER] KEY

OLD PASSWORD :

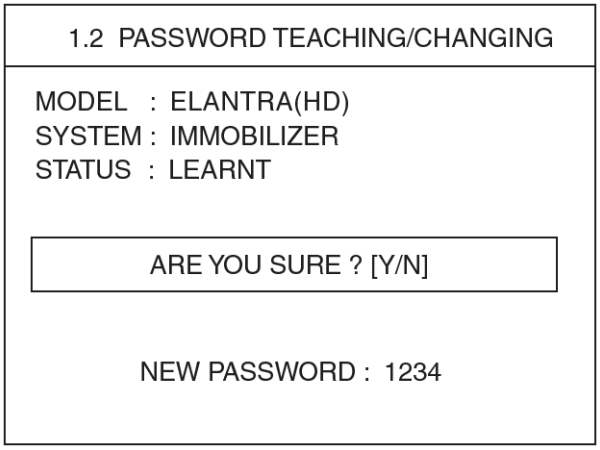
SHDBE8019N



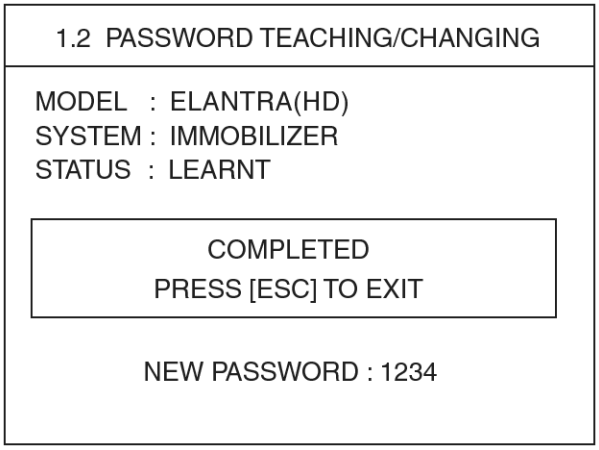
SHDBE8020N



SHDBE8021N



SHDBE8022N



SHDBE8023N

Limp Home Function

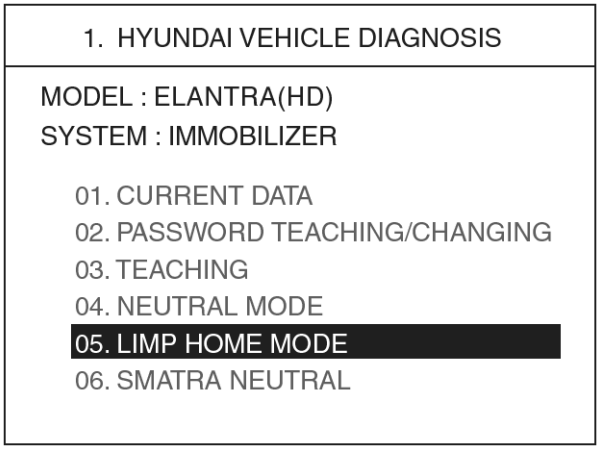
1. LIMP HOME BY TESTER

   If the PCM(ECM) detects the fault of the SMARTRA or transponder, the PCM(ECM) will allow limp home function of the immobilizer. Limp home is only possible if the user password (4 digits) has been given to the PCM(ECM) before. This password can be selected by the vehicle owner and is programmed at the service station.

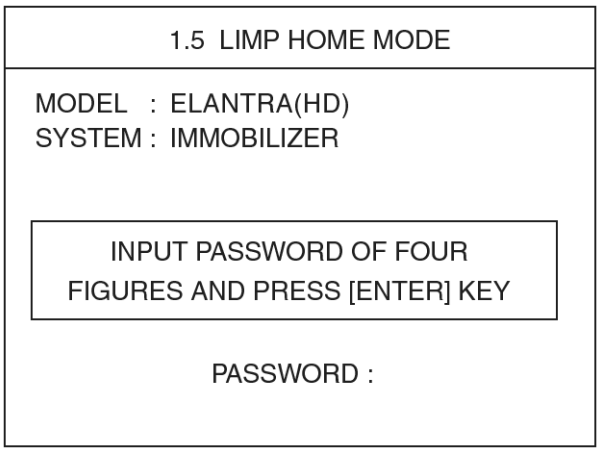
   The user password can be sent to the PCM(ECM) via the special tester menu.

   Only if the PCM(ECM) is in status "learnt" and the user password status is "learnt" and the user password is correct, the PCM(ECM) will be unlocked for a period of time (30 sec.). The engine can only be started during this time. After the time has elapsed, engine start is not possible.

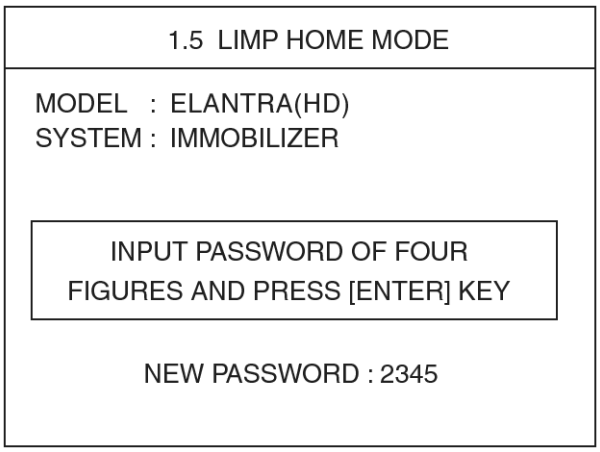
   If the wrong user password is sent, the PCM(ECM) will reject the request of limp home for one hour. Disconnecting the battery or any other action cannot reduce this time. After connecting the battery to the PCM(ECM), the timer starts again for one hour.



SHDBE8029N



SHDBE8030N



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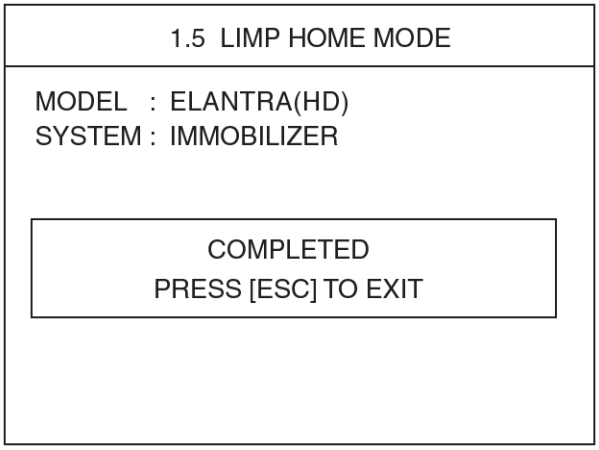

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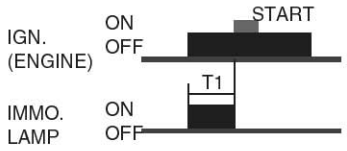
2. LIMP HOME BY IGNITION KEY

The limp home can be activated also by the ignition key. The user password can be input to the PCM(ECM) by a special sequence of ignition on/off.

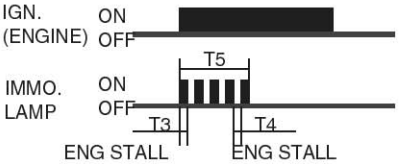
Only if the PCM(ECM) is in status "learnt" and the user password status is "learnt" and the user password is correct, the PCM(ECM) will be unlocked for a period of time (30 sec.). The engine can be started during this time. After the time has elapsed, engine start is not possible. After a new password has been input, the timer (30 sec.) will start again.

After ignition off, the PCM(ECM) is locked if the timer has elapsed 8 seconds. For the next start, the input of the user password is requested again.

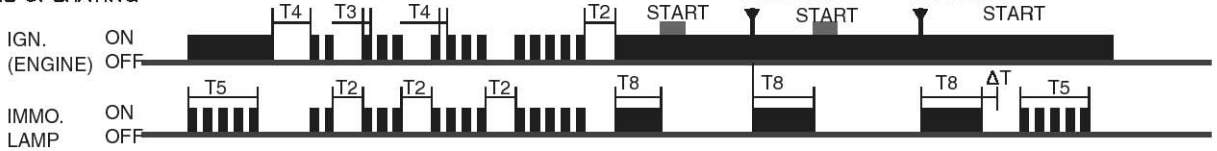
1. NORMAL CONDITION(NO FAILURE)



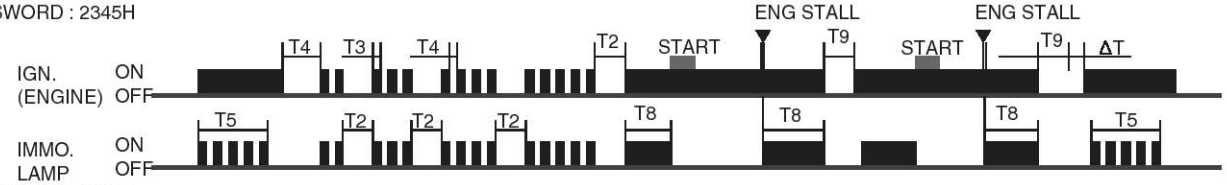
2. IN CASE OF FAILRE(LIMP HOME)



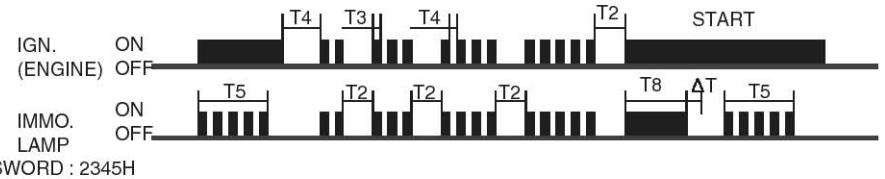
3. LIMP HOME OPERATING



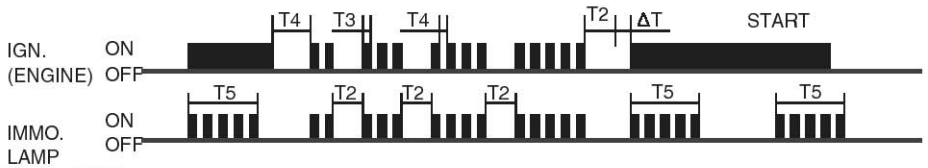
USER PASSWORD : 2345H



USER PASSWORD : 2345H



USER PASSWORD : 2345H

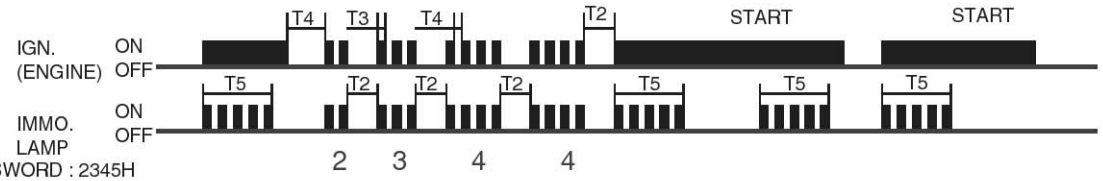


USER PASSWORD : 2345H

NOTE :

T1 > 5sec
3sec < T2 < 10sec
0.2sec < T3 < 5 sec
0.2sec < T4 < 3sec
T5 = 5sec
T6 < 30sec
T9 = 8sec
T8 = 30sec
CODE "0" = IG.ON 10 TIMES

2 3 4 5



2 3 4 4

USER PASSWORD : 2345H

Replacement

Problems And Replacement Parts:

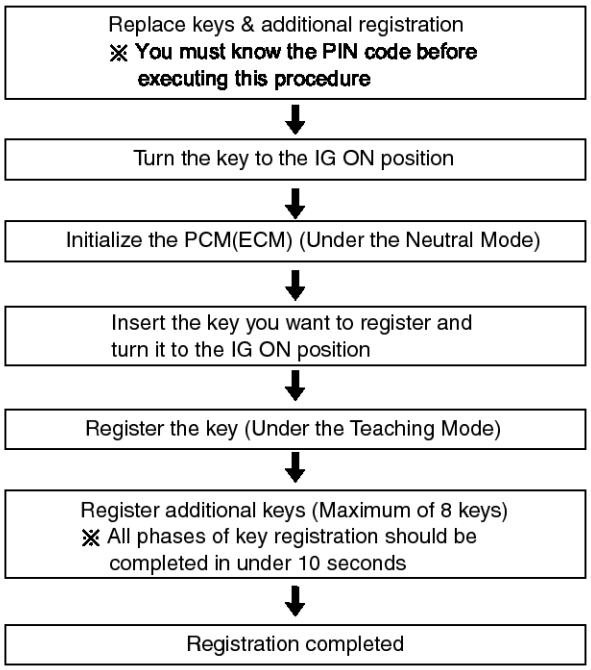
Problem	Part set	Scan tool required?
All keys have been lost	Blank key (4)	YES
Antenna coil unit does not work	Antenna coil unit	NO
ECM does not work	PCM(ECM)	YES
Ignition switch does not work	Ignition switch with Antenna coil unit	YES
Unidentified vehicle specific data occurs	Key, PCM(ECM)	YES
SMARTRA unit does not work	SMARTRA unit	YES

Replacement Of Ecm And Smartra

In case of a defective ECM, the unit has to be replaced with a "virgin" or "neutral" ECM. All keys have to be taught to the new ECM. Keys, which are not taught to the ECM, are invalid for the new ECM (Refer to key teaching procedure). The vehicle specific data have to be left unchanged due to the unique programming of transponder.

In case of a defective SMARTRA, it needs teaching the smartra. A new SMARTRA device replaces the old one and smartra need teaching.

1. Things to remember before a replacement (PCM(ECM))



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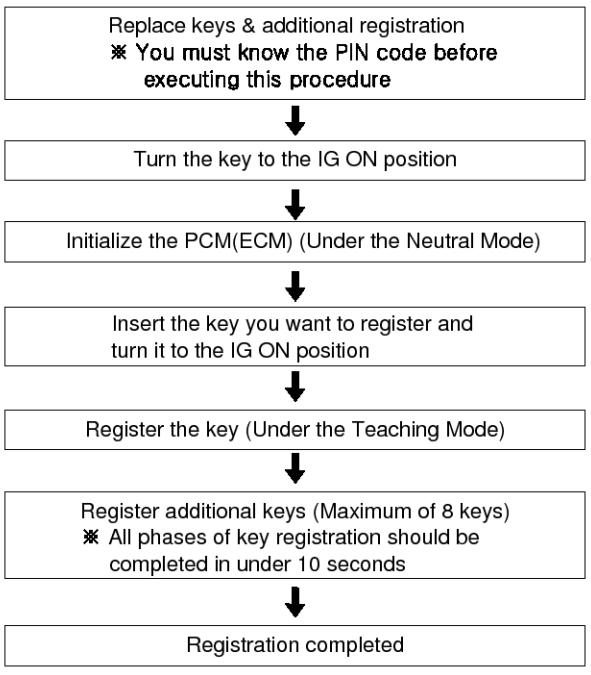
2. Things to remember before a replacement (Keys & Additional registration)



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NOTICE

1. *When there is only one key registered and you wish to register another key, you need to re-register the key which was already registered.*
2. *When the key #1 is registered and master key #2 is not registered, Put the key #1 in the IG/ON or the start position and remove it. The engine can*

be started with the unregistered key #2.

(Note that key #2 must be used within 10 seconds of removing key #1)

3. *When the key #1 is registered and key #2 is not registered, put the unregistered master key #2 in the IG/ON or the start position.*

   The engine cannot be started even with the registered key #1.

4. *When you inspect the immobilizer system, refer to the above paragraphs 1, 2 and 3.*

   Always remember the 10 seconds zone.

5. *If the pin code & password are entered incorrectly on three consecutive inputs, the system will be locked for one hour.*

6. *Be cautious not to overlap the transponder areas.*

7. *Problems can occur at key registration or vehicle starting if the transponders should overlap.*

Neutralising Of ECM

The PCM(ECM) can be set to the "neutral" status by a tester.

A valid ignition key is inserted and after ignition on is recorded, the PCM(ECM) requests the vehicle specific data from the tester. The communication messages are described at "Neutral Mode" After successfully receiving the data, the PCM(ECM) is neutralized.

The ECM remains locked. Neither the limp home mode nor the "twice ignition on" function, is accepted by the PCM(ECM).

The teaching of keys follows the procedure described for the virgin PCM(ECM). The vehicle specific data have to be unchanged due to the unique programming of the transponder. If data should be changed, new keys with a virgin transponder are requested.

This function is for neutralizing the PCM(ECM) and Key. Ex) when lost key, Neutralize the PCM(ECM) then teach keys.

(Refer to the Things to do when Key & PIN Code the PCM(ECM) can be set to the "neutral" status by a scanner.If wrong vehicle specific data have been sent to SMATRA three times continuously or intermittently, the SMATRA will reject the request to enter neutral mode for one hour. Disconnecting the battery or other manipulation cannot reduce this time. After connecting the battery the timer starts again for one hour.

NOTICE

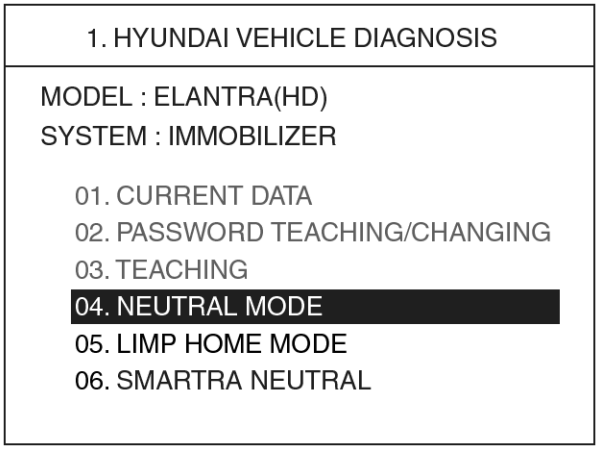
- *Neutralizing setting condition*
  - *In case of PCM(ECM) status "Learnt" regardless of user password "Virgin or Learnt"*
  - *Input correct PIN code by scanner.*
  - *Neutralizing meaning .*

    : PIN code (6) & user password (4) deletion.

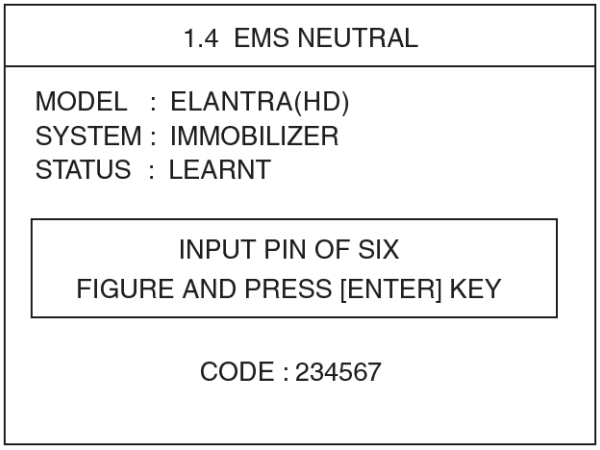
    : Locking of ECM (except key teaching permission)
- *Neutralizing meaning:*
  - *PIN Code(6) & User P/Word(4) deletion*
  - *Locking of EMS(except Key Learning permission)*

Function / EMS	Engine Running			Learning	
	Learnt Key	Limp home	Twice Ignition	Key	User Password
Neutral	No	No	No	Yes	No

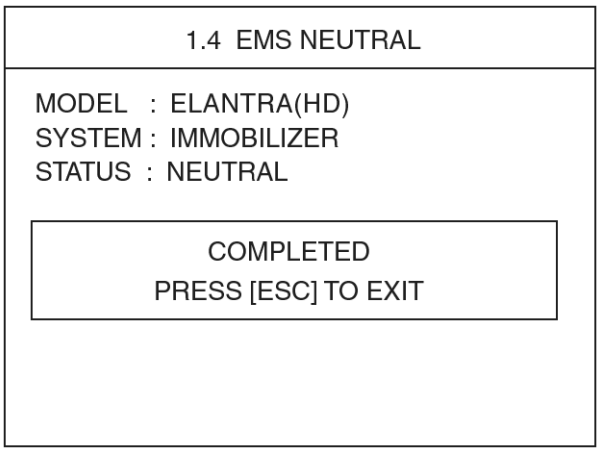
SFDBE8407L



SHDBE8024N



SHDBE8025N



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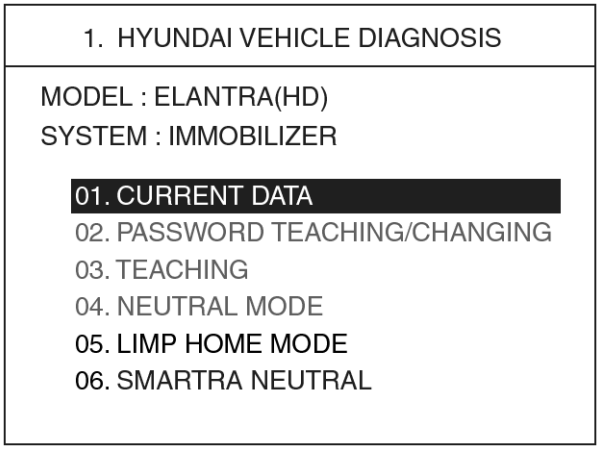

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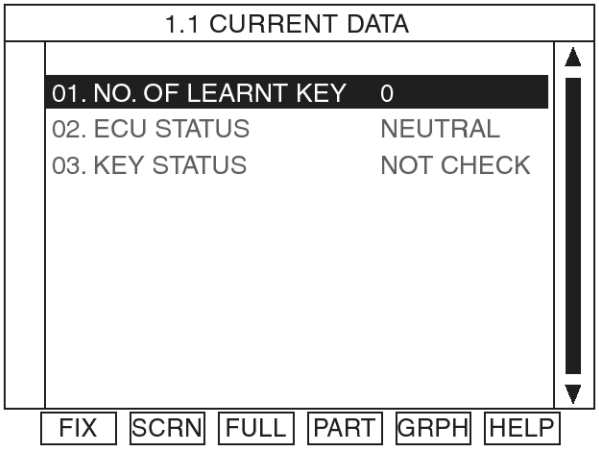


SEDBE7577L

Neutralising Of Smartra

The EMS can be set to the status "neutral" by tester

Ignition key (regardlss of key status) is inserted and after IGN ON.If receiving the correct vehicle password from GST, SMARTRA can be neutralized.The neutralization of SMARTRA is possible if DPN is same as the value inputted by GST.

In case that the SMARTRA status is neutral, the EMS keeps the lock state. And the start is not possible by "twice ignition".

In case of chaging the vehicle password, new virgin transponder must be only used. And in case of virgin key, after Learning the key of vehicle password, it can be used.

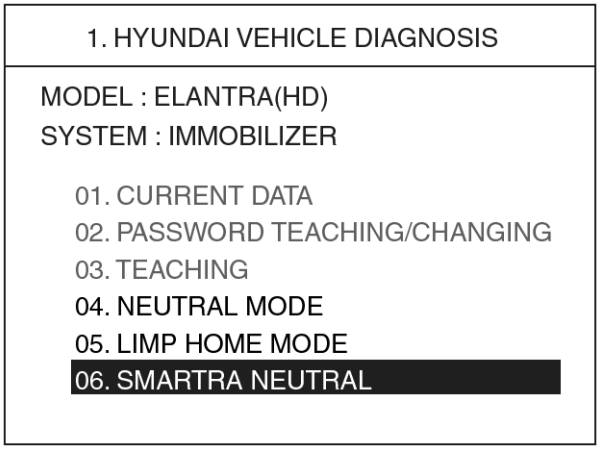
If wrong vehicle specific data have been sent to SMATRA three times continuously or intermittently, the SMATRA will reject the request to enter neutral mode for one hour. Disconnecting the battery or other manipulation cannot reduce this time. After connecting the battery the timer starts again for one hour.

NOTICE

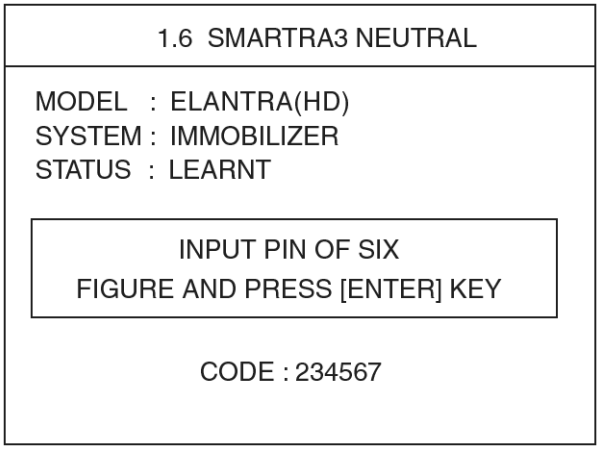
- *Neutralizing Setting condition :*
  - *In case of "SMARTRA status", "Learnt"*
  - *Input correct Pin code by tester*
- *Neutralizing meaning :*
  - *Vehicle password(DPN Code) & SEK Code deletion.*
  - *Permission of New DPN Learning.*

Function / SMARTRA	Engine Running			Learning	
	Learnt Key	Limp home	Twice Ignition	Key	User Password
Neutral	No	Yes (EMS learnt)	No	Yes	No

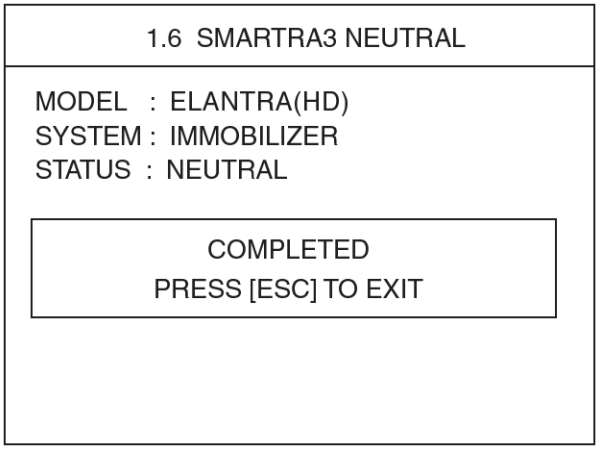
SFDBE8408L



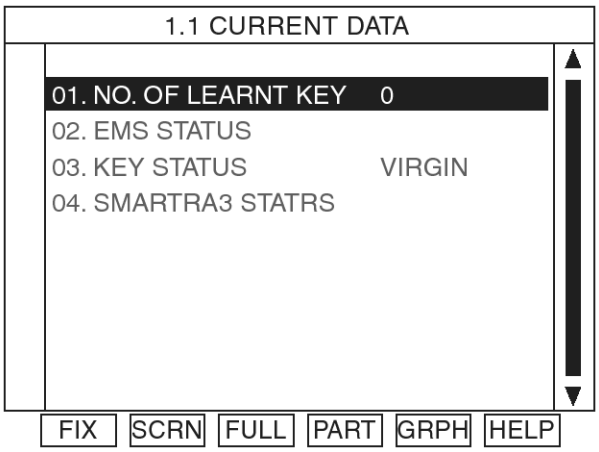
SHDBE8037N



SHDBE8038N



SHDBE8039N



SFDBE8412L

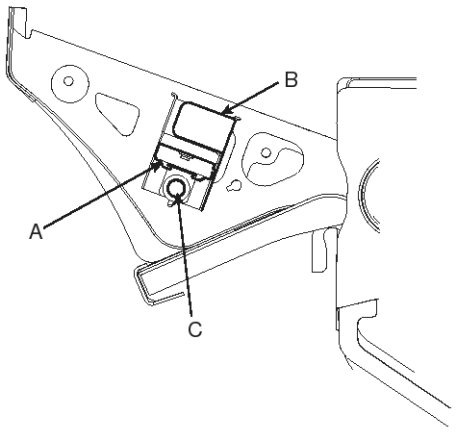
Immobilizer Control Unit

Removal

1. Disconnect the negative (-) battery terminal.
2. Remove the crash pad. (Refer to the Body group - "Crash pad").
3. Disconnect the 5P connector of the SMARTRA unit and then remove the SMARTRA unit (A) and bracket (B)after loosening a shear bolt (C).

NOTICE

- *Punch the shear bolt using a centering punch.*
- *And drill its head off with a drill bit.*
- *Becarefull not to damage the SMARTRA unit.*



SHDBE8041N

Installation

1. Install the immobilizer control unit and bracket after connecting the unit connector.

NOTICE

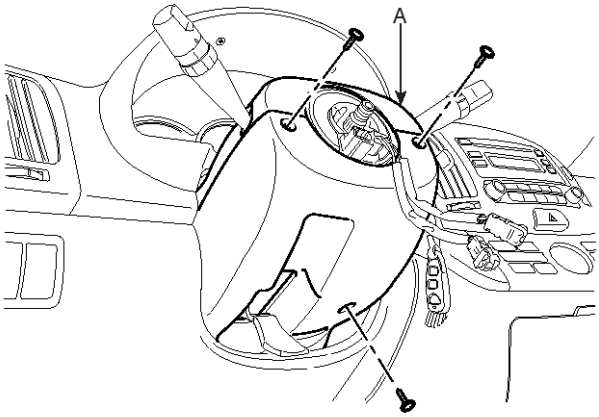
- *Tighten the shear bolt until the bolt head break off.*

2. Install the crash pad.

Antenna Coil

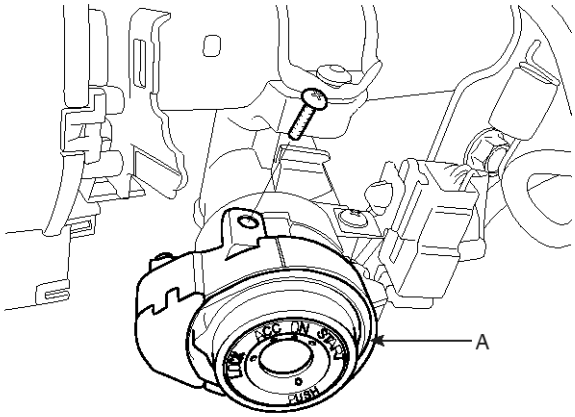
Removal

1. Disconnect the negative (-) battery terminal.
2. Remove the steering clumn upper and lower shrouds (A). (Refer to the ST group - "Steering column and shaft").



SHDBE6590L

3. Disconnect the 6P connector of the coil antenna and then remove the coil antenna (A) after loosening the screw.



SHDBE6591L

Installation

1. Install the coil antenna and connect the 6P connector.
2. Install the steering column upper and lower shrouds.

FCC Compliance Statement

This product has been tested and found to comply with the limits for a Class A digital device pursuant to Part 15 of the FCC Rules.

These limits are designed to provide reasonable protection against harmful interference when the equipment is operated in a commercial environment.

This product generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the manufacturer's instruction manual, may cause harmful interference with radio communications. Operation of this product in a residential area is likely to cause harmful interference, in which case you will be required to correct the interference at your own expense.

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

1) This device may not cause harmful interference.

2) This device must accept any interference received, including interference that may cause undesired operation.

Notice: The FCC regulations provide that changes or modifications not expressly approved by EMC Corporation could void your authority to operate this equipment.

These limits are designed to provide reasonable protection against harmful interference in a non-residential installation. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference with radio or television reception, which can be determined by turning the equipment off and on, you are encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the antenna of the radio/television receiver.
- Increase the separation between this equipment and the radio/television receiver.
- Plug the equipment into a different outlet so that the equipment and the radio/television receiver are on different power mains branch circuits.
- Consult a representative of EMC Corporation or an experienced radio/television technician for additional suggestions. For more information about FCC rules and their applicability to the Smartra 3.2 (I001)

Diagnosis Of Immobilizer Faults

- Communication between the ECM and the SMARTRA.
- Function of the SMARTRA and the transponder.
- Data (stored in the ECM related to the immobilizer function.

The following table shows the assignment of immobilizer related faults to each type:

Immobilizer Related Faults	Fault types	Diagnostic codes
PCM(ECM) fault	1. Non-Immobilizer-EMS connected to an Immobilizer	P1610
Transponder key fault	1. Transponder not in password mode 2. Transponder transport data has been changed.	P1674 (Transponder status error)
Transponder key fault	1. Transponder programming error	P1675 (Transponder programming error)
SMARTRA fault	1. Invalid message from SMARTRA to PCM(ECM)	P1676 (SMARTRA message error)
SMARTRA fault	1. Virgin SMARTRA at learnt EMS 2. Neutral SMARTRA at learnt EMS 3. Incorect the Authentication of EMS and SMARTRA 4. Locking of SMARTRA	P169A (SMARTRA Authentication fail)
SMARTRA fault	1. No response from SMARTRA 2. Antenna coil error 3. Communication line error (Open/Short etc.) 4. Invalid message from SMARTRA to PCM(ECM)	P1690 (SMARTRA no response)
Antenna coil fault	1. Antenna coil open/short circuit	P1691 (Antenna coil error)
Immobilizer indicator lamp fault	1. Immobilizer indicator lamp error (Cluster)	P1692 (Immobilizer lamp error)
Transponder key fault	1. Corrupted data from transponder 2. More than one transponder in the magnetic field (Antenna coil) 3. No transponder (Key without transponder) in the magnetic field (Antenna coil)	P1693 (Transponder no response error/invalid response)
PCM(ECM) fault	1. Request from PCM(ECM) is invalid (Protocol layer violation- Invalid request, check sum error etc.)	P1694 (PCM(ECM) message error)
PCM(ECM) internal permanent memory (EEPROM) fault	1. PCM(ECM) internal permanent memory (EEPROM) fault 2. Invalid write operation to permanent memory (EEPROM)	P1695 (PCM(ECM) memory error)
Invalid key fault	1. Virgin transponder at PCM(ECM) status "Learnt"Learnt (Invalid) Transponder at PCM(ECM) status "Learnt"(Authentication fail)	P1696 (Authentication fail)
Locked by timer	1. Exceeding the maximum limit of Twice IGN ON (≧ 32 times)	P1699 (Twice IG ON over trial)