

2012 - Mazda6 - Body and Accessories

DTC TABLE [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM]

DTC	Detection condition	Reference
M-MDS display		
B100B:11	Steering lock unit ground circuit voltage less than threshold is detected for 0.2 s , while the circuit is not active	(See DTC B100B:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B100B:15	Steering lock unit ground circuit voltage higher than threshold is detected for 0.2 s	(See DTC B100B:15 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B100C:11	Steering lock unit power supply circuit voltage less than threshold is detected for 0.2 s , while the circuit is active	(See DTC B100C:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B100C:12	Steering lock unit power supply circuit voltage higher than threshold is detected for 0.2 s , while the circuit is not active	(See DTC B100C:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1026:08	Keyless control module receive error ID signal from steering lock unit	(See DTC B1026:08 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1026:51	- Steering lock unit programming error - Steering lock unit is not programmed	(See DTC B1026:51 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1026:62	Keyless control module receive mismatch signal between unlock signal and communication signal from steering lock unit	(See DTC B1026:62 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1026:71	Unable to lock steering column	(See DTC B1026:71 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
	Communication error between keyless control module and	(See DTC B1026:87 [ADVANCED

B1026:87	steering lock unit	KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1026:92	Keyless control module receive position signal indicating a serious malfunction from steering lock unit	(See DTC B1026:92 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1026:96	Keyless control module receive signal of steering lock unit internal fault	(See DTC B1026:96 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B102B:51	There is no record that an advanced key was programmed (programming is never performed in past)	(See DTC B102B:51 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B108B:23	120 s have elapsed since push button start 1 signal was detected	(See DTC B108B:23 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B108B:29	Mismatch state of push button start 1 and 2	(See DTC B108B:29 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B108C:23	120 s have elapsed since push button start 2 signal was detected	(See DTC B108C:23 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10A5:12	Keyless beeper circuit voltage higher than threshold (2.2—6.5 V), while the circuit is not active	(See DTC B10A5:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C1:11	Touch sensor (LF) circuit voltage less than threshold (2.2—6.5 V) is detected for 1 s while the circuit is active	(See DTC B10C1:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C1:12	Touch sensor (LF) circuit voltage higher than threshold (2.2—6.5 V) is detected for 1 s while the circuit is not active	(See DTC B10C1:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C3:11	Touch sensor (RF) circuit voltage less than threshold (2.2—6.5 V) is detected for 1 s while the circuit is active	(See DTC B10C3:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C3:12	Touch sensor (RF) circuit voltage higher than threshold (2.2—6.5 V) is detected for 1 s while the circuit is not active	(See DTC B10C3:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C6:1F	Cannot receive signal correctly from keyless antenna (exterior, rear)	(See DTC B10C6:1F [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)

B10C7:1F	Cannot receive signal correctly from keyless antenna (interior, rear)	(See DTC B10C7:1F [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C8:1F	Cannot receive signal correctly from keyless antenna (interior, center)	(See DTC B10C8:1F [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C9:1F	Cannot receive signal correctly from keyless antenna (interior, front)	(See DTC B10C9:1F [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10D1:23	Detect request switch (LF) ON signal while driving	(See DTC B10D1:23 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10D3:23	Detect request switch (RF) ON signal while driving	(See DTC B10D3:23 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10E7:11	IG1 relay output circuit voltage less than threshold (2.2—6.5 V) is detected for 0.1 s, while the circuit is active	(See DTC B10E7:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10E7:12	IG1 relay output circuit voltage higher than threshold (2.2—6.5 V) is detected for 0.1 s, while the circuit is not active	(See DTC B10E7:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10E7:16	IG1 monitor input circuit voltage less than threshold (2.2—6.5 V) is detected for 1 s, while IG1 relay output circuit is active	(See DTC B10E7:16 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10E7:17	IG1 monitor input circuit voltage higher than threshold (2.2—6.5 V) is detected for 1 s, while IG1 relay output circuit is not active	(See DTC B10E7:17 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B112A:11	IG2 relay output circuit voltage less than threshold (2.2—6.5 V) is detected for 0.1 s, while the circuit is active	(See DTC B112A:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B112A:12	IG2 relay output circuit voltage higher than threshold (2.2—6.5 V) is detected for 0.1 s, while the circuit is not active	(See DTC B112A:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B112A:16	IG2 monitor input circuit voltage less than threshold (2.2—6.5 V) is detected for 1 s, while IG2 relay output circuit is active	(See DTC B112A:16 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)

B112A:17	IG2 monitor input circuit voltage higher than threshold (2.2—6.5 V) is detected for 1 s , while IG2 relay output circuit is not active	(See DTC B112A:17 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B113E:11	Trunk lid opener switch (vehicle exterior) circuit voltage less than 1 V is detected for 1 s , while ignition switch is ON	(See DTC B113E:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B11FD:1F	Cannot receive signal correctly from keyless antenna (exterior, LF)	(See DTC B11FD:1F [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1210:1F	Cannot receive signal correctly from keyless antenna (exterior, RF)	(See DTC B1210:1F [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B11E8:11	ABS driver circuit voltage less than threshold (2.2—6.5 V) is detected under the following conditions: • Ignition switch is off • ABS driver circuit is active	(See DTC B11E8:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B11E8:12	ABS driver circuit voltage higher than threshold (2.2—6.5 V) is detected under the following conditions: • Ignition switch is off • ABS driver circuit is not active	(See DTC B11E8:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
C0040:29*1	Brake switch and brake switch2 link malfunction	(See DTC C0040:29 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P0560:16	Battery power supply circuit (+B3) voltage less than 9 V is detected for 10 s	(See DTC P0560:16, P0560:17 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P0560:17	Battery power supply circuit (+B3) voltage higher than 16 V is detected for 0.5 s , while engine is running	
P0615:11	Detect that the voltage of starter monitor is lower than the specification. (MZR 2.5) • Starter monitor input circuit voltage less than 4.3 V is detected under the following conditions: ▪ IG1 relay output circuit is not active ▪ Shift lever in P range (ATX)	(See DTC P0615:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)

	▪ Clutch is depressed (MTX) (MZI 3.7 V6) • Starter monitor input circuit voltage less than 1.1 V is detected under the following conditions: ▪ IG1 relay output circuit is not active ▪ Shift lever in P range	BUTTON START SYSTEM] .)
P0615:12*2	Detect that the voltage of starter relay is higher than the specification. • Feedback voltage of starter relay output circuit higher than 6 V is detected under the following conditions: ▪ IG1 relay output circuit is not active ▪ Clutch is depressed	(See DTC P0615:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P0615:13	Detect the mismatch voltage between starter relay and starter monitor. (MZR 2.5) • Feedback voltage of starter relay output circuit less than 4.3 V and starter monitor input circuit higher than 4.3 V is detected under the following conditions: ▪ IG1 relay output circuit is not active ▪ Shift lever in P range (ATX) ▪ Clutch is depressed (MTX) (MZI 3.7 V6) • Feedback voltage of starter relay output circuit less than 1.1 V and starter monitor input circuit higher than 1.1 V is detected under the following conditions: ▪ IG1 relay output circuit is not active ▪ Shift lever in P range	(See DTC P0615:13 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P081C:62*1	CAN and P range switch signals do not correspond, while ignition switch is ON	(See DTC P081C:62 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)

P081D:62*2	- Neutral switch is detected as continuously ON in spite of vehicle speed increasing from 0 km/ h { 0 mph} to 10 km/ h { 6.2 mph} - CAN and neutral switch signals do not correspond	(See DTC P081D:62 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P0830:23*2	Clutch pedal position (CPP) switch signal is detected for 600 s	(See DTC P0830:23 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P0850:29*1	- CAN and inhibitor switch signals do not correspond, while ignition is ON (engine off). - Starter monitor input circuit voltage less than 4.3 V under the following conditions: - IG1 relay output circuit is active - Shift lever is D range - Engine is not running	(See DTC P0850:29 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P1708:29*2	Detect the mismatch between clutch switch and starter interlock switch. - Clutch monitor input circuit voltage higher than 4.3 V under the following conditions: - IG1 relay output circuit is not active - Clutch is depressed	(See DTC P1708:29 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P1794:16	Battery power supply circuit (+B2) voltage less than 9 V is detected for 10 s	(See DTC P1794:16, P1794:17 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P1794:17	Battery power supply circuit (+B2) voltage higher than 16 V is detected for 0.5 s , while engine is running	
U0001:88	Keyless control module communication error (HS-CAN)	(See FOREWORD [MULTI PLEX COMMUNICATION SYSTEM] .)
U0028:87	No communication with BCM	(See DTC U0028:87 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)

U0100:00	Communication error with PCM	(See FOREWORD [MULTIPLEX COMMUNICATION SYSTEM] .)
U0121:00	Communication error with DSC HU/CM	
U0401:68	Keyless control module receive engine state or engine speed data from PCM, while steering is locked	(See DTC U0401:68 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U201F:00	Communication error with keyless receiver	(See DTC U201F:00 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U201F:13	No communication with keyless receiver	(See DTC U201F:13 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U2100:00	Configuration is not completed	(See DTC U2100:00 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3000:41	Keyless control module internal malfunction	(See DTC U3000:41 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3000:49	Keyless control module internal malfunction	(See DTC U3000:49 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3003:16	Battery power supply circuit (+B1) voltage 4 V—9 V is detected for 10 s	(See DTC U3003:16, U3003:17 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3003:17	Battery power supply circuit (+B1) voltage higher than 16 V is detected for 0.5 s , while engine is running	
U3004:11	ACC relay output circuit voltage less than threshold (2.2—6.5 V) is detected for 1 s , while the circuit is active	(See DTC U3004:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3004:12	ACC relay output circuit voltage higher than threshold (2.2—6.5 V) is detected for 1 s , while the circuit is not active	(See DTC U3004:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3004:16	ACC monitor input circuit voltage less than threshold (2.2—6.5 V) is detected for 1 s , while ACC relay output circuit is active	(See DTC U3004:16 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3004:17	ACC monitor input circuit voltage higher than threshold (2.2—6.5 V) is detected for 1 s , while ACC relay output circuit is not active	(See DTC U3004:17 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)

*1

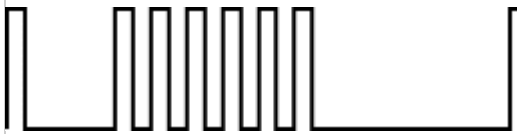
ATX

*2

MTX

With Immobilizer System

DTC		Detection condition	Reference
M-MDS display	Security light flashing pattern		
B10D5:13		- Coil antenna malfunction - PCM determined a malfunction in coil antenna even though it is normal	(See SECURITY LIGHT: 12, DTC: B10D5:13/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10D7:05		Key ID number program error	(See SECURITY LIGHT: 13, DTC: B10D7:05/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10D7:51		Keyless control module has detected unprogrammed key ID number	(See SECURITY LIGHT: 15, DTC: B10D7:51/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10D7:81		Keyless control module cannot read key ID number data normally	(See SECURITY LIGHT: 14, DTC: B10D7:81/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10D7:94		Key ID number data cannot be read	(See SECURITY LIGHT: 13, DTC: B10D7:94/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)

B10D8:00		Only one key or no key ID number programmed	(See SECURITY LIGHT: 21, DTC: B10D8:00/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10D9:87		No detected communication with coil antenna	(See SECURITY LIGHT: 11, DTC: B10D9:87/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10DA:51		Communication error between keyless control module and PCM (data transfer error)	(See SECURITY LIGHT: 22, DTC: B10DA:51/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10DA:62		ID number data between keyless control module and PCM are different	(See SECURITY LIGHT: 23, DTC: B10DA:62/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10E6:11	Not illuminated	Voltage less than threshold (2.2—6.5 V) is detected for 0.5 s while coil antenna power supply circuit is active	(See SECURITY LIGHT: NOT ILLUMINATED, DTC B10E6:11/ - [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10E6:12		Voltage higher than threshold (2.2—6.5 V) is detected for 0.05 s while coil antenna power supply circuit is not active	(See SECURITY LIGHT: NOT ILLUMINATED, DTC B10E6:12/ - [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
U0100:87		Communication error between keyless control module and PCM (no response/condition mismatch)	(See SECURITY LIGHT: 16, DTC: U0100:87/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)

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DTC TABLE [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM]

DTC	Detection condition	Reference
M-MDS display		
B100B:11	Steering lock unit ground circuit voltage less than threshold is detected for 0.2 s , while the circuit is not active	(See DTC B100B:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B100B:15	Steering lock unit ground circuit voltage higher than threshold is detected for 0.2 s	(See DTC B100B:15 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B100C:11	Steering lock unit power supply circuit voltage less than threshold is detected for 0.2 s , while the circuit is active	(See DTC B100C:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B100C:12	Steering lock unit power supply circuit voltage higher than threshold is detected for 0.2 s , while the circuit is not active	(See DTC B100C:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1026:08	Keyless control module receive error ID signal from steering lock unit	(See DTC B1026:08 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1026:51	- Steering lock unit programming error - Steering lock unit is not programmed	(See DTC B1026:51 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1026:62	Keyless control module receive mismatch signal between unlock signal and communication signal from steering lock unit	(See DTC B1026:62 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1026:71	Unable to lock steering column	(See DTC B1026:71 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
	Communication error between keyless control module and	(See DTC B1026:87 [ADVANCED

B1026:87	steering lock unit	KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1026:92	Keyless control module receive position signal indicating a serious malfunction from steering lock unit	(See DTC B1026:92 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1026:96	Keyless control module receive signal of steering lock unit internal fault	(See DTC B1026:96 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B102B:51	There is no record that an advanced key was programmed (programming is never performed in past)	(See DTC B102B:51 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B108B:23	120 s have elapsed since push button start 1 signal was detected	(See DTC B108B:23 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B108B:29	Mismatch state of push button start 1 and 2	(See DTC B108B:29 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B108C:23	120 s have elapsed since push button start 2 signal was detected	(See DTC B108C:23 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10A5:12	Keyless beeper circuit voltage higher than threshold (2.2—6.5 V), while the circuit is not active	(See DTC B10A5:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C1:11	Touch sensor (LF) circuit voltage less than threshold (2.2—6.5 V) is detected for 1 s while the circuit is active	(See DTC B10C1:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C1:12	Touch sensor (LF) circuit voltage higher than threshold (2.2—6.5 V) is detected for 1 s while the circuit is not active	(See DTC B10C1:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C3:11	Touch sensor (RF) circuit voltage less than threshold (2.2—6.5 V) is detected for 1 s while the circuit is active	(See DTC B10C3:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C3:12	Touch sensor (RF) circuit voltage higher than threshold (2.2—6.5 V) is detected for 1 s while the circuit is not active	(See DTC B10C3:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C6:1F	Cannot receive signal correctly from keyless antenna (exterior, rear)	(See DTC B10C6:1F [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)

B10C7:1F	Cannot receive signal correctly from keyless antenna (interior, rear)	(See DTC B10C7:1F [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C8:1F	Cannot receive signal correctly from keyless antenna (interior, center)	(See DTC B10C8:1F [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10C9:1F	Cannot receive signal correctly from keyless antenna (interior, front)	(See DTC B10C9:1F [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10D1:23	Detect request switch (LF) ON signal while driving	(See DTC B10D1:23 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10D3:23	Detect request switch (RF) ON signal while driving	(See DTC B10D3:23 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10E7:11	IG1 relay output circuit voltage less than threshold (2.2—6.5 V) is detected for 0.1 s, while the circuit is active	(See DTC B10E7:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10E7:12	IG1 relay output circuit voltage higher than threshold (2.2—6.5 V) is detected for 0.1 s, while the circuit is not active	(See DTC B10E7:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10E7:16	IG1 monitor input circuit voltage less than threshold (2.2—6.5 V) is detected for 1 s, while IG1 relay output circuit is active	(See DTC B10E7:16 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B10E7:17	IG1 monitor input circuit voltage higher than threshold (2.2—6.5 V) is detected for 1 s, while IG1 relay output circuit is not active	(See DTC B10E7:17 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B112A:11	IG2 relay output circuit voltage less than threshold (2.2—6.5 V) is detected for 0.1 s, while the circuit is active	(See DTC B112A:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B112A:12	IG2 relay output circuit voltage higher than threshold (2.2—6.5 V) is detected for 0.1 s, while the circuit is not active	(See DTC B112A:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B112A:16	IG2 monitor input circuit voltage less than threshold (2.2—6.5 V) is detected for 1 s, while IG2 relay output circuit is active	(See DTC B112A:16 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)

B112A:17	IG2 monitor input circuit voltage higher than threshold (2.2—6.5 V) is detected for 1 s , while IG2 relay output circuit is not active	(See DTC B112A:17 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B113E:11	Trunk lid opener switch (vehicle exterior) circuit voltage less than 1 V is detected for 1 s , while ignition switch is ON	(See DTC B113E:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B11FD:1F	Cannot receive signal correctly from keyless antenna (exterior, LF)	(See DTC B11FD:1F [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B1210:1F	Cannot receive signal correctly from keyless antenna (exterior, RF)	(See DTC B1210:1F [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B11E8:11	ABS driver circuit voltage less than threshold (2.2—6.5 V) is detected under the following conditions: • Ignition switch is off • ABS driver circuit is active	(See DTC B11E8:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
B11E8:12	ABS driver circuit voltage higher than threshold (2.2—6.5 V) is detected under the following conditions: • Ignition switch is off • ABS driver circuit is not active	(See DTC B11E8:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
C0040:29*1	Brake switch and brake switch2 link malfunction	(See DTC C0040:29 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P0560:16	Battery power supply circuit (+B3) voltage less than 9 V is detected for 10 s	(See DTC P0560:16, P0560:17 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P0560:17	Battery power supply circuit (+B3) voltage higher than 16 V is detected for 0.5 s , while engine is running	
P0615:11	Detect that the voltage of starter monitor is lower than the specification. (MZR 2.5) • Starter monitor input circuit voltage less than 4.3 V is detected under the following conditions: ▪ IG1 relay output circuit is not active ▪ Shift lever in P range (ATX)	(See DTC P0615:11 [ADVANCED KEYLESS ENTRY AND PUSH

	▪ Clutch is depressed (MTX) (MZI 3.7 V6) • Starter monitor input circuit voltage less than 1.1 V is detected under the following conditions: ▪ IG1 relay output circuit is not active ▪ Shift lever in P range	BUTTON START SYSTEM] .)
P0615:12*2	Detect that the voltage of starter relay is higher than the specification. • Feedback voltage of starter relay output circuit higher than 6 V is detected under the following conditions: ▪ IG1 relay output circuit is not active ▪ Clutch is depressed	(See DTC P0615:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P0615:13	Detect the mismatch voltage between starter relay and starter monitor. (MZR 2.5) • Feedback voltage of starter relay output circuit less than 4.3 V and starter monitor input circuit higher than 4.3 V is detected under the following conditions: ▪ IG1 relay output circuit is not active ▪ Shift lever in P range (ATX) ▪ Clutch is depressed (MTX) (MZI 3.7 V6) • Feedback voltage of starter relay output circuit less than 1.1 V and starter monitor input circuit higher than 1.1 V is detected under the following conditions: ▪ IG1 relay output circuit is not active ▪ Shift lever in P range	(See DTC P0615:13 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P081C:62*1	CAN and P range switch signals do not correspond, while ignition switch is ON	(See DTC P081C:62 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)

P081D:62*2	- Neutral switch is detected as continuously ON in spite of vehicle speed increasing from 0 km/ h { 0 mph} to 10 km/ h { 6.2 mph} - CAN and neutral switch signals do not correspond	(See DTC P081D:62 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P0830:23*2	Clutch pedal position (CPP) switch signal is detected for 600 s	(See DTC P0830:23 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P0850:29*1	- CAN and inhibitor switch signals do not correspond, while ignition is ON (engine off). - Starter monitor input circuit voltage less than 4.3 V under the following conditions: - IG1 relay output circuit is active - Shift lever is D range - Engine is not running	(See DTC P0850:29 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P1708:29*2	Detect the mismatch between clutch switch and starter interlock switch. - Clutch monitor input circuit voltage higher than 4.3 V under the following conditions: - IG1 relay output circuit is not active - Clutch is depressed	(See DTC P1708:29 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P1794:16	Battery power supply circuit (+B2) voltage less than 9 V is detected for 10 s	(See DTC P1794:16, P1794:17 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
P1794:17	Battery power supply circuit (+B2) voltage higher than 16 V is detected for 0.5 s , while engine is running	
U0001:88	Keyless control module communication error (HS-CAN)	(See FOREWORD [MULTIPLEX COMMUNICATION SYSTEM] .)
U0028:87	No communication with BCM	(See DTC U0028:87 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)

U0100:00	Communication error with PCM	(See FOREWORD [MULTIPLEX COMMUNICATION SYSTEM] .)
U0121:00	Communication error with DSC HU/CM	
U0401:68	Keyless control module receive engine state or engine speed data from PCM, while steering is locked	(See DTC U0401:68 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U201F:00	Communication error with keyless receiver	(See DTC U201F:00 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U201F:13	No communication with keyless receiver	(See DTC U201F:13 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U2100:00	Configuration is not completed	(See DTC U2100:00 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3000:41	Keyless control module internal malfunction	(See DTC U3000:41 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3000:49	Keyless control module internal malfunction	(See DTC U3000:49 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3003:16	Battery power supply circuit (+B1) voltage 4 V—9 V is detected for 10 s	(See DTC U3003:16, U3003:17 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3003:17	Battery power supply circuit (+B1) voltage higher than 16 V is detected for 0.5 s , while engine is running	
U3004:11	ACC relay output circuit voltage less than threshold (2.2—6.5 V) is detected for 1 s , while the circuit is active	(See DTC U3004:11 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3004:12	ACC relay output circuit voltage higher than threshold (2.2—6.5 V) is detected for 1 s , while the circuit is not active	(See DTC U3004:12 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3004:16	ACC monitor input circuit voltage less than threshold (2.2—6.5 V) is detected for 1 s , while ACC relay output circuit is active	(See DTC U3004:16 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)
U3004:17	ACC monitor input circuit voltage higher than threshold (2.2—6.5 V) is detected for 1 s , while ACC relay output circuit is not active	(See DTC U3004:17 [ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM] .)

*1

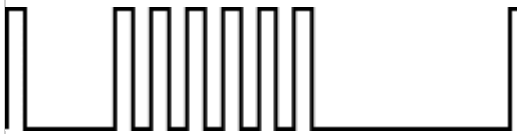
ATX

*2

MTX

With Immobilizer System

DTC		Detection condition	Reference
M-MDS display	Security light flashing pattern		
B10D5:13		- Coil antenna malfunction - PCM determined a malfunction in coil antenna even though it is normal	(See SECURITY LIGHT: 12, DTC: B10D5:13/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10D7:05		Key ID number program error	(See SECURITY LIGHT: 13, DTC: B10D7:05/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10D7:51		Keyless control module has detected unprogrammed key ID number	(See SECURITY LIGHT: 15, DTC: B10D7:51/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10D7:81		Keyless control module cannot read key ID number data normally	(See SECURITY LIGHT: 14, DTC: B10D7:81/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10D7:94		Key ID number data cannot be read	(See SECURITY LIGHT: 13, DTC: B10D7:94/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)

B10D8:00		Only one key or no key ID number programmed	(See SECURITY LIGHT: 21, DTC: B10D8:00/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10D9:87		No detected communication with coil antenna	(See SECURITY LIGHT: 11, DTC: B10D9:87/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10DA:51		Communication error between keyless control module and PCM (data transfer error)	(See SECURITY LIGHT: 22, DTC: B10DA:51/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10DA:62		ID number data between keyless control module and PCM are different	(See SECURITY LIGHT: 23, DTC: B10DA:62/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10E6:11	Not illuminated	Voltage less than threshold (2.2—6.5 V) is detected for 0.5 s while coil antenna power supply circuit is active	(See SECURITY LIGHT: NOT ILLUMINATED, DTC B10E6:11/ - [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
B10E6:12		Voltage higher than threshold (2.2—6.5 V) is detected for 0.05 s while coil antenna power supply circuit is not active	(See SECURITY LIGHT: NOT ILLUMINATED, DTC B10E6:12/ - [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)
U0100:87		Communication error between keyless control module and PCM (no response/condition mismatch)	(See SECURITY LIGHT: 16, DTC: U0100:87/ P1260:00 [IMMOBILIZER SYSTEM (ADVANCED KEYLESS ENTRY AND PUSH BUTTON START SYSTEM)] .)