

7	-	CJB
8	-	Starter relay
9	-	Ignition switch
10	-	BJB
11	-	Glow plug relay

## PRINCIPLES OF OPERATION

The anti-theft system module receives a permanent battery supply from fuse 7 in the BJB. When the vehicle key is placed in the ignition barrel and turned to position II (ignition on), the anti-theft system module will also receive a power supply from fuse 8 of the CJB.

When the anti-theft system module receives the ignition switch feed it activates the transceiver coil by supplying a battery voltage feed from pin 12 of connector C0057, and a pulsed voltage signal from pin 7 of connector C0057.

The pulsed feed from the anti-theft system module causes the magnetic field created by the transceiver coil to collapse and restore. The fluctuating magnetic field activates the remote RF handset to transmit a mobilization code to the anti-theft system module.

The anti-theft system module receives the mobilization code via its antenna. This code is compared to a value in its memory. If the codes match, the anti-theft system module provides a mobilization signal to the instrument cluster. The instrument cluster acts as a gateway, converting the signal transmitted from the anti-theft system module into a signal that is recognizable by the ECM. This signal is then transmitted by the instrument cluster to the ECM which will energize the starter relay and the fuel injectors to allow the engine to be started.

### Emergency Key Access

If the vehicle is immobilized and the remote RF handset is not available, the emergency key access procedure will allow the engine to be mobilized using the vehicle key. For information on the emergency key access feature, refer to the Owners Handbook.