## Passive Anti-Theft Security (PATS) Chart

### Vehicle 
<table>
<thead>
<tr>
<th>Model Year</th>
<th>Function Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1996-2010</td>
<td></td>
</tr>
</tbody>
</table>

### Procedures 
- Passive Anti-Theft Security
- Interrupt
- Theft Indicator
- Flashes at
- Key Programming
  - Using Diagnostic Tools
  - Programming Using
  - Programmed Keys
  - Spare Key
  - PATS Key
  - Type

### Control Function Type 
- A&B: Stand Alone Module (PATS)
- C: Instrument Cluster
  - Virtual Image Cluster (VIC)
  - Hybrid Electronic Cluster (HEC)
  - Instrument Cluster Module (ICM)
- D: Steering Column Ignition Lock Module (SCIL)
- E: Powertrain Control Module (PCM)
- F: Powertrain Control Module (PCM)
- G: Instrument Cluster Module (ICM)

---

### Notes 
- SecuriLock may not be present on alternative fuel (Bi-Fuel, Natural Gas, etc.) vehicles. This illustration is not valid for "Intelligent Access with Push Button Start" equipped vehicles.
- All keys are 8-cut unless otherwise noted.

---

### Key Types 
- Gold Emblem: 17
- Silver Emblem: 12*
- No Emblem: 6

---

### Key Productions 
- Keys in Model Year 2010 production
- All keys are 8-cut unless otherwise noted.
- (*#1 stamped on blade)

---

### Contact Information 
- www.AllComputerResources.com
Passive Anti-Theft Security

DTC Description
B1213 Less than 2 (or 3 if equipped w/Valet key) keys programmed to the system.
B1232/B2103 Transceiver internal antenna damaged. Replace transceiver.
B1342 ECU is defective (EEPROM in PCM is not working — replace PCM). PATS related when stored in PCM only.
B1600 Non-PATS Key or damaged key.
B1601 Unprogrammed encoded ignition key detected (leave ignition on for 20 seconds before trying a programmed key, in Anti-Scan Mode).
B1602 Partial detection of encoded ignition key.
B1681 Transceiver signal not detected.
B2141 Non-Volatile Memory (NVM) configuration failure — No PCM ID stored in PATS.
B2139/U2510 PCM ID does not match between the PCM and PATS control (PATS/ICM/VIC/HEC/SCIL).
B2431 Key program failure (defective key or transceiver).
U1147/U1262 Communications issue, SCP (J1850), between PCM and PATS control (PATS/ICM/VIC/HEC/SCIL).
U1900/U1010/U2511/B2009 Communications issue, CAN (J2284), between PCM and PATS control (ICM).
P1260 PCM disabled the vehicle because of a PATS concern. Retrieve DTCs from applicable PATS control function (PATS/ICM/VIC/HEC/SCIL).

It is not a PATS issue, if:
- The “Service Engine Soon” light is illuminated. (Investigate PCM system)
- There is no communications with PCM; PCM will always communicate on the diagnostic link regardless of theft status. (Investigate PCM system)
- Engine stalls on road: Once the engine runs for one second, PATS CANNOT disable the engine. Running stalls are not PATS related issues.
- Remote Entry/Keyless Entry problems: PATS is completely separate from the Remote Entry/Keyless Entry systems.
- There is a no-crank problem on vehicles without PATS Starter disable. Check chart, on reverse side, for presence of Starter Interrupt.
- PATS Theft Indicator flashes every 2 seconds at Ignition OFF. This is normal operation for PATS to act as a visual theft deterrent. See chart on reverse side for applicable system.
- PATS Theft Indicator stays on for 2 or 3 seconds (depending on system type) at Ignition RUN or START and then off: This is normal operation for PATS proveout on all vehicles except LS and Thunderbird.

Procedure #1
1 key required. Cycle key to RUN. Enter “Ignition Key Code Erase.” Disconnect Tool and leave key in RUN for 20 seconds. Cycle key to OFF and then RUN.

Procedure #2
2 keys required. Cycle key 1 to RUN. Enter Security Access on the PATS control function module, Select “Ignition Key Code Erase.” Disconnect Tool and leave key in RUN for 20 seconds. Cycle key 1 to OFF, then RUN, and back to OFF. Cycle key 2 to RUN.

Procedure #3
2 keys required. Cycle key 1 to RUN. Select “Ignition Key Code Erase.” Disconnect Tool and leave key in RUN for 20 seconds. Cycle key 1 to OFF, then RUN, and back to OFF. Cycle key 2 to RUN.

Procedure #4
Cycle an unprogrammed key in ignition to RUN. Enter Security Access on the PATS control function module. Select “Ignition Key Code Program.” Disconnect Tool and leave key in RUN for 20 seconds.

Procedure #5
1 key required. Cycle key 1 to RUN, then OFF. Cycle new key to RUN.

Procedure #6
2 keys required. Cycle key 1 to RUN, then OFF. Cycle key 2 to RUN, then OFF. Cycle new key to RUN.

Procedure #7
Cycle a key in ignition to RUN. Enter Security Access on the PATS control function module. Select “Parameter Reset” and then Exit Security Access. Perform a PCM Keep Alive Memory (KAM) reset.

Procedure #8
Cycle a key in the ignition to RUN. Enter Security Access on the PATS control function module. Select “PCM /PCM Parameter Reset” Select “PCM / PCM Parameter Reset” and then Exit Security Access. (for type F)

Things NOT to do:
- Do not reprogram keys unless a defective key or control function has been replaced. Reprogramming keys does not fix any known problem by itself.
- Do not perform more Security Access functions than required: Perform only the functions specified in the Shop manual for this repair. Selection of extra functions may continue the no-crank condition.