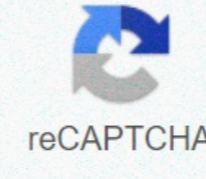




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## Witcher blood of elves characters

According to Product | Posted in Maintenance, Tips on Friday, September 11, 2015 at 8:26 pm If there is one thing we have realized that our customers hate here at Carolina Kia, it is a small and boring problem. They especially hate people who can be frustrating because there is no good reason why they happen. This is especially true when people come to us complaining that there is a keyless Entry Kia not working. Well, before you get angry and throw the remote again, let's explain some things that might be wrong with that. This may come as brainless for some, but others may not know that the small remote key you use to lock and unlock your car actually has a little battery in it! And like most batteries, if used enough it will die, usually with very little warning at all. If that happens, there is no need to worry, because the batteries in it can be easily replaced! Now, let's say your battery has died and you replace it yourself or have one of our Carolina Kia service team members do it for you, and your Keyless Entry Kia keeps not working. This can be a problem with key remote programming. Reprogramming can hurt a little, but it can be easily done. If you think this may be your problem, please contact our Carolina Kia service department immediately for assistance. In addition to having your battery off or your vehicle programmed from a remote lock, the reason why Kia's keyless entry doesn't work is so thin. Another possibility could be that your button on the remote is out of date, meaning a new remote key may be required. If you are having problems with the keyless entry of your Kia vehicle, we encourage you to contact our service department and we will do our best to get that annoying little issue straightened out immediately! Discussion Starter • #1 • 2 mo ago Hi guys, I switched to the forum in the hope of some guides... Soul+ 2013 and both flip lock fobs suddenly stopped working. The lock and lock function of all doors seemed to respond ok when I inserted the key into the driver's door. The only clue I have is that before the problem started I had been connecting 2A drops charging on the battery for several hours (with the battery still connected). I also forgot to lock the car when I pulled into my garage, just quickly hooked up the charger and went inside. Could the car try to lock itself automatically after a few minutes and perhaps the charger applies a slightly higher voltage than usual on the electrical system and that sequence does something to the car?? Or is something causing the computer to be set up (does it even cause fobs to lose communication)? I'm at a loss. How do I solve this problem, and is there a way for me to reprogram if necessary? Does the Pin6 Diag procedure work on Soul 2013 with flip buttons? Is there a certain fuse I have to look for Etc... Any help is appreciated! Sonic · Question 1: are you sure both fobs worked before or did you always just use them and not the others? The battery voltage on the fob battery should be above 3.1 volts, although it is said it is a 3 volt battery when they measure 2.97 or 3.05 I see them acting and the new one will be more than 3.2v Question 2: if you have a good long distance battery and you are sure of it, are you trying to disconnect the battery for a while and then try again? Discussion Starter • #3 • 1 mo ago I tried both fobs with old and new batteries. What. Yep disconnected the battery today (because I replaced it). Still nothing. Is there a module that handles receivers for fobs?? If so, does this module have a fuse?? If the fuse is not blown, then all I can assume is the car lost its programming fob or something in the car was fried. DONT KNOW how this could have happened, but then again, my suspicion in this last theory is that the car tried to lock itself (maybe it was a security module if there was such a thing) when the droplet charger lit up and for some reason the combination caused something to explode, fry or deprogram. Some of the places mechanics I spoke to briefly over the phone thought this theory was impossible but it was one hell of a coincidence for both fobs to stop communicating right after I ran the trickle charge. It has done this several times in the weeks leading up, but has locked the door before hand in those cases. I didn't do it last time, so I'm sure the car tried to lock itself in after a few minutes, and that's where I thought things might have gone off the rails... BTW, everything else about the car seems 100% normal. I just don't understand.... - I have to check the Gen1. Soul to be sure but it is usually controlled by the body control module on most Kias, the Gen3 is different but I am referring to your vintage Kias. I don't see that much gen1 so I'll look it up for you but sometimes there's an RF module. The RF (radio frequency module) also doubles as a receiver for your TPMS sensor on most of these cars so if it went out somehow you might as well see the tire light on. If you didn't have the tire light on before and do it now then it would be a good indicator that there's something going on with it. Did you buy the chance to have a kia remote start or just a regular fob with an integrated or separate blade lock? You can reset all modules on the car by disconnecting the battery completely, running the jumper wire from the positive cable to the negative cable (obviously very careful not to battery and wait a minute or two after stopping before you do) Touching the cable together like it will drain all capacitors in one of the modules reset their memory, hold it together for about a minute or two and then reconnect the battery normally. You'd be surprised how much distraction that this is like when your computer or phone needs to be restarted. Discussion Starter • #5 • 1 mo ago If you didn't have a tire light before and do it now then it would be a good indicator that something is going with it. Did you buy the chance to have a kia remote start or just a regular fob with an integrated or separate blade lock?. I have a regular fob with an integrated blade lock. And interestingly the tire lights did turn on today... but i am 99% sure it is the cold weather that has just been set today because the fob stopped working two days ago and I haven't seen the tyre indicator until just tonight when the car had been sitting outside in temps that were suddenly 25-30 degrees cooler than before. This happens every season when we get a cold snap so I suspect the tire lights are doing the job right, but I'll check the tyre air tomorrow to verify it's indeed low or not (I know the exact pressure that tends to trigger the sensor). If so, it will add and make sure the lights are off. I had the battery disconnected for a good hour or so while swapping new one in the day, and when finished the odometer travel counter had rearranged as did the radio, so I assumed the computer reset itself as well. BUT, I can try the shorting trick some time if we think that might actually help... Thank you so much for your help, stay forward to hear what you find.... - So I pull the diagram, fob talk to your radio and then send a signal to BCM to open the door. So it's using your antenna on top I assume unless there's another one from behind the radio. 423.6 KB Views: 13 508.8 KB Views: 14 Discussion Starter • #7 • 1 mo ago (Edited) Excellent research, thank you very much! yes, antenna on the roof. So... sounds like good news on the one hand... that I may not fry the electrical components because everything else works ok. But... then what the hell could happen other than the car has just lost programming for my fobs? How did that happen? Or... unless my antenna is disconnected... have to look in the hold to see if there's anything missing? Since this scheme seems to show the radio is a head control unit, is there a simple way to reattach the fob with the car other than going to the locksmith or dealer? I wonder if the old pin 6 diag port trick works, or some menu hidden in the radio? (BTW, the tire sensor works correctly, the pressure has indeed dropped very low from the temps - 25PSI on the back. Put it in the air and the sensors are back to normal now) · You made me scratch my brain. I obviously have the tools so it would be easy for me to try programming the lock quickly (it takes 2 minutes if it does) and if that doesn't work, we have an RF tester to see if your remote extinguishes the radio frequency (actually the tire shop can see that for you as most TPMS readers can see the remote, there are settings on them to check the remote remote If that doesn't work and your remote extinguishes the signal I can backprobe the pin on the back of the radio and see if I can trigger the BCM to lock or open the door to narrow it down to see where the problem is. I think you're going to have to bite the bullet and have someone try to program the fobs for you. I work at a dealership and they charge \$60 to do it but you can probably find it cheaper at the locksmith's place or actually any store can do that has Autel, Launch, Snap on or many other scanners that have it in it like most of them and I have done it many times. It really takes a few minutes. · Beginner Discussion • #9 • 1 mo ago (Edited) You now have me wondering something ..... I remember dropping my fob a few times to hard ground in the last few weeks (I never did that). I wonder if maybe the fob was broken or obsolete in some way and maybe another new/untouched fob was never programmed into the car in the first place. The dealer here is HORRID so I can really see that happening. THAT would explain why the car is now not responding to any of the fobs. Questions... do I need a passcode/pin from the dealer to have someone program the car into fobs?? Also, is there some sort of security module or security feature that may accidentally remove the fob program after detecting the possibility of irregular voltage activity from me that has the droplet charger connected? That is the only other theory I have, much taken as is.... · You only need a pin code if pushed to start but if you start your car with a knife you don't need it. Dealers don't program fobs if they're the originals that come with the car. · Discussion Starter • #11 • 1 mo ago The car has worked perfectly since 2013 except for one problem that arose a few years later - and now I wonder if it might be a precursor to this keyfob problem: When the trigger help on the hillside (almost never in a flat FL) the ABS brake lights up on the dashboard (yellow car with notched skid marks) and doesn't die until I turn off the car. Is it possible to give clues about the wider possibility of damage that has now engulfed the keyfob situation?? Sonic · I don't believe 2 are related. The notched yellow skid mark is traction control. Why keep going and keep it on until you restart the car? Odd, has an ESC (electronic stability control) module scanned. · Beginner Discussion • #13 • 1 mo ago (Edited) I do not believe 2 related. The notched yellow skid mark is traction control. Why go on and on until you restart the car? Don't know why... BTW, after researching the forum further, it seems soul sensitive when it comes to the electrical system. A number of people have ruined things when jumping over their Soul, even when done right. The radio, or component in it, becomes one area. My gut told me not to connect charger with battery still connected... If I had listened... Ugh. I'm trying to see an internal & fuse diagram externally. I see two potentially interesting fields... PDM and LCM. Do modules that might stumble upon fuses cause fob acceptance problems? I prefer to put aside the fuse problem before heading to the locksmith... · You should definitely check all your fuses. Not sure why but I assume you already have. I never showed up charging fuses or jumping start any car properly and it was a 1000s car. · Beginners Discussion • #15 • 1 mo ago Is there a do's or don'ts to check the fuses in Soul Gen1...? I'm really skidding now, afraid of how fragile the design of the electrical system is. Is it safe to just pop the fuses in and out one by one and test them, as long as I keep it clean from the main computer fuse?? That's why I'm trying to narrow down which fuse to check... You should check all the fuses under the hood and in the car. Use test lights, don't pop them out. Youtube how to do it than I explain it. · Oh, I forgot, you have to turn it on or many of them won't have the power to go to them. · Beginners Discussion • #18 • 1 mo ago Ok, so I used a voltmeter to check the fuses and they all worked fine. So what now? Do I dare down the road to have the code drawn to try and gain more insight, or risk going to the locksmith? I am very concerned by how delicate the electrical system seems to be I am afraid of letting the locksmith get into the guts of the car/computer (especially after reading more and more posts on forums about all kinds of strange problems after battery problems). I wonder perhaps if the strange and redundant warnings in the service manual (DO NOT TRY TO REPLACE BATTERIES) exist because perhaps certain protocols need to be followed or the risk of damage to the electrical system (radio / brain especially on Gen1)... Must have been reports of batteries dying and jumping starting to cause electrical problems. But I am now wondering if maybe just a low battery (or deep dip at first) could also induce an electrical problem. Sonic · I'm not sure where you got this information from about sensitive electronic systems. I think it's a lot of misinformation from people who have simple problems and call it sensitive because of a lack of understanding. I found all the cars to have a normal electric system. They are sensitive to voltage because they need a small range to work properly but no one is more sensitive about them than before. Heck, me glad to fix gen2 that was struck by lightning and the whole bus can be wiped out and can't talk to a single module when I started but all is well now. · Beginners Discussion • #20 • 29 s ago (Edited) Update: Haven't picked up a car anywhere but did see something worth adding to this discussion: here, already mentioned if I lock the car using the door panel lock inside you can hear the actuator travel as expected. Interestingly, when the last door is finally closed the lights still flash as will happen when the button is pressed. To me, this seems to indicate the logic of security/alarm is still in its wisdom and function. It seems that the only thing that can be fired is the logic of the receiver/chip inside the radio. Although it may be, it seems unlikely. If there is damage caused by a voltage spike or overage due to the charge of the droplet it will almost certainly manifest itself in other symptoms. However everything is normal but the ability of the car to detect fob. What seems more likely is for some unknown reason the car just lost a pair with fobs. No one I've talked to has a clue how exactly this might have happened. Loss of power of the car (drained or disconnected battery) apparently should not cause problems with the fob. Unless I find further findings the car will likely go to the locksmith after the holidays.... Holiday....

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