

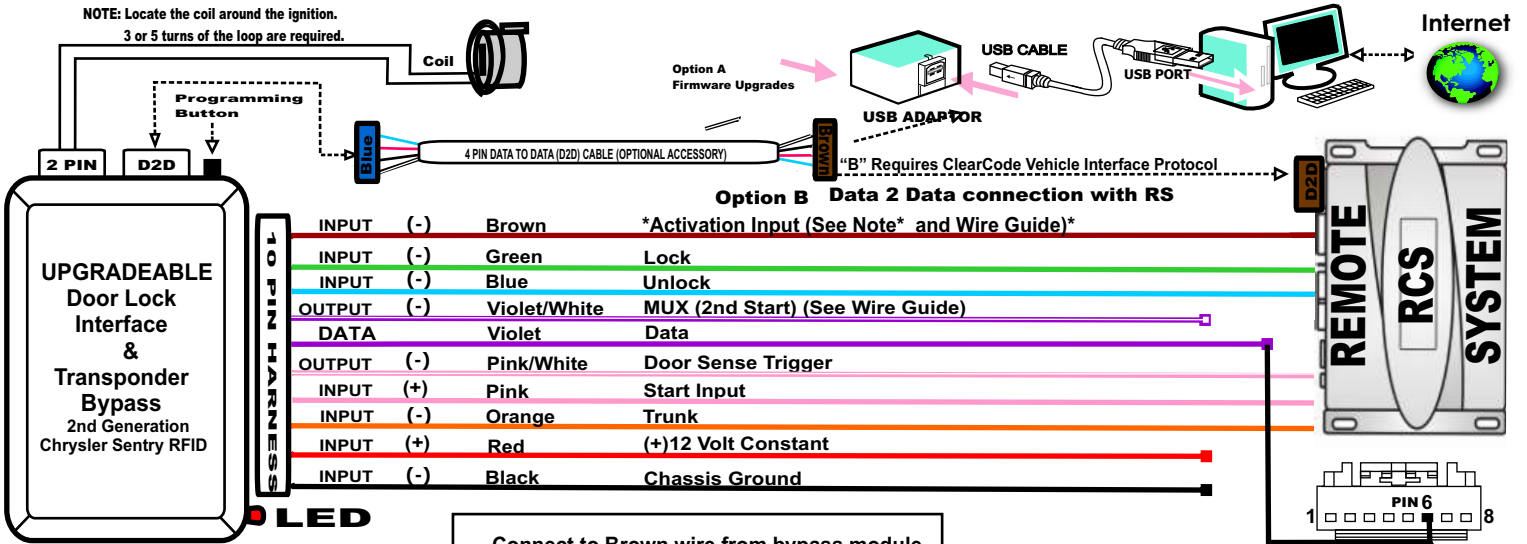
Description: Chrysler Dodge Jeep Combo Door Lock Alarm Interface + 2nd Generation Sentry Key RF Transponder Bypass (NKR)

Functions: Data Bus Interface: Lock/Unlock, Trunk/Rear Hatch, OEM Security Arm/Disarm, 2nd Starter Activation Enable, Door Sense Trigger Out.

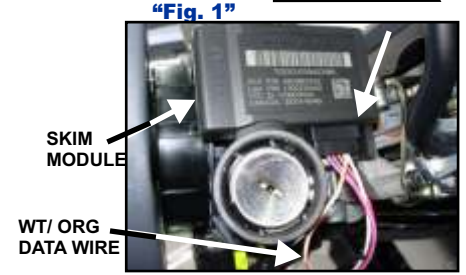
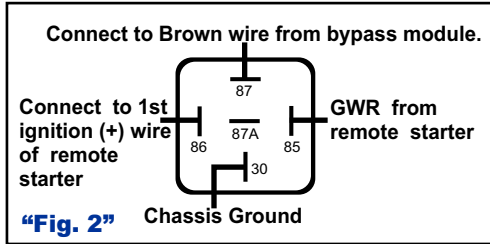
Downloadable Firmware for Platform #532: JDL, CHDL6+, CHDL2, CHDL3, CHDL4, CHDL7

WARNING: Before beginning your install go to www.IntelliKits.com and be sure to print the LATEST corresponding installation manual for the firmware that is flashed to the platform you are using.

Section A See Wire Guide for detailed information regarding wire connections & functionality



***NOTE:** If the remote control system does not have an activation output that turns on at exactly the same time as the 1st ignition, then add a relay and install as per Fig.2. Most remote systems GWR or (-) 3rd ign. outputs turn on before the main ignition and will cause diagnostic codes.



Section B
WIRE GUIDE: CONNECTIONS

10 PIN HARNESS Optional D2D VIP: Data to Data Vehicle Interface Protocol will replace specific analogue connections

PIN#	WIRE COLOR	VEHICLE TYPE	D2D VIP	I/O STATUS	(-)/(+)	Connect Location	SPECIFIC WIRE CONNECTION LOCATION	ACTIVATION and/or FUNCTIONALITY
1	Brown	N/A		Input	(-)	RCS	In Analogue (w2w) mode connect to a Ground Output When Ignition is Activated Brown wire must activate at the same time as main ignition (See Fig.2) *If using D2D cable, FIG. 2 is not required but the Brown wire still must be connected to a ground when running output from RCS.	Factory Alarm Arm/ Disarm + RF Transponder 2nd Generation Sentry Bypass
2	Green	N/A	D2D	Input	(-)	RCS	Lock connects to (-) Lock Output wire of RCS	Lock All Doors
3	Blue	N/A	D2D	Input	(-)	RCS	Unlock connects to (-) Unlock Output wire of RCS	Unlock All Doors (See User Settings)
4	Violet/White	N/A		Output	(-)	Vehicle	MUX (Violet/Brown Pin 4 of Ignition Harness)	2nd Start and Accessory (Resistance) Output to Vehicle
5	Violet	N/A		Data		Vehicle	White/Orange PIN#6 of 8 PIN SKIM harness in steering column	(See Fig. 1)
6	Pink/White	N/A	D2D	Output	(-)	RCS	Door Sense Trigger connects to (-) door trigger input wire of RCS	Detects Doors status (open/closed) via data bus then converts to an analogue output (-)
7	Pink	N/A		Input	(+)	RCS	Start Output - Connection is parallel to the vehicle and remote control system starter wires.	Enables 2nd Start
8	Orange	N/A	D2D	Input	(-)	RCS	Trunk/Rear Hatch Output	Trunk/Rear Hatch Release
9	Red	N/A	D2D	Input	(+)	Vehicle	Constant (+) 12 Volt Source	Power Source
10	Black	N/A	D2D	Input	(-)	Vehicle	Chassis Ground	Ground Source

Legend RCS = Remote Control System N/C = No Connection N/A = Not Applicable W2W= analogue wire to wire D2D= data 2 data

DATA TO DATA PORT (D2D) : Blue connector of D2D Cable plugs into the upgradeable vehicle interface module.
OPTION A: - D2D Port used to connect to USB Bootloader adaptor & computer to download & flash vehicle interface firmware.
OPTION B: - D2D Port used to connect to the data port of a remote control system equipped with ClearCode Vehicle Interface Protocol.
 Remote control systems designed with ClearCode VIP can securely communicate via the D2D cable to transmit & receive data commands which initiate specific vehicle function such as doorlocks & immobilizer override and/or request information from the vehicle such as status of entry points (doors) or ambient temperature, diesel glow plug etc... ClearCode VIP represents the doorway to vehicle integration...When using D2D cable on a Combo kit which includes RF Transponder Bypass, the Brown GWR wire (10 pin), is a required connection.

Description: Chrysler Dodge Jeep Combo Door Lock Alarm Interface + 2nd Generation Sentry Key RF Transponder Bypass (NKR)

Functions: Data Bus Interface: Lock/Unlock, Trunk/Rear Hatch, OEM Security Arm/Disarm, 2nd Starter Activation Enable, Door Sense Trigger Out.

Section C

STEP #1 PKU MODULE PROGRAMMING MODE

You will need 2 valid ignition keys. Proceed as follows:

- 1 - Insert the first valid key into the ignition switch and turn the ignition switch "ON" for at least 5 seconds, but no longer than 15 seconds.
- 2 - Turn the ignition switch "OFF" and remove the first key.
- 3 - Within 5 seconds insert the second valid key & turn ignition switch "ON". After 10 secs. a chime will sound & the "SECURITY" light will begin to flash.
Turn the ignition switch "OFF" and remove the second key.

YOU NOW HAVE 60 SECONDS TO PROCEED WITH THE NEXT STEP.

- 4 - For the next 2 steps Position & Hold the module (transponder side) close and towards the front of the ignition barrel (key cylinder).
(Coil Loop is **not used** during PK programming)
- 5 - With the help of a jumper wire, power up vehicle ignition.
- 6 - After 10 seconds, a chime will sound. The "SECURITY" light will stop flashing, then turn "ON" for 3 seconds, then turn "OFF".
The PK (transponder) portion of module is now programmed.

IMPORTANT NOTE:

Once the PK (Transponder Bypass) portion has been programmed to a vehicle, it cannot be used on any other vehicle.

STEP #2 DOORLOCK PROGRAMMING

Once all wire connections have been correctly made:

- 1 - Connect module to the 10-pin harness: the LED will illuminate to confirm correct connection.
- 2 - Insert key into ignition cylinder: LED will go "OFF".
- 3 - THE DATA BUS DOORLOCK INTERFACE MODULE IS NOW PROGRAMMED.

Section D

USER SETTINGS - OPTION PROGRAMMING:

USER MODES are identified by a slow LED flash pattern. 1 slow flash=Mode1, 2 slow flashes=Mode 2 etc.

- 1) Key "OFF" position, **press and hold** program button for 2 seconds, LED will flash rapidly for 2 seconds. Release program button, LED will identify the current MODE selection with a slow flash pattern (1- 8 slow flashes) and then will identify the current OPTION selection with a fast flash pattern of one or two fast flashes.
- 2) **To change MODE, push button** one time, LED will confirm **MODE** with a slow flash pattern of 1-8 slow flashes.
- 3) **To change OPTION SELECTION** within a MODE, **press LOCK or UNLOCK** button of the aftermarket remote control system. LED will confirm Option selection with either one or two fast flashes.
- 4) **To save and exit programming, press and hold button** until LED flashes one time rapidly, confirming the end of OPTION programming.

* = Default

MODE 1 = *OPTION 1: 1st pulse unlock all doors (Default) OPTION 2: 1st pulse unlock driver door, 2nd pulse unlock all doors
MODE 8 = *OPTION 1: No reset (Default) OPTION 2: Complete reset of option and module

Description: Chrysler Dodge Jeep Combo Door Lock Alarm Interface + 2nd Generation Sentry Key RF Transponder Bypass (NKR)

Functions: Data Bus Interface: Lock/Unlock, Trunk/Rear Hatch, OEM Security Arm/Disarm, 2nd Starter Activation Enable, Door Sense Trigger Out.

Section E

TECH NOTES:

- No wiring harnesses should be connected while programming Transponder Bypass.
- Do not install bypass module on a metal surface.

ALTERNATE TRANSPONDER PROGRAMMING:

- 1 - Take a part one of the keys. Remove the small Philips head screw & pry open with the use of a coin. If there is no screw, pry open with a coin only. (*Illustration A*)
- 2 - Unlatch the two clips on either side of the Xpresskit in order to remove the board from the box. Once apart locate the transponder chip; a black thin chip with hot-glue surrounding it.
- 3 - Insert the 1st valid key into the ignition switch and turn it to ON position for 5 seconds or until the security LED goes off.
- 4 - Remove the 1st key and insert the 2nd valid key within 15 seconds and turn it to the ON position leaving it on for at least 10 seconds, making sure not to exceed 15 seconds or vehicle programming times itself out.
YOU NOW HAVE 60 SECONDS TO PROCEED WITH THE NEXT STEP.
- 5 - With the GREEN circuit board removed from both the Xpresskit and one of the keys, hold the TRANSPONDER chip of the Xpresskit against the BLACK HALO (antenna ring) which is located around the ignition cylinder. (*Illustration B*) Insert the vehicle key with the circuit board removed and turn it to the "ON" position. Leave the key "ON" for no less than 20 seconds, as in this case the SECURITY LED or KEY CHIME will not activate, indicating the Xpresskit has been programmed.
- 6 - Turn the key to the "OFF" position and remove. The Xpresskit should now be programmed.

In order to test if the programming was successful; hold the chip against the HALO and insert the empty key into the ignition cylinder and start vehicle with key. If the vehicle turns over, but shuts down after a couple of seconds repeat programming steps. If the vehicle starts and continues to run the transponder has been programmed. Re-assemble the Xpresskit and key and complete install.



VEHICLES WITHOUT A CONVENTIONAL STARTER WIRE: ADD 1K Ohm RESISTOR:

On vehicles without a conventional starter wire (ie: 07 ram with no 1st starter wire), the XK532 is unable to function properly out of the box because the missing starter wire would normally provide the ground rest state for the module. A 1000 ohm resistor needs to be connected off the (+) starter input on the XK532 to ground. This gives the XK532 the rest state it needs to operate the MUX circuit properly.

