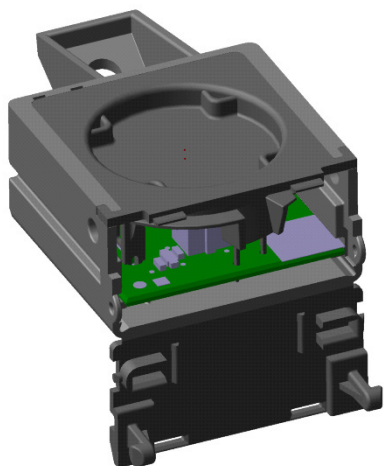


Variant information:	Variant	Type designation	Delphi P/N	Transmitter	Crystal frequency
	Cockpit	28626362		PCF7991AT (125KHz)	16MHz
	Tailgate	28627735			
<b>Title:</b>	User manual				
<b>Project:</b>	10030873 JA20IM				
<b>Classification:</b>	Customer Confidential				
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## User manual



The electronic Immobilizer Antenna Unit provides means of communication between the car immobilizer (and in some variants also central door locking) system and transponder located in the keyfob. It is used as a part of a system protecting the car against theft using an electronic engine locking device, thus the engine cannot be cranked. This device is a backup solution for vehicles equipped with wireless key – it means shall a battery in the keyfob die, the IAU will provide possibility to start the vehicle.

The part is a slave device connected to a LIN bus, controlled by master device. It is always connected to the vehicles's supply voltage. Depending on the vehicle variant there may be one or two devices connected to the same LIN bus. In every case Cockpit variant is present, and the Tailgate variant is optional.

To be able to start the engine an authentication of the presence of an authorised key will be performed via the immobilizer system. This operation will be initiated by placing the key in the range of the LF field generated by the device and pressing a start button inside of the car by the user. Only when an authorised key is present in the reading range of the immobilizer system the engine will be enabled to start by the engine management control unit.

In a similar way – in order to open the vehicle a key (also in the form of wristband) should be placed in the field generated by the Tailgate variant of the device. If the car's central door locking system recognizes the key as valid, it will unlock the vehicle and allow user to open doors.

In both cases the devices are mounted inside the vehicle's body – either behind plastic panels near the steering wheel or in the tailgate of the vehicle (depending on the vehicle's equipment).

## Compliance Statement

*This device complies with Part 15 of the FCC Rules and contains licence-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s).*

*Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.*

*Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes : (1) l'appareil ne doit pas produire de brouillage, et (2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.*

*To satisfy FCC exposure requirements a separation distance of 10 cm or more should be maintained between the antenna of this device and persons during operation. To ensure compliance, operations at closer distances than this are not recommended.*

*To satisfy FCC exposure requirements a separation distance of 10 cm or more should be maintained between the antenna of this device and persons during operation. To ensure compliance, operations at closer distances than this are not recommended.*

*Pour satisfaire aux exigences d'exposition ISED, une distance de séparation de 10 cm ou plus doit être maintenue entre l'antenne de cet appareil et les personnes pendant le fonctionnement. Pour assurer la conformité, les opérations à plus courte distance ne sont pas recommandées.*