

Document : **User Manual for Smart Card Key**

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1. System configuration

1.1 Scope of SMART KEY SYSTEM

The System offers the following features:

- passive access for the doors of driver side and passenger side
- passive start after interior detection of the SMART KEY FOB
- LF-RF communication (based on Conti. SMART KEY system)
- passive access trunk via the trunk lid switch at the trunk
- max. 3 SMART KEY FOBs can be handled by the system
- communication to the engine management system via a single line interface
- communication to the ESCL via a single line interface

1.2 Short description of the SYSTEM

1.2.1 General Definition of SMART KEY

The SMART KEY system should be allowed to access and operate a vehicle in a very convenient way. To access the vehicle no traditional key or remote control unit is needed.

The user carries a SMART KEY FOB which itself does not require any conscious actions by the user (e.g. operate a button).

After being triggered the vehicle sends out a request in a limited range. If the SMART KEY FOB receives this request, it automatically sends a response to the vehicle. Then the system decides whether to perform a particular action (unlocking, locking...) or remain inactive.

1.2.2 Wireless Communication

Electromagnetic waves are used to exchange information between the vehicle and the SMART KEY FOB. Both, vehicle and SMART KEY FOB are equipped with a transmitter, a receiver and several antennas.

1.2.3 Concept Description

With this concept it is possible to have a set of interior antennas that covers the vehicle's interior and a set of exterior antennas that covers the vehicle's exterior.

For an unambiguous separation between the vehicle's interior and exterior it is sufficient that at least one area is covered exactly by the corresponding operating ranges of the antennas.

The functions of the SMART KEY system have to be provided in a clearly defined and limited range. For the up-link from the vehicle to the SMART KEY FOB, a magnetic field with a frequency of 125 kHz and ASK modulation is used. Inductive antennas in and at the vehicle radiate the electromagnetic energy.

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Technical aspects of 125 kHz – magnetic field:

- virtually no reflections,
- cubical decrease of field strength → allows good range control,
- released frequency band (ISM),
- high penetration,
- low quiescent current demand due to 125 kHz input stage (SMART KEY FOB),
- less sensitive for detuning compared to higher frequency.

For the down-link from the SMART KEY FOB to the vehicle, the standard radio frequency (RF) is used (similar to the classic remote control functions) with FSK modulation.

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2. Smart Card Key operation

As below photo, this card key doesn't have keytop on the product. Just put this card key in pocket, and when you go to your car closely, the Smart card key system acknowledge auto-matically.



When you want to change battery, just put it as below. Please be aware battery polarity, else the battery is discharged rapidly.



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3. Homologation

FCC Compliance Statement.

This device complies with part 15 of the FCC Rules. 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.**

Do Not



Any changes or modifications to the equipment not expressly approved by the party responsible for compliance could void user's authority to operate the equipment.

IC Compliance Statement.

This device complies with Industry Canada licence-exempt RSS standard(s). Operation is subject to the following two conditions:

- (1) this device may not cause interference, and**
- (2) this device must accept any interference, including interference that may cause undesired operation of the device.**

Le present appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisee aux deux conditions suivantes :

- (1) l'appareil ne doit pas produire de brouillage, et
- (2) l'utilisateur de l'appareil doit accepter tout brouillage radioelectrique subi, meme si le brouillage est susceptible d'en compromettre le fonctionnement.

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