



**Automotive**

Supplement to Locksmith Ledger International

**May 2018**

# **LOCKSMITHING**

# 2018

**Selling &  
Programming  
Keyless Remotes**

**Automotive Key  
Machines That Do  
The Job Right**

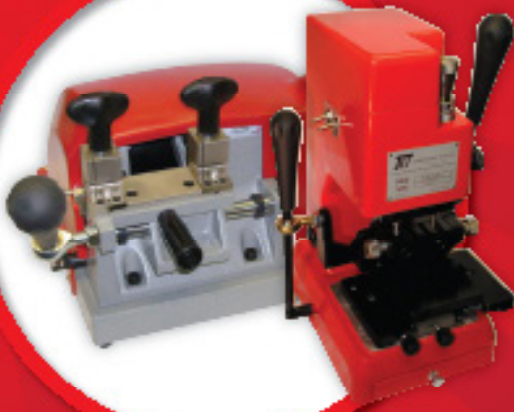
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# Automotive LOCKSMITHING 2018

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## LOCKSMITH LEDGER International

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PO Box 803 • 1233 Janesville Ave  
Fort Atkinson WI 53538  
920-563-6388 • 800-547-7377

### EDITORIAL

**Editorial Director** Steve Lasky  
800-547-7377 Ext. 2221  
slasky@southcomm.com

**Editor-in-Chief** Gale Johnson  
800-547-7377 Ext. 2703  
gjohnson@southcomm.com

**Managing Editor** Emily Pike  
epike@southcomm.com

### Contributing Editors

Tim O'Leary • Allan Colombo • Tom Brigham  
Steve Young • Cameron Sharpe

### SALES

**Publisher** Nancy Levenson-Brokamp  
nbrokamp@southcomm.com  
800-547-7377 Ext. 2702

**Sales Representative** Brian Lowy, 800-547-7377 Ext.2724  
brlowy@southcomm.com

**Sales Representative & Classifieds & Marketplace** Kristy Dziukala, 800-547-7377 Ext. 1324  
kdziukala@southcomm.com

**Art Director** Kayla Burger  
kburger@southcomm.com

**Production Manager** Jane Pothlanski  
jpothlanski@southcomm.com

**Audience Development Manager** Jackie Dandoy  
jdandoy@southcomm.com

**LIST RENTALS**

**Account Executive** Elizabeth Jackson  
Merit Direct LLC  
847-492-1350 ext. 18  
ejackson@meritdirect.com

### SOUTHCOMM, INC.

**CEO** Blair Johnson  
**CFO** Bob Mahoney  
**VP, Production Operations** Curt Pordes  
**VP, Technology** Eric Kammerzelt  
**Executive VP** Gloria Cosby

### SUBSCRIPTION CUSTOMER SERVICE

888-556-2272  
circ.locksmithledger@omeda.com  
PO Box 3258 • Northbrook IL 60065-3258

### ARTICLE REPRINTS

Brett Petillo  
Wright's Media 877-652-5295, ext. 118  
bpetillo@wrightsmedia.com

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# Keyless Remotes: The Devil Really Is In The Details

**Selling and programming remotes can be very profitable, but you have to watch out for the small details. The real trick is not to make the same mistake twice!**

BY STEVE YOUNG

As an automotive locksmith, keyless remotes have become a large part of my business. Keyless remotes have also become a large “Revenue Stream” for automotive dealerships as well. And, since the auto manufacturers make the rules in this game, they try their best to make sure that any customers that are in search of new remotes find their way back to the dealership. Their main tactic has been to confuse the issue by setting up so many different options on remotes that only the dealership can afford to stock all of the options.

This has proven to be a double-edged sword. By making the subject so complex, dealers that have tried to maintain an adequate stock soon accumulate huge piles of unsold or obsolete remotes. As a result, more and more dealerships have elected to make all but the most common keyless remotes a “special order” item, and only order the remotes as needed. As with most complex systems, the “law of unintended consequences” has brought about some surprising results. By artificially pushing up the price and hassle of purchasing remotes from dealerships, they have opened up new markets to those who buy used or unsold remotes and resell them. They have also given entrepreneurs an incentive to develop “universal” remotes that can replace dozens, if not hundreds of different OEM remotes.

Perhaps the worst unintended consequence is the huge number of knock-off remotes sold online from China, and other countries that don’t respect patent and copyright laws. The internet is literally flooded with sites claiming to sell quality remotes at ridiculously low prices. I spend way too much of my time on the phone explaining the facts of life to people who want me to program some cheap remote that they bought online. It didn’t take long to discover that using phrases like “What kind of discount do you get if you take your own eggs to Waffle House?” are counterproductive.



Photo 1. Two nearly identical Honda Pilot IRKs. The key on the left releases the rear glass in the hatch, while the key on the right operates the power opening and closing of the entire hatch.

I have learned to offer these people my service as a “flat rate for hooking up the diagnostic computer,” and stress that since they are providing the materials, I cannot be responsible if the remote does not function. Naturally, I set my “flat rate” at about 50 percent more than what I would make for selling them a remote. I never hear back from many of these people, but about half of them have me attempt to program their remote. Of those, about half either have the wrong remote, or have a remote that won’t program. Many of those folks wind up buying a remote from me that I can stand behind. I also have a fair number of people come back to me for a reliable remote after the knock-off that they bought fails, or falls apart.

## COPING WITH COMPLEXITY

They say that if you “can’t take the heat, stay out of the kitchen.” Well, if you want to make keyless remotes a part of your business, you’ll just have to learn to deal with the overwhelming complexity that comes with the territory. The best way to make sure that you are selling your customer the correct remote is to begin by getting the OEM part number for their remote. This is not as easy as it sounds. Even if the customer has a remote that has the part number printed on, or molded into the case, you simply cannot trust

that information. Many aftermarket remotes have been “refurbished and re-shelled,” which means that what is inside the shell may not match what is printed on the shell.

If you go to your vendor’s website and look up the remote by make model and year, you may only get the remotes that the vendor stocks, rather than all the possible remotes for that particular make, model and year. As an example, about a year ago I ordered an Integrated Remote Key (IRK) for a friend’s Honda Passport from a vendor. As it turned out, for that particular vehicle, there were two options for the rear hatch, and only one appeared on the vendor website. (Photo 1) The options were for a remote that opened the entire hatch, or just released the catch on the rear window. The key that I received was for the hatch, and the remote that I needed was the one for the window.

Only after I got the OEM part number for her remote was I able to solve the problem. By cross-referencing the OEM part number, which I got with the VIN from the dealer, the same vendor was able to supply me with the correct IRK. The real trick was getting the OEM part number. Since that incident, I have discovered that this is a common problem on Honda SUVs, even those that use a prox fob. It is also a problem with many Lexus and Toyota SUVs that use a prox fob.

Most dealership parts departments won’t give you the part number over the phone. I have occasionally been able to trick them by pretending to be the vehicle owner. The conversation normally goes something like this: “I just bought a [vehicle make and model] for my [non-existent] daughter and the car did not come with a remote. Can you tell me if there is a remote available for it, and if so how much?” At this point they ask for the VIN and I supply that information. If the vehicle is equipped for a remote (something

that I may have already known), they will then give me the price, and tell me about the cost to program it. At that point, I tell them: “My daughter is off at school, but she’ll be back in a couple of weeks. So we don’t have to go through this again, can you give me the part number so I can just order it when she comes back home?” Sometimes this works and sometimes it doesn’t. If it doesn’t work, I may try a different dealer.

I have also cultivated a few dealerships that I do work for to get occasional favors. (Donuts and pre-paid pizza cards can work wonders!) For those dealerships, all I have to do is call the parts department and ask the question. This comes in very handy since I work with several used car dealers that buy and sell at the local auction. Recently, I had a Dodge Journey with no prox fob at one of my dealers, and when I checked, I saw that remote start was an option. The lot that had the car had no idea if it was equipped for remote start or not. After getting the VIN, and a quick call to a dealer that I work with, I was soon on my way to the job with the correct fob and the key code.

On several auto parts websites,

I may be able to get the OEM part number from the VIN, but information from those sites is either hard to get or unreliable. I prefer to go through my local dealer network when possible.

### THE TSUNAMI OF 2011

In addition to the devastation and loss of life, the tsunami that struck Japan in March of 2011 has also caused problems for both Honda/Acura and Toyota/Lexus remotes. Although some 2011 models were affected, most of the problems are with models made in the 2012 model year. In the case of Honda, some models were just not made or exported during that time, but the problems are more of an issue with Toyota/Lexus vehicles equipped with prox systems that were manufactured late in the 2011 model year and any prox vehicle in the 2012 model year. As I understand it, one of the vendors that supplied circuit boards for the Toyota/Lexus prox fobs was destroyed by the tsunami. Replacement circuit boards were made by another manufacturer, (Photo 2) but they are not compatible or interchangeable with the original circuit boards, even though the programming is the same and the FCC ID Numbers are the same.



Photo 2. Two apparently identical prox fobs for a 2012 Lexus IS-250. One has the older circuit boards and the other has the newer replacement circuit board. The information stamped on the outside of the case may not be correct and should be ignored.

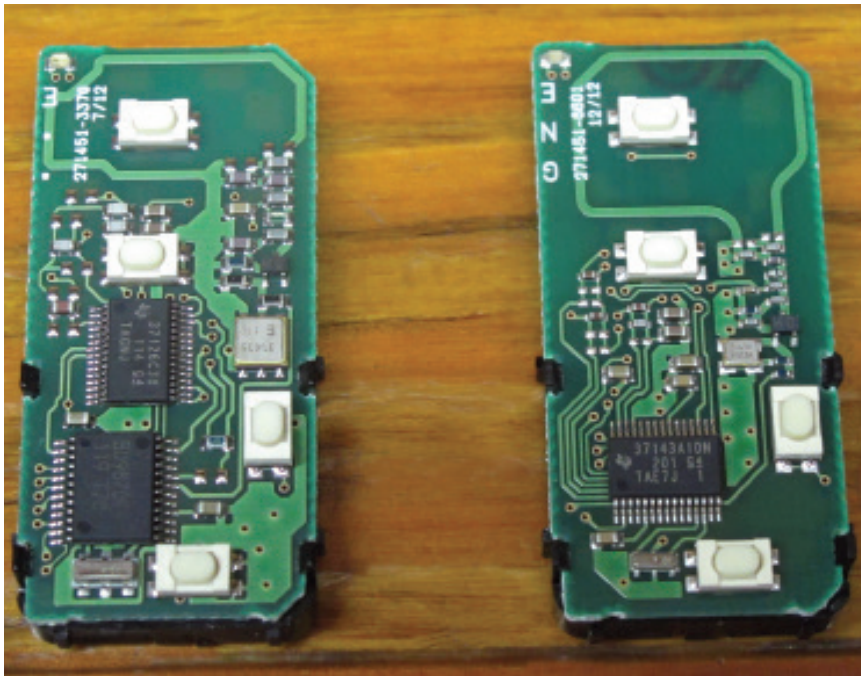


Photo 3. The two circuit boards from the IS-250 fobs -- similar but NOT identical.

There are two ways to know if you have the correct fob. The first is to open the case and check the circuit board itself. (Photos 3 and 4) The second way is to obtain the OEM part number for that particular vehicle from the VIN, and then cross reference it with your vendor's part number. Once again, the information on the outside of the case, if any, may not be of any help.

### TOYOTA / LEXUS ISSUES

And while we're on the subject of Lexus / Toyota prox fobs, the same issue that I mentioned earlier about the rear hatch versus glass release on SUVs is often a problem. Photo 5 shows two virtually identical Lexus fobs except that one opens the powered rear hatch and the other opens just the rear glass. If you look carefully at the buttons, you'll see the slight difference. If you are programming or ordering an additional fob for a customer, look closely to make sure that you are ordering or programming the correct fob.

A question that I get fairly often

involves when to perform an "Immobilizer Reset" on Toyota and Lexus vehicles. The "Add a Key" procedure on ANY Toyota or Lexus vehicle that is programmed through the OBD port *requires* that you insert a "Registered" key into the ignition before you insert

the new key. A "Registered" key is a key that will start and run the vehicle, *and is not a valet key*. If you are in an "all keys lost" situation, you obviously won't have a registered key, so you cannot use the "Add a Key" procedure. If you do not have a working key for the vehicle, or if the only key you have is a valet key, you *MUST* perform an "Immobilizer Reset" in order to program a key or a prox fob.

The "Valet Keys" used in the Toyota / Lexus system are electronic valet keys, rather than mechanical valet keys. A Toyota or Lexus valet key may be able to open the trunk and glove compartment (if they are equipped with a lock) but cannot be used to program additional keys. The OEM valet keys have a grey head, but it is a very dark charcoal-grey, that may appear black if it has a lot of wear on it. In addition, aftermarket keys with a black rubber head can be programmed as a valet key. For those reasons, it is very important that you know how to tell the difference between a master key and a valet key, regardless of the appearance of the key. Fortunately, that job is easy once

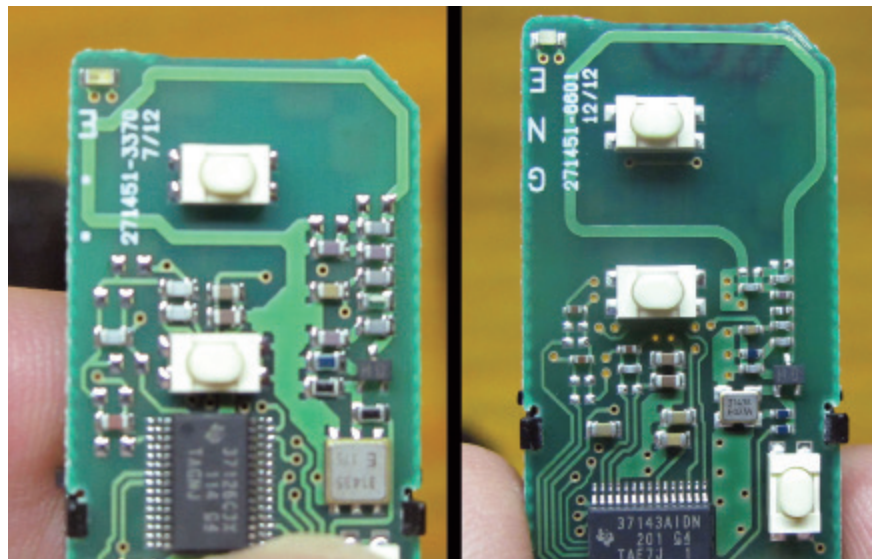


Photo 4. Close-up of the two IS-250 circuit boards. The top button in the photo is the "Lock" button. The board on the left is known as the "E-Board" because of the letter "E" near the lock button. The board on the right is known as the "6601-Board" because of the numbers 6601 stamped near the lock button. These two circuit boards will fit in either case, but are NOT electronically interchangeable. Always check for the correct circuit board when programming a 2011 or 2012 Lexus prox.

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Photo 5. Another set of nearly identical, but not interchangeable Lexus prox fobs. The fob on the left is intended for SUVs that have a powered rear hatch. The fob on the right is intended for vehicles without a powered rear hatch, and releases the glass portion of the rear hatch.

you know how. If you watch the blinking “Security Light” as you insert the owner’s key, you can tell immediately if it is a valet or a master key. When a master key is inserted, the security light will go out immediately. It is not necessary to turn the key – just insert it into the ignition lock. If a valet key is inserted, the security light will blink one more time after the key has been inserted into the lock.

There are no valet prox fobs, but if you are programming a prox fob in an “all keys lost” situation, you will have to perform an immobilizer reset just as you would if the vehicle were key operated. In addition, if you are adding an additional prox fob, you may still have to perform an immobilizer reset. When you are programming a prox fob, both the vehicle and the fob are programmed to recognize each other. Identification information is “burned” into the fob during the programming process.

If you are using a used or

refurbished fob, the identification data in the fob will not match the vehicle and the fob will not be accepted by the vehicle. The Lexus / Toyota fobs do not “lock” the way Chrysler and some Nissan fobs lock, so there is a “work-around” for using a used or refurbished Toyota or Lexus fob; all you have to do is perform an immobilizer reset and then program in your new fob and the customer’s original fob as well. Performing an immobilizer reset will not be necessary if you are using a brand new fob, or a fob that has been properly “Re-Virginized.”

## LOCKING REMOTES AND FOBs

The communication between almost all modern remotes and the vehicle is a two-way communication. In many systems, the process of programming the remote

burns information into the remote that essentially “marries” the remote to the vehicle for life. For that reason, many remotes cannot be re-used on a different vehicle unless the vehicle information is removed or erased. When a used remote can’t be programmed to a new vehicle, that remote is said to be “Locked.” Some remotes can be easily unlocked in the field with simple equipment, such as a cloner, but the process normally requires special information or skills that many locksmiths simply don’t have or don’t want to learn. Most vendors who deal in refurbished remotes are equipped to unlock those remotes. That is not true of many of the cutthroat operators on the internet. As a result, many locked remotes are sold to unsuspecting people and we get stuck with having to educate the victims.

One of the most common locking fobs is the Nissan Prox fob (Photo 6). Nissan now offers more entry level vehicles equipped with push-button starting than any other manufacturer. Some of the prox fobs lock and some do not. Basically, if the FCC ID Number starts with CWTW or KR55, the prox does not lock. If the FCC ID Number starts with KR5S, then it locks. Unfortunately, that “S” can often look like a “5,” so read the number carefully – preferably with a magnifier, or check the listed FCC ID in your vendor literature. ■



Photo 6. A typical Nissan / Infiniti prox fob. Nissan and Infiniti fobs are NOT interchangeable.



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# New STRATTEC Products for 2018

Automotive locks and servicing procedures vary by year, make and model. STRATTEC Security's comprehensive catalog assists locksmiths in choosing the correct factory original products for the job

BY GALE JOHNSON

Automotive security continues to move towards keyless electronic locking systems. STRATTEC Security supports this movement by providing locksmiths with transponder keys, remotes and locksets for many domestic vehicles plus an array of remotes for popular import vehicles.

A new 2018 comprehensive catalog makes finding STRATTEC parts as simple as possible. A Key Applications section includes on-board transponder programming instructions plus parts listings by make and model. A Key Specifications displays key code series and cross reference numbers between STRATTEC and OEM dealers' parts. An important Remote Applications section lists remotes by make. A Lock Applications includes information on available locks and pinning kits. Pictures and Illustrations are displayed throughout the 2018 STRATTEC catalog. New items shown in the 2018 STRATTEC catalog include remotes for selected years of Toyota, Nissan and Subaru vehicles.

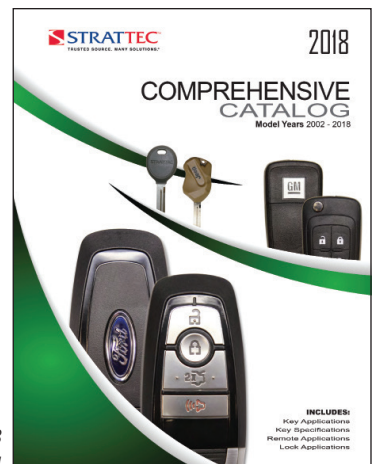
Many 2018 vehicles offer PEPS as standard or as an option. Passive entry passive start (PEPS) is designed to allow vehicle entry and push button engine starting as long as the FOB is in close proximity. In case of electronic failure an emergency key is usually enclosed within the FOB and can be used to unlock the vehicle door.

Some Ford Company models include optional 2-way



2018 Buick Encore

STRATTEC's 2018 Comprehensive Catalog



FOBS, which send locking and starting information and also receive information back from the vehicle on the engine and door lock status.



2018 Buick LaCrosse

## BUICK

Passive vehicle security systems are used by 2018 Envision, Enclave, LaCrosse and Cascadia models. STRATTEC offers emergency key 5929947, which is used for all of these models. The Buick FOB for these models is a dealer-only item. A door lock kit 7029949 is available from STRATTEC and can be used for all four 2018 Buick models.

2018 Buick Encore models use a Flip style FOB, 5912555 (3 button) and 5912556 (4 button). An Encore transponder key 7013237 is also available.

Mechanical ignition locks are available for 2018 Regal and Verano models. Ignition lock is part 7012918 and door lock is part 7012919. PEPS keys are 5912555 or 5912556. Non-PEPS keys include 5912558 and 5912559.

Buick Enclave uses a passive security system for 2018.

## CADILLAC

New on-board programmable proximity remotes are available from STRATTEC for select Cadillac models. Remotes 5931852 and 5931857 are used for SRX models 2010-2015. Remote 5931855 is used for ATS/CTS/XTS models 2013-2014. Remote 5931856 is used for ATS/ELR/XTS models 2013-2015.

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2018 Cadillac Escalade



2018 Cadillac CT6

A STRATTEC emergency key for the remotes, 5912534, is sold separately.

2018 Cadillac CT6 models use a FOB which is dealer-only. STRATTEC door locks 7022907/7022908 and a 5922070 emergency key are available from STRATTEC. 2018 Cadillac CTS and ATS models use a PEPS system. Left and Right door locks are STRATTEC 7022907 and 7022908. The emergency key is part number 5912534. FOBS are dealer-only. Code series is V0001-V6000 laser-cut keys.

2018 Cadillac SRX and XTS models contain a PEPS security system. SRX models require a 7016321 door repair kit. XTS models require left and right door kits of 7022907 and 7022908. The emergency key part is 5912534. FOBS are dealer-only. Code series is V0001-V6000 laser-cut keys.

2018 Cadillac ELR, Escalade and Escalade ESV models use a PEPS security system. Left and Right door repair kits are 7022907 and 7022908. The emergency key part number is 5922070. FOBS are dealer-only.

## CHEVROLET

Bolt EV uses a passive security system. Door lock repair kit is 7029949. The STRATTEC emergency part number is 5929363.

Camaro models have a passive security system. Camaro door repair kit is 7022907. The emergency key blank is part 5929947. Camaro FOB is dealer-only. 2018 Malibu models also have a passive security system and use the same door lock repair kit as Camaro. The Malibu emergency key is 5929363. Malibu FOBS are dealer-only.

Impala models are available with either PEPS or non PEPS systems. Ignition repair kit is 7012918 and door lock repair kit is 7012919. 4 and 5 button flip keys and 5 button PEPS keys are available.

Cruze models use a PEPS system. The emergency key is part number 5929363. FOB is dealer-only.

Traverse models use a passive uses a passive security system for 2018. The remote is 5922373.

Chevrolet Trax uses locks made by Huf. STRATTEC does furnish a flip style remote 5913597.

Chevrolet/GMC Colorado, Canyon, Silverado, Sierra, Tahoe, Suburban and Yukon all use laser type key systems. Chevrolet Express and GMC Savanna use GM logo Circle Plus laser blanks of 5928275. Coined blanks of 4225455 are also available. Door repair kit is 5926115.

Express, Savanna, Colorado, Canyon, Silverado, Sierra, Yukon & Tahoe models all share a common ignition lock of 7024124, plus left



2018 Chevrolet Camaro



2018 Chevrolet Colorado Diesel

and right door locks of 7022907 and 7022908. 8-cut laser key blanks 5928092 (Colorado) and 5928094 (Canyon with logos are available. 10-cut Logo keys for Chevrolet Silverado/Tahoe (5927928) and GMC Sierra/Yukon (5927933) are also available.

Chevrolet SS and Caprice PPV models are made by Holden in Australia. PEPS FOB 5921873 is available for Chevy SS and FOB 5912545 is available for Caprice PPV models. Chevrolet Equinox and GMC Terrain will change to passive security for 2018 (Yushin). Chevrolet VOLT will use PEPS security for 2018. Door lock repair kit is 7022907. Emergency key is 5929363. FOB is dealer-only. Chevrolet City Express uses a Nissan platform. STRATTEC Key blank is 7003526. 2018 Chevrolet Captiva is Daewoo-based. STRATTEC key 7011685 circle plus and FOB 5922035 are available.

The GMC Acadia uses a passive security system for 2018. Door lock repair kit is 7022907. Emergency key is 5929947. FOB is dealer-only.

## FORD

Ford F150 Raptor is available with a PEPS 2-way FOB (5933019), a PEPS 1-way FOB (5933020) or a static ignition key (5923293). A FOB emergency key is part 5931475.

F25/F350/F450/F550 super duty trucks are available with a 2-way 4 button FOB (5923694), 2-way 3 button FOB (5929509), 2-way 5 button FOB (5926503) and a static key (5923293). An emergency key for the FOBS is part

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2018 Ford F150

5929522. F series trucks are available with a PEPS 1-way system (5926057-3 button), (5926061-2 button) or PEPS 2-way FOBS (5926054 5-button) (5926053 4-button). A 4223891 emergency key is available. Optional Non-PEPS FOBS for Ford F series trucks are also available. The static ignition key is part 5923293. F series lock repair kits include: ignition- 7026751, left and right door locks- 7026856/7026858, spare tire lock-7026861, tailgate lock-7026860.

2018 Ford F650/F750 lock systems continue with an edge cut lock system, IPAT- 5913441, IKT- 5921467. Ford Fiesta key blanks include button keys 5921709 and 5922964, 5925237(steel), 5925988(nickel silver), 5919918 (FOB) and emergency key 4212475.

Ford Focus key blanks include 5921709 (button), 5922964 (button), 5925988 (nickel silver), FOB 5921286, PEPS 5926059 and emergency key 4212475. Focus BEV modules are available with regular PEPS FOB 5921286, Euro PEPS FOB 5923790 and emergency key 5923267.

C-Max Energi models use Euro PEPS FOB 5923790 and emergency key 5923267. C-Max gas models use keys 592109, 5922964, 5925988, PEPS 3 FOB 5919918 and emergency key 5923267.

Ford Fusion offers optional Gen4 FOB (5923694), Gen5 4 button FOB (5929506), Gen5 5 button 2way



2018 Ford Fusion

(5929500), Gen5 5 button 1way (5929507). An alternative key 5923293 and an emergency key 5929522 are also offered.

Mustang Cobra models use a 1way FOB (5933021) and an emergency key (5931475). Standard Mustang models have a PEPS 1way FOB (5929510), PEPS 2way FOB (5929505) and emergency key (5929522),

Escape models use Euro FOB (5923790) and emergency key (5923267).

Expedition uses PEP FOBS (5921285 or 5921286) or IKT keys (5912512 or 5921467). Explorer models used either 3 button flip FOB (5923667), PEPS FOB (5923896, 5926060 or 5926057) and emergency key (4223891).

2018 Flex models use FOB 5921285 and emergency key (4223891). 2018 Edge models use a passive security system with either a 4 button FOB (5926060), 5 button FOB (5923896) and emergency key (4223891).

Ford Transit uses 4 button key (5925981). Transit FOB is dealer only. Transit Connect uses laser cut keys with 3 button key (5921707), 4 button key (5921709).

Taurus models offer optional Gen2 3 button FOB (5921285), Gen2 4 button 5921298 and emergency key (5912345). Taurus, Explorer and F150 police models use standard 8-cut flat keys (597638). Transit PTV police models use laser keys (5925988).

## LINCOLN

2018 Continental, MKC and MKZ models use 5 button FOB (59290515) or 4 button FOB (59295516). An alternative key (5923293) and emergency key (5929533) are also available.

Lincoln MKT uses FOB (5921285) and emergency key (6912345). Lincoln MKX uses 4 button FOB (5925315), 5 button FOB (5925213) and emergency key (4223891). Navigator models use PEPS FOB (5921288) and emergency key (5912345).

With few exceptions, electronic security is now standard equipment on all vehicles and light trucks sold in North America. Modern vehicle security began with the use of 15 different electronic codes for 1986 Corvettes. As thieves invented ways to bypass vehicle security, manufacturers routinely responded with more intricate electronic security systems.

The results of continual vehicle security system changes can be found in the listings above. At one time each manufacturer such as GM or Ford used one key blank for several years and for all of their car models. This is not the case today. Products and servicing procedures constantly vary by year, make and model. STRATTEC Security solves this problem with their comprehensive catalog which assists locksmiths in choosing the correct factory original products for the job.

**For more information, contact your local locksmith distributor or: [www.aftermarket.STRATTEC.com](http://www.aftermarket.STRATTEC.com), 877-251-8798. ■**



2018 Lincoln Navigator



# TRANSPONDER ISLAND

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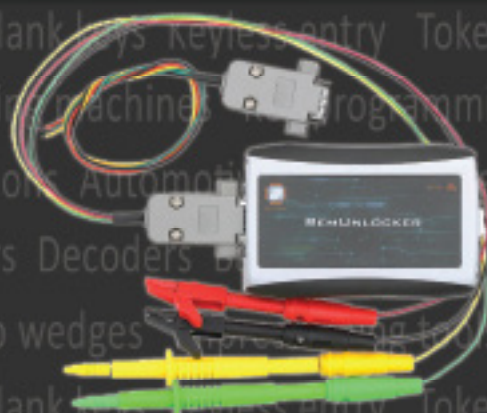
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# Automotive Locksmith Survey Results

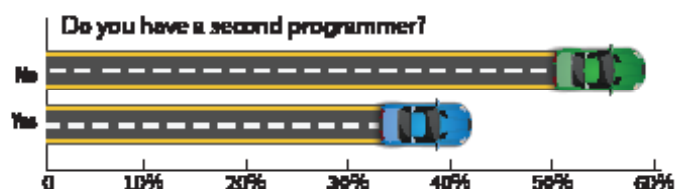
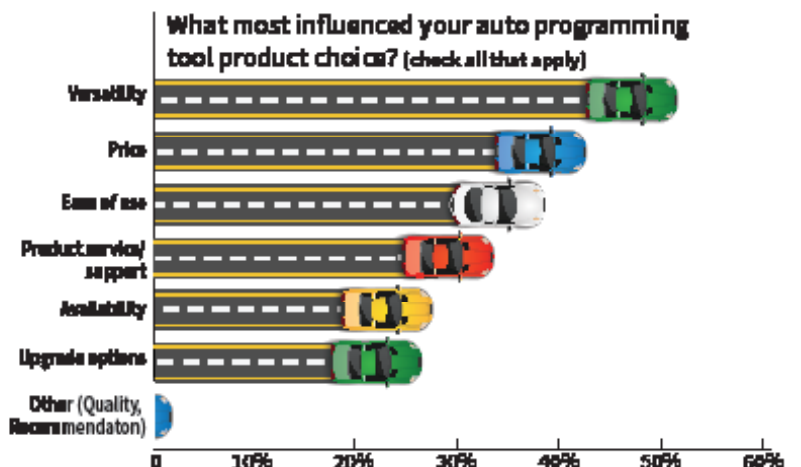
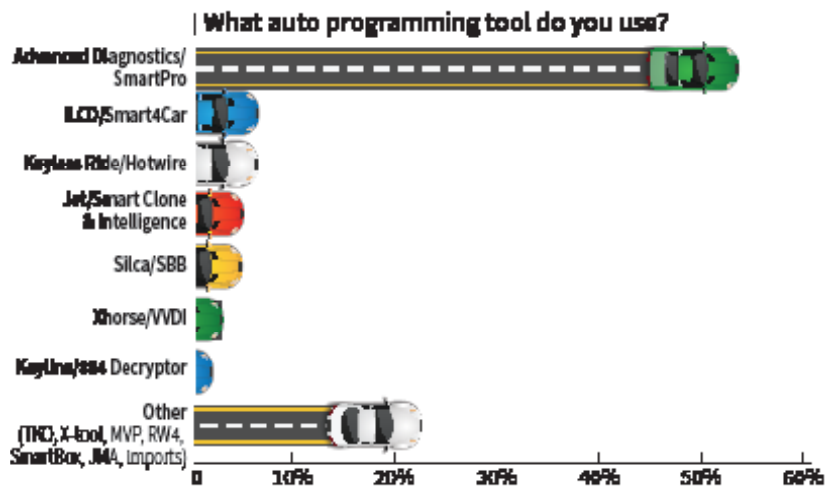
Locksmiths are looking for value when making major purchases. Versatility, price and ease of use are top considerations.

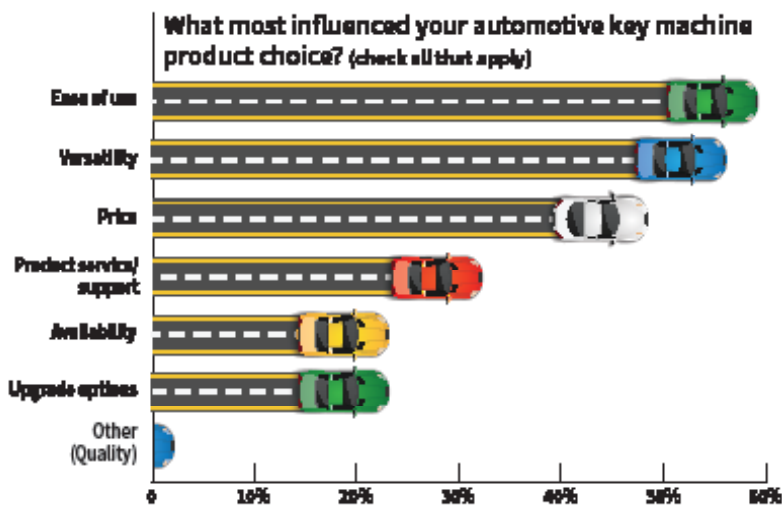
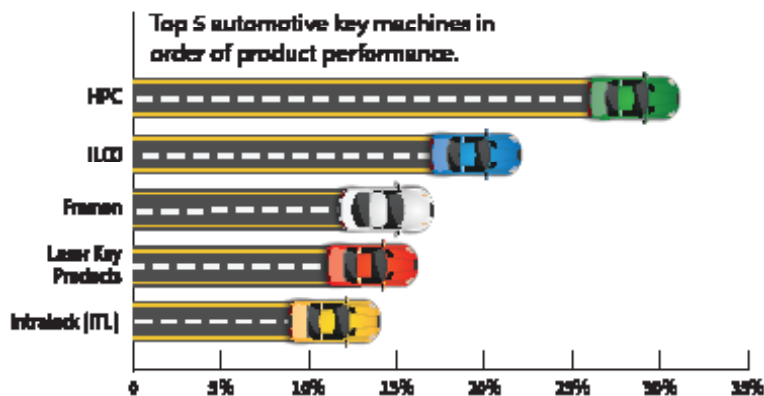
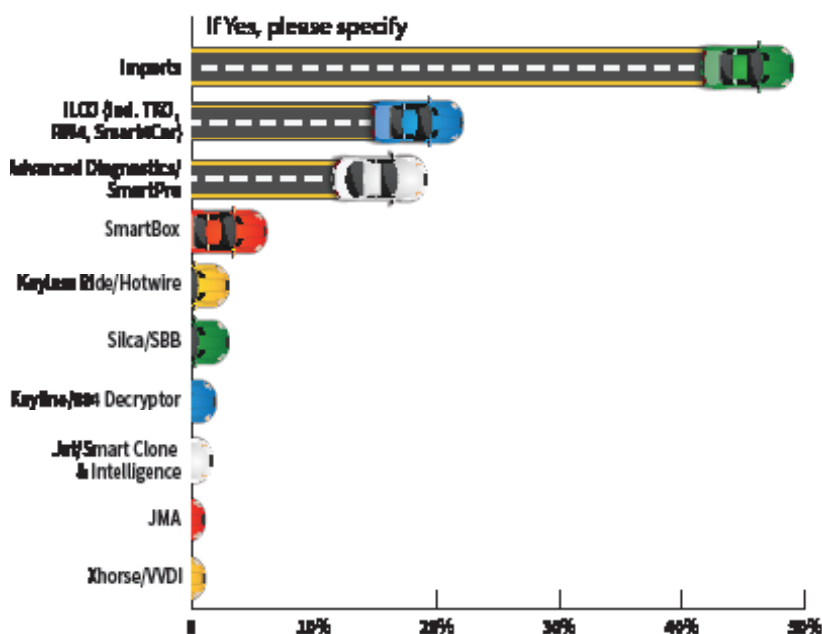


Automotive lock system designs have come a long way during the last 25 years. Vehicle theft reached a high point in Europe during the late 1980s and insurance companies demanded remedial action. The result was the introduction of transponder-based electronic vehicle security systems. Transponder security began in Europe but it is now universally installed on the majority of vehicles worldwide.

Each vehicle manufacturer had their own transponder security idea and automotive locksmiths were originally forced to purchase several different dedicated programming tools, one for each vehicle manufacturer. To solve this problem, aftermarket manufacturers introduced transponder programming tools which have more universal applications.

Vehicle manufacturers continually add greater security protection to their cars on an almost yearly basis. In addition, different vehicle models from the same manufacturer may have different transponder systems. Most aftermarket programming tools have vehicles they can program and vehicles they cannot program.





Locksmith Ledger conducted a recent survey asking automotive locksmiths what brand of transponder programming tool they own and why they purchased that particular tool. Locksmiths were also asked whether they own a second transponder programming tool and 41 percent said they do.

Versatility appeared to be the deciding factor when locksmiths invest in transponder programming. Fifty-one percent of survey participants ranked versatility as most important, followed closely by price (42 percent), ease of use (38 percent), product service/support (33 percent), availability (27 percent) and upgrade options (26 percent).

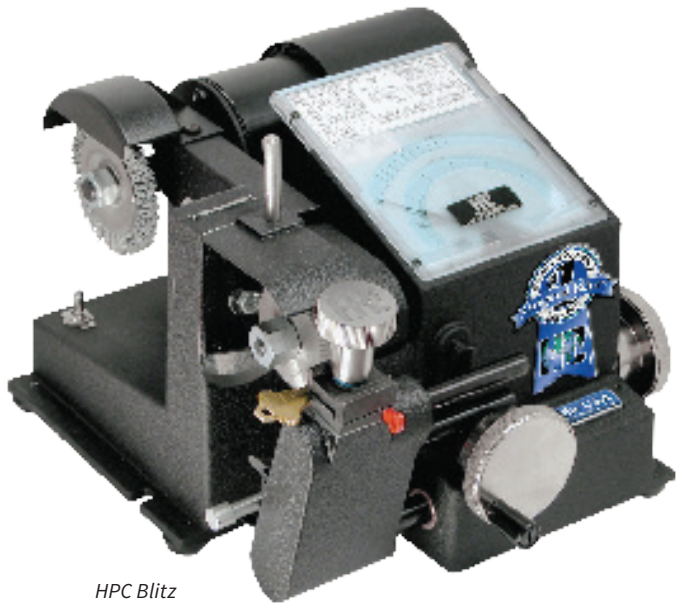


When purchasing key machines, ease of use was the top consideration (59 percent), followed by versatility (56 percent), price (48 percent), product service/support (32 percent), availability (23 percent) and upgrade options (23 percent).

Please see our charts for full results.

The conclusion that can be drawn from this data is that locksmiths are looking for maximum value when purchasing big ticket items. Price is ranked as slightly less important than versatility. Ease of use and available support/future upgrades are also among the deciding factors.

New programming tools and upgrades are always being introduced. Survey results only indicate the present trend. Locksmith Ledger will continue to inform readers of new transponder programming tool introductions as they become available. ■



HPC Blitz

# Popular AUTOMOTIVE Key Machines

Machines from HPC, Ilco, Framon, Intralock Tools and Laser Key Products will get the job done

BY GALE JOHNSON

A recent Locksmith Ledger survey asked readers what type of key machine they were using for automotive code work. We appreciate the volume of readers who answered our survey. Automotive lock and key servicing continues to be an important segment for locksmiths. The following five key machine manufacturers topped the list of code machines in popular use. Although one key machine from each of the five companies is featured, some of the companies mentioned may offer several different mechanical or electronic driven models. Contact your local locksmith distributor or the companies directly for further information.

## HPC 1200 BLITZ

Original HPC 1200 and newer 1200 Blitz code machines feature a card system. 1200 machines contain two turning cranks, one for depth and one for spacing. Individual cards contain depth/space markings and information required for originating keys. Cranks are used to move dials to the required depth and space position markings on the cards. First, the spacing dial is set to the required position which moves the key into

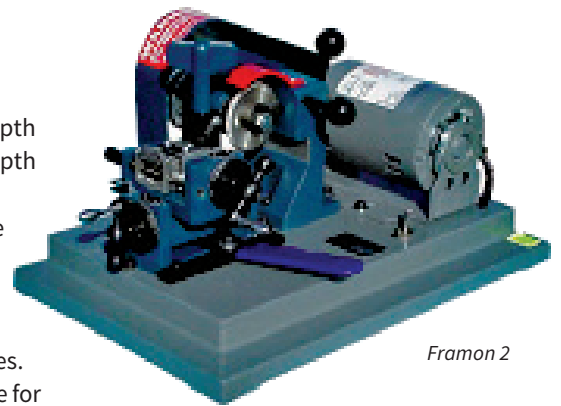
the proper space position. The depth crank is then used to move the depth dial to the desired depth. The key blank is moved inward toward the cutter in unison with the depth dial movement.

Several hundred code cards are available for most popular key types. Optional attachments are available for originating Tibbe and tubular key types.

## FRAMON 2

Framon 2 code machines have been available since the 1960s and still remain a locksmith favorite. Framon 2 machines have two turning cranks, one for setting spacing and one for setting depth of cut. Framon Manufacturing offers a depth and space book which is annually updated and contains information for originating almost every type of single sided and double sided key. Both depth and space jaw movement is in a stable horizontal direction which produces accurate cuts for every possible depth of cut.

One revolution of the spacing crank is equal to .050". Calibrations on the crank dial are in .001 increments. As example, four revolutions of the space crank plus revolving an additional .031" would set the spacing at .231". Most lock types use common spacing



Framon 2

such as .098" or .156". Framon offers space blocks for all popular space increments. Once the key has been set for the first space, the auxiliary space block is adjusted for cut-to-cut spacing. A locksmith can then move from space-to-space without concern for setting each space by number.

One revolution of the depth crank equals .050". An indicator plate on the Framon 2 contains markings from depths if .100" to .350" in .050" increments. Calibrations on the depth crank are in .001" increments. As example, if a depth cut of .275 is required, the depth crank would be turned until the space pointer was at .250. The crank would then be turned an additional .025" to achieve a depth of .275".

## ITL 950C

Intralock Tools manufactures a 950C computerized code machine. It features semi-automatic operation.

Continual manual revolution of a single crank performs jaw spacing motion while the 950C automatically cuts the required depths. Key cutting can be electronically set for plunge or laser cut modes. ITL 950C code machines are preloaded with popular automotive code series. A computerized masterkey program is also included in the 950C key machine.

ITL 950C machines are preloaded with hundreds of depth and space dimensions. New or special depth/space dimensions can be manually added to the ITL 950C memory. A keypad can be used to source the correct depth/space dimensions before entering the desired key cuts. The keypad



ITL 950

can also be used to electronically re-calibrate the ITL 950C in order to change depth of cut, spacing, cutter flat width and cut feed rate. ITL 950C code machines can also be operated by some popular computerized code programs.

### ILCO FUTURA PRO ONE

Ilco Futura One is a computerized key code machine which is controlled by a removable 10" touch tablet. Step-by-step instructions on the tablet screen guide the user through all cutting operations. As example, vehicle make, model and year can be chosen on the screen which then will display the code series, key blank and correct jaw and cutter blade for originating the key. Designed and engineered to originate, decode and copy laser or dimple keys. Compact, lightweight and portable, the small size of Futura One makes it ideal for either mobile or storefront use. Decode and copy laser keys by electrical contact to OEM specifications. It includes an extensive range of depth,

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software subscription and optional jaws, clamps and cutters. Gold package includes a 10 year software upgrade while the Silver package includes a 5 year software upgrade. All three packages include an engraving option. Bronze package includes a 3 year software upgrade and no option for engraving.

### LASER KEY 3D PRO EXTREME

3D Pro Extreme was one of the first electronic code machines to offer both a vertical cutter for laser keys and a horizontal cutter for flat type keys. 3D Pro Extreme is built by a locksmith for locksmiths. 3D Pro Extreme is computer controlled. Drop down menus, pictures and drawings on each screen of the software provide easy steps for originating keys. Quick change collets and well designed jaws simplify changing from originating one type of key to another. Color coded jaws assist in making the correct jaw choice between laser keys and flat type keys. One jaw can be used for all laser auto keys except for VW type keys. All Code machine calibrations can be

space and code tables for originating laser keys. Jaws are included for accommodating almost all North American laser keys. BMW and Mercedes laser keys require optional jaws. LED color changing indicates status of the cutting process.

Futura One accessories include Platinum, Gold, Silver and Bronze packages. Top of the line Platinum package includes an unlimited



Laser Key  
3D Pro  
Extreme

completed by following instructions on the computer screen. An adapter is available for originating Tibbe keys.

**For more information contact your local locksmith distributor or:**

- HPC, 800-323-3295, [www.hudsonlock.com](http://www.hudsonlock.com)
- Kaba Ilco Corp., 800-334-1381, [www.ilco.us](http://www.ilco.us)
- Framon Mfg., 989-354-4238, [www.framon.com](http://www.framon.com)
- Intralock Tools (ITL), 888-264-6627, [www.intralocktools.com](http://www.intralocktools.com)
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