

Kessy = **K**eyless **E**ntry, **S**tart and Exit **Sy**stem

IF you can get a handle on this, **THEN** you'll survive or **ELSE** loose the customer to the dealer.

Picture this, the customer comes to the facility because of these repeated reasons. Lost the keys, or has a defective security component. **IF THEN ELSE**

Immobilizer History:

In Europe, most major manufacturers installed some type of Immobilizer into their models to satisfy the customer, insurance and government demands because of theft.

How it worked then:

A key with a transponder is matched via a reading coil to an Immobilizer controller that authorized the ECM for a start. No transponder, No start. (easily hacked and disabled)

How it works now:

A key with a transponder is matched via a reading coil to an Immobilizer controller within the instrument cluster that authorized the ECM for a start.

No transponder, No start. (mostly hacked and more difficult to be disabled)

Step into the very near future:

A key with a transponder is matched via a reading coil (or electro-mechanical ignition switch) to an Immobilizer controller. Two versions exist. Both are referred to as the Kessy Unit.

Most new Audi and upscale VW models use one module as the security system. Porsche uses the same technology. The illustration is from a 2004 A8. This one has no keys.

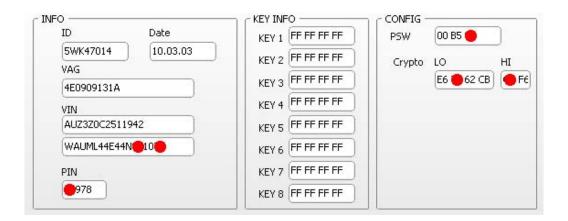


This is a real car with a real problem. It's on a flat bed with no keys. Choice A, fix it. Choice B, send it to the dealer. No keys means no computer diagnostics, nothing! Even a cut key gets the technician nowhere.

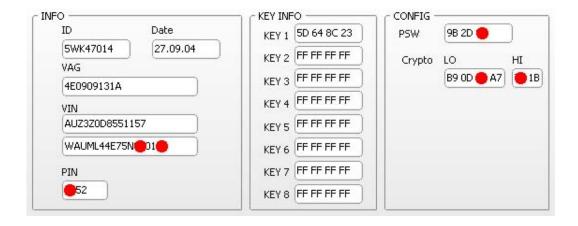
IF THEN ELSE

Removing the Kessy unit is simple.

What we do, is get you the **PIN** and finish adapting the system with all of the new keys and you keep the **PIN**.



Here's another one that only has one key adapted.



You've likely learned that the **PIN** is a 4 digit code.

Not anymore, the **PIN** codes are now 5.

So what's next, where's technology and security going.

What does that mean to the repair facility, the customer and technicians, in time and future investments.

Here's short list of the affected models.

Audi A5 A6 Q7 A8
VW Touareg
VW Phaeton
VW Passat
VW Jetta
VW Rabbit
VW Touran
Porsche Cayenne
Bentley Continental









Component: Kessy FBS AUDID3 H04 0140 (2004> A8)
Component: Kessy 5550 (Phaeton -German)
Component: Kessy 6400 (2004> Phaeton W12 Canada)
Component: Kessy 6610 (Phaeton)
Component: Kessy 6400 (2004 Touareg) (Phaeton)
Component: Kessy 6400 (Bentley Continental GT - Phaeton US)
Component: Kessy 6610 (Bentley Continental GT - Canada)
Component: Kessy 6610 (2005 Touareg)
Component: Kessy 6610 (2005> Phaeton V8 - Canada)
Component: Kessy 6700 (2006 Touareg)
Component: Kessy BCM2.01 H38 0251 (2008> S5)
Component: Kessy VDD 1610 (2007 Jetta V)
Component: Kessy ELV 027 0380 (2008 Passat 4 Motion)
Component: Kessy VDD 1610 (2007 Rabbit)

Now imagine getting a used component and adapting it to the vehicle in question without dealer intervention.

Email esatinc@esatinc.ca for details