



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

**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**.

INFO	KEY INFO	CONFIG
ID 5WK47014	KEY 1 FF FF FF FF	PSW 00 B5
Date 10.03.03	KEY 2 FF FF FF FF	Crypto LO HI
VAG 4E0909131A	KEY 3 FF FF FF FF	E6 62 CB F6
VIN AUZ3Z0C2511942	KEY 4 FF FF FF FF	
WAUML44E44N 10	KEY 5 FF FF FF FF	
PIN 978	KEY 6 FF FF FF FF	
	KEY 7 FF FF FF FF	
	KEY 8 FF FF FF FF	

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

INFO	KEY INFO	CONFIG
ID 5WK47014	KEY 1 5D 64 8C 23	PSW 9B 2D
Date 27.09.04	KEY 2 FF FF FF FF	Crypto LO HI
VAG 4E0909131A	KEY 3 FF FF FF FF	B9 0D A7 1B
VIN AUZ3Z0D8551157	KEY 4 FF FF FF FF	
WAUML44E75N 01	KEY 5 FF FF FF FF	
PIN 52	KEY 6 FF FF FF FF	
	KEY 7 FF FF FF FF	
	KEY 8 FF FF FF FF	

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



4E0 909 131 A	Component: Kessy FBS AUDID3 H04 0140 (2004> A8)
3D0 909 131 J	Component: Kessy 5550 (Phaeton -German)
3D0 909 135 M	Component: Kessy 6400 (2004> Phaeton W12 Canada)
3D0 909 135 N	Component: Kessy 6610 (Phaeton)
3D0 909 135 K	Component: Kessy 6400 (2004 Touareg) (Phaeton)
3D0 909 135 L	Component: Kessy 6400 (Bentley Continental GT - Phaeton US)
3D0 909 135 R	Component: Kessy 6610 (Bentley Continental GT - Canada)
3D0 909 135 R	Component: Kessy 6610 (2005 Touareg)
3D0 909 135 R	Component: Kessy 6610 (2005> Phaeton V8 - Canada)
7L0 909 135	Component: Kessy 6700 (2006 Touareg)
8K0 907 289 G	Component: Kessy BCM2.01 H38 0251 (2008> S5)
1K6 920 973 A	Component: Kessy VDD 1610 (2007 Jetta V)
3C0 905 861 G	Component: Kessy ELV 027 0380 (2008 Passat 4 Motion)
1K0 920 953 H	Component: Kessy VDD 1610 (2007 Rabbit)

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

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