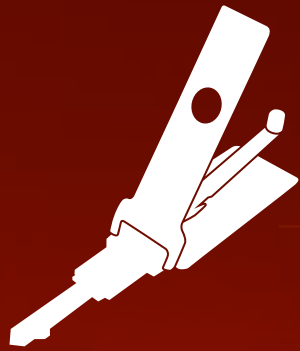


Supplement to Locksmith Ledger International
May 2013

Automotive **LOCKSMITHING** 2013



- ▶ **2013 Automotive Update:
Latest Keys, Tools & Techniques**
- ▶ **Lock Decoding Made Easy With
Lishi's Newest Tools**
- ▶ **Programming Keys for 2007 Dodge
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2013 Automotive Update

Our guide features the newest tools, keys, remotes, techniques and equipment for the progressive automotive locksmith

BY JERRY LEVINE



Ilco EH3LB "less battery" clonable head

Automotive locksmithing is constantly growing, requiring the latest tools, knowledge and servicing methods for new vehicles. It requires a significant effort by locksmiths who are taking the time to learn and purchase new equipment, locks and keys in order to service the vehicle owning customers.

When you read about the new aftermarket keys, remotes, fobs, software and tools, a significant amount of effort has been made to develop ways that locksmiths can now service the previously unserviceable vehicles.

NEW HATA KEY BLANKS

HATA has introduced a number of new remote head key blanks and fobs for Ford, Infiniti, Kia, Mazda, Mitsubishi, Nissan, Subaru and Toyota. Previously, the remote head key blanks and fobs were only available from the dealer. They include:

- HAT-7986: Ford Fusion 2013 4 Button Flip Key Laser Cut (L,UL,T,P)
- HAT-3790: Ford Focus 2013 Pushbutton Start Fob (L,UL,T,RS,P)
- HAT-5332: Infiniti Jx35 4 Button

- Fob and E-Key (L,UL,LG,P)
- HAT-5335: Infiniti Jx35 5 B Fob and E-Key W/Remote Start (L,UL,LG,RS,P)
- HAT-2100: Kia Optima Pushbutton Start Fob and E-Key
- HAT-3700: Kia Sportage 3 Button Laser Flip Key 2012-2013
- HAT-1675: Mazda 3 2013 Push Button Start Fob and E-Key
- HAT-7477: Mitsubishi Lancer 2013 4 Button Remote Head Key (L,UL,T,P)
- HAT-2533: Nissan Altima 2013 4 Button Prox & E-Key (L,UL,T,P)
- HAT-2535: Nissan Altima 2013 5 Button Prox & E-Key (L,UL,T,RS,P)
- HAT-5334: Nissan Pathfinder 2013 Prox & E-Key (L,UL,P)
- HAT-1148: Subaru Outlander 3 Button Remote Head Key
- HAT-7316: Subaru Outlander 3 Button Fob and E-Key F/Pushbutton Start
- HAT-9710: Subaru Legacy Sedan 2012-Up 4 Button Remote Head Key
- HAT-6420: Toyota Camry 2012 4-Button Remote Head "G" (L,UL,T,P)
- HAT-2620: Toyota Corolla 2011-Up Remote Head Key

- HAT-2860: Toyota Yaris 3 Button Remote Head Key

ILCO GOES "LESS BATTERY"

Kaba Ilco Corp. has introduced the EH3LB "less battery" clonable head for their modular cloning program. The EH3LB replaces two of the current modular key heads, EH3 (Texas Instruments Fixed and Encrypted) and EH3P (Philips Crypto).

More than 20 blades are available for the EH3,



STRATTEC Ford fobs

EH3P and the EH3LB head. The Ilco Disassembly Tool will remove the EH3LB heads. The EH3 and the EH3P heads will continue to be available.

In order to clone automotive keys using the new EH3LB heads, a free software update is required for the RW4 Plus, Ilco EZ Clone Plus, or *Plus Box with software version 03.03.061 or higher.

For more information, contact your local locksmith distributor or Kaba Ilco Corp., www.kaba-ilco.com.

ADVANCED DIAGNOSTICS SOFTWARE

Advanced Diagnostics has four new software releases for the T-Code Pro and MVP-Pro programming devices. The new software is for specific 2013 Dodge, 2013 Honda/Acura, 2012 Hyundai/Kia and 2013 Nissan/Infiniti models, as listed below.

ADS195 will program Dodge 2013 proximity/Fobik key & remotes or the new 2013, Dodge Dart and Ram vehicles with proximity and Fobik keys. Remote programming is supported when programmed during the key programming sequence. Although the new vehicles may look very similar to previous Chrysler and Dodge vehicles, the software needed to program Dodge Dart and Ram keys is totally new. For the ADS195 to work, you will need ADS113, AD156 and AD-173 software. *Note: Ram proximity will require a virgin proximity key.*

ADS193 software will program proximity keys for the Honda Accord 2013 proximity, Acura ILX 2013 proximity, Acura RDX 2013 proximity, Acura RL 2005 - 2012 proximity, Acura TLI 2009 - 2012 proximity and the Acura ZDX 2010 - 2012 proximity.

ADS196 software will program proximity and basic keys for the bladed keys for the Kia Rio 2012 onwards and proximity keys for Hyundai Elantra 2011 onwards,



Advanced Diagnostics software will program Dodge 2013 proximity/Fobik key & remotes

Hyundai Santa Fe 2012 onwards and the Hyundai Veloster 2012 onwards. Pin codes can be obtained via the online AD Pin Code Service, dealership or NASTF.

ADS197 software will program Nissan/Infiniti 2013 proximity key & remotes for vehicles with proximity keys. Remote programming is sup-

ported when programmed during the key programming sequence. The ADS197 will support proximity keys for the Nissan Altima 2013, Nissan Pathfinder 2013 & Infiniti JX35 2013. A 20-digit PIN is required, which can be obtained from Nissan dealerships and via NASTF.

More Info: contact your local locksmith distributor or Advanced Diagnostics www.adusa.us.

STRATTEC UPDATE

STRATTEC's new automotive products include a locking mechanism,

code series and key for the 2014 Chevrolet Silverado and the GMC Sierra pickups. These pickups come with a plastic head key and a separate remote. The key is equipped with a transponder. This new key has 10 spaces. Like the GM "Z" key, no one lock contains 10 tumblers.

Tumbler positions are:

- Ignition lock: 1-7
- Driver's door lock: 4-10
- Passenger door: 4-10
- Endgate (Tailgate) lock: 5-10
- Stowage lock: 6-10
- Tire lock: 6-10

The driver's door lock is free-wheeling to prevent forced rotation. The driver's door lock and the passenger's door lock are not interchangeable. This lock mechanism is using a new code series and key.

Specific models of the 2013 Ford Escape are available with Intelligent Access with push-button start. These vehicles are equipped with a



Advanced Diagnostics Dodge Dart remote, back side



STRATTEC adds keys for 2014 Chevrolet Silverado



mechanical override lock in the driver's door handle assembly for emergency entry.

The key code series is 11,501-13,000. This high security, seven-tumbler lock is operated by a two-track key emergency key that fits into the fob.

The STRATTEC part number for the emergency key is 5923267. The STRATTEC part number for the four-button Gen 2 PEPS Fob is 5921285, and the part number for the five-button fob is 5921286.

Spacing

- 1- .720" 2- .630"
- 3- .539" 4- .449"
- 5- .358" 6- .268"
- 7- .177"

Spacing is .0905" Cut-to-Cut
Depths:

- 1- .177" 2- .154"
- 3- .130" 4- .106"
- 5- .083"

Increment is .0235"

With the introduction of the 2010 Chevrolet Camaro, General Motors began using the two-track side

milled lock mechanism that has eight cuts and four depths packaged into the "Flip Key" remote. Since then, every General Motors division has incorporated the high security lock mechanism and the "Flip Key" remote including Buick, Cadillac, Chevrolet and GMC. This lock mechanism has been included in compacts to luxury models and has even expanded to the 2013 Saab 9.4X.

"Flip Key" remotes are available with three, four or five buttons depending upon the vehicle's equipment. Keyless access remotes are different from keyed access remotes. They are not interchangeable. Each keyless vehicle can have up to five remotes.

Note: STRATTEC includes hands-on keying of these side milled locks in the classes offered at locksmith distributors and ALOA. Participants get to keep the assembled locks.

More Info: Contact your local locksmith distributor or STRATTEC, aftermarket.strattec.com.

HATA FOB NOTES

The two Fords are not interchangeable with any existing products. For example, you can't use the 2012 Ford Fusion laser cut remote head key for the new laser cut flip key.

Although the 2013 HAT3790 looks just like the 2012 HAT1286, they are

on different frequency and are not interchangeable. The 2012 version uses the old Ford 0001X-1706X key code series. The new 2013 version uses the new Fiesta style codes 10001-11500. These codes are used when cutting the E-key. The 2012 version uses a double-sided-key and the new 2013 e-key is a laser cut key.

The old style e-key for the HAT1286 is the HAT2345 and the laser cut E-key is HAT3267.

More Info: Contact your local locksmith distributor or Hata Inc., www.hatainc.com.

2014 HYUNDAI EQUUS

The 2014 Hyundai Equus models sold in North America are using a new code series and key for the emergency override lock. The code series is I0001-12608. The first letter is an "I", not a one.

Spacing is four on one side and three on the other. The cuts are staggered across the key blade.

- 1- .622"
- 2- .457"
- 3- .291"
- 4- .126"
- 5- .539"
- 6- .374"
- 7- .209"

The first four cuts are on one side of the key (1-4). Cuts 5-7 are on the other side of the key. We changed this to simplify key origination.

Spacing is .1653" Cut-to-Cut

2014 Hyundai Equus



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KIHY100Kit



BM100Kit



TR100Kit



VL100Kit

Bianchi clonable fob kits

Depths

5- .128"

4- .108"

3- .089"

2- .069"

1- .049"

Increment is .0196"

In other parts of the world, the Hyundai Centennial (Equus) was introduced as a 2013 model.

BIANCHI KITS

Bianchi has introduced a number of "Kits" designed to operate pushbutton start (proximity) vehicles. These kits are available for BMW, Volvo, Toyota, Kia and Hyundai models. All kits use the TK100 technology, the battery-less clonable key and fob designed to operate with Bianchi 884 Cloning Tool. Both the fob and key are reprogrammable up to 10 times.

For example, the BM100KIT BMW Clonable Fob Kit includes a universal fob head for BMW Smart Key Systems with pushbutton start and the BM22P High Security Emergency Key.

BM100KIT Applications are:

- 1 Series: 2007-2010
- 3 Series: 2005-2011
- 5 Series: 2004-2010
- 6 Series: 2004-2010
- 745i: 2006-2008
- X5: 2007-2011

Volvo Clonable Fob Kit VL100KIT applications are:

- V70: 2008-2011
- XC70: 2008-2011
- S80: 2008-2011

The Volvo kit includes a VL100 fob, the VL22P key blank and a practical key ring.

Kia/Hyundai Clonable Fob Kit KIHY100KIT applications are:

- Borrego: 2009-2011
- Forte: 2011-2013
- Optima: 2010-2012
- Sorento: 2011-2012
- Soul: 2011-2012
- Sportage: 2011-2012
- Equus: 2011-2013
- Genesis 2Dr: 2010-2013

- Genesis 4Dr: 2009-2013
- Sonata: 2011-2013
- Tucson: 2013

The KIHY100KIT includes KI22P (high security) and HY22P (standard) Emergency Keys depending on vehicles' mechanical lock.

The Toyota Clonable Fob Kit TR100KIT application is: Prius: 2004-2008

For more information, contact your local locksmith distributor or www.bianchi1770usa.com.



Bianchi 2013 Auto Guide



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Lock Decoding Made Easy with Newest Lishi Tools

Two new tools include a 2-in-1 pick set and a "Direct Read" decoder for certain sidebar ignitions used by GM.

BY STEVE YOUNG

Just a couple of years ago, the automotive locksmith world was revolutionized by the introduction of the Lishi 2-in-1 tools. These tools have proven so effective that many of us have begun to wonder how we ever got by without them! And, as so often happens in our industry, the very effectiveness of these tools has spawned a legion of copycats and outright imitations. The "Original Lishi Tools" are only sold through a network of legitimate distributors. If you see them advertised somewhere else, they are probably trying to sell you fake goods. In this article, the only tools that I will be discussing are the legitimate "Original Lishi Tools."

When I was first learning locksmithing back in the early 1970s, an older locksmith used the term "pick & read" for his method of decoding some locks that couldn't be taken apart easily. This method involved first picking the lock and then using a magnifying glass and flashlight to look into the keyway to determine the approximate positions of the tumblers in the picked position. I was never very good at this method, but it did work. The problem was that if you had a deep cut near the front of the lock, that tumbler would block your view of the rest of the tumblers. The Lishi

2-in-1 picks work in essentially the same way, but with all of the problems eliminated.

"Original Lishi 2-in-1 tools" are specific for various applications, and allow you to pick the tumblers in the lock individually until the lock turns. Once the lock has turned, the same lever(s) that you used to pick the lock can then be used to decode the tumblers one at a time. Once you understand how to use the tool and get in a little practice, you can pick and decode many automotive locks faster than you can call and get a key code.

But, it's important to understand that the 2-in-1 picks are not the only tools that Lishi makes. In addition, they produce specialized tools for picking many different high-security lock systems and decoder tools that decode specific locks, without picking them. New tools include a 2-in-1 pick set and a "Direct Read" decoder for certain sidebar ignitions used by GM. A "direct read" decoder takes advantage of the construction method of specific locks to let you decode individual tumblers without having to disassemble the lock, or even remove it.



Photo 1: The two new "Original Lishi" tools. The TOY43R is the lower of the two tools.



Photo 2. Chevrolet Canyon pick-up, winroduced in 2004.

TOY43R 2-IN-1 PICK (B108 / B110 / ISUZU)

This 2-in-1 pick allows you to pick and decode the door locks on the Chevrolet Colorado and GMC Canyon Pick-ups, the Hummer H3, and some Isuzu trucks such as the D-Max that are sold outside of North America. The Colorado and Canyon were introduced in the U.S. in 2004 and the Hummer H3 went on sale in the 2006 model year. All of these vehicles use a variation of the Toyota 10-cut system, but only cuts 3 - 10 can be determined from the door lock alone. (If the vehicle is equipped with a tailgate lock, you can determine cuts 5 - 10 from it.) The key blank used on these vehicles is the Ilco B110-P (Strattec 692365), which is the reverse of the Toyota TR-47.

Before the introduction of the Lishi TOY43R 2-in-1 pick, the procedure for generating a key usually involved removing the tailgate lock (if equipped), disassembling it and the decoding it. Then cuts 3 and 4 could then be determined in the door by progression. After a working door key was made, cuts 1 and 2 could be determined by progression in the ignition. Even though all of the tumblers in both the door and tailgate locks are stamped with the depths, the decoding process was complicated by the fact that the numbers are stamped in the reverse order from most locks. A tumbler with a number four depth is stamped "1" and the tumblers with the number one depth are stamped "4."

With the Lishi TOY43R, you can decode the door lock without having to remove it from the door, and then progress the remaining two cuts in the ignition. If you use a code program with a "fill" function, you can usually narrow the possibilities down to three to five possibilities that can normally be cut on two key blanks or less.

The biggest complaint about the



Photo 3. Hummer H3 uses the same basic door locks as the Colorado and Canyon.

Lishi tools is that they don't come with instructions. While that is true, most picks don't include instructions either. But to deal with this, Lishi has made available a wealth of videos on their website and some distributors such as Lockmasters, Inc. include an instructional DVD with each 2-in-1 tool. Once you learn to use one of the 2-in-1 picks, you will generally not have any trouble using any of the others. Using the TOY43R was not particularly difficult, and I was generally able to pick and decode the door locks in less than 10 minutes, often in less than five minutes!

Using any of the Lishi 2-in-1 picks requires a light touch and a degree of patience. The basic procedure to pick the lock is as follows:

- Make sure that the lock is clean, well lubricated and in working order.
- Insert the tool fully into the lock before applying any turning force to the tool.
- Using the probe(s), determine the placement of the tumblers inside the lock. (Generally, the even-numbered cuts will be located on

one side of the lock and the odd numbered cuts will be found on the opposite side of the keyway.)

- Once you know where each tumbler is located, apply light turning force to the tool by way of the built-in hinged turning lever.
- Place one of the probes against one of the tumblers and apply light pressure. If the tumbler moves and feels "springy," move on to another tumbler. If the tumbler feels solid, apply increasing pressure until the tumbler clicks and becomes springy. (Caution: do not

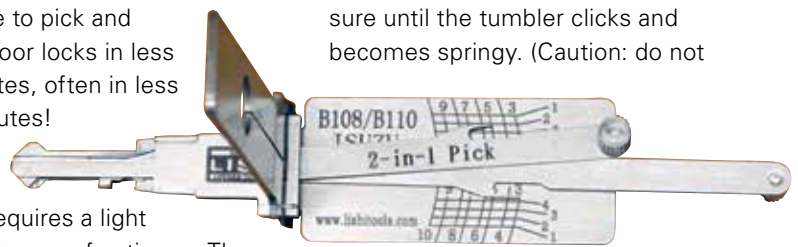


Photo 4. Lishi TOY43R tool. The hinged handle functions as a turning tool.

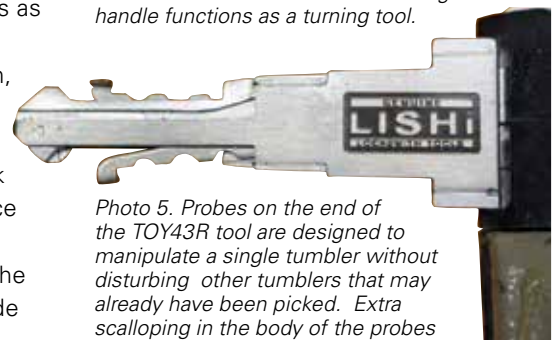


Photo 5. Probes on the end of the TOY43R tool are designed to manipulate a single tumbler without disturbing other tumblers that may already have been picked. Extra scalloping in the body of the probes allows tip to move as far as necessary without disturbing the other tumblers.

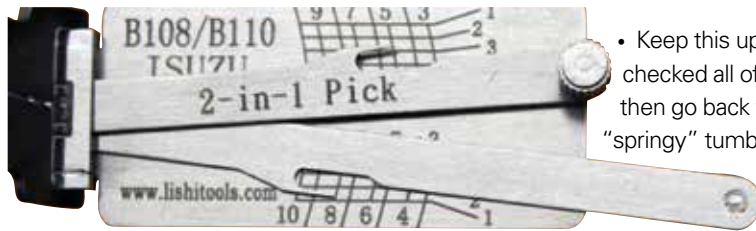


Photo 6. The decoding scale in the body of the tool tells you which tumbler you are decoding & the depth. Depth indications are only accurate after the lock has been picked.

- Keep this up until you have checked all of the tumblers, then go back to any of the “springy” tumblers that you skipped over earlier. Some or all of those tumblers

should now feel solid, so repeat step number 5 with each of these.

- You may have to go back and re-check the tumblers several times, but eventually the lock should turn; then you are ready to decode the lock.

apply excessive pressure – if the tumbler is already in the picked position, it will not move and too much pressure will damage the tool. This is where the practice comes in.)

- Continue on to the next tumbler and repeat the above procedure (step 5).

DECODING THE LOCK

After the lock is turned, all of the tumblers should be in exactly the same positions that they would be in if a key had been used to turn the lock. This is the huge advantage

that the 2-in-1 picksets have over decoders that attempt to decode the lock without turning it. By measuring the positions of the tumblers in the turned position, the 2-in-1 tools give you an exact reading that won't be affected by small

imperfections in the manufacturing of the lock or locks made by different manufacturers.

Begin with whichever tumbler you like and place the probe against that tumbler. Apply light pressure to the probe and then note the reading on the scale that is etched into the body of the tool. Make a record of that reading and then move on to the next tumbler and repeat the procedure. Once you have decoded each tumbler, you should be able to cut a key that will operate the lock perfectly.

Wear is always a factor when you decode any lock in this manner, but most of the wear will be confined to the first few tumblers. If you get a reading that seems to be between two depths, cut the key to the shallower of the depths. Worn tumblers will usually read deeper than a non-worn tumbler. In addition, if you make a mistake you can always re-cut the key deeper.

LISHI GM-B107 DIRECT READ DECODER

This decoder is specifically made to decode the Huf manufactured sidebar ignition locks used on some of the 2008 and up Cadillac CTS models. I grew up believing that sidebar locks simply could not be decoded unless you either applied



Photo 7. A 2009 Cadillac CTS, which may or may not be equipped with a sidebar ignition.



Photo 8. Steering column of a 2008 Cadillac CTS equipped with sidebar ignition.



Photo 9. The turn-knob on a 2009 Cadillac CTS equipped with the proximity fob option -- no ignition lock.

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Photo 10. Close-up view of sidebar ignition lock in a 2008 Cadillac CTS. Notice shutter assembly across front of keyway.



Photo 11. Close-up view of a replacement non-sidebar Cadillac CTS ignition. This lock does not have a shutter.

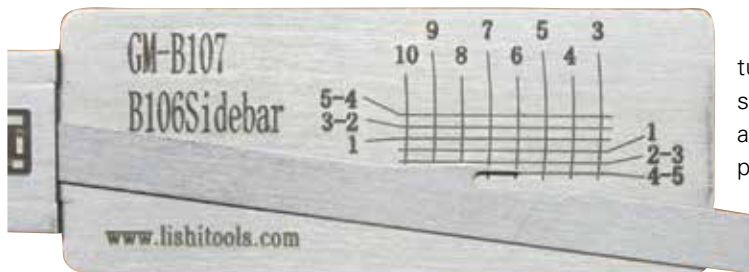


Photo 12. Decoding grid in body of Lishi GM-B107 "Direct Read" decoder. Grid shows positions 3 – 10 only, & depths of individual tumblers.

pressure to the sidebar and picked them, or disassembled them. This was because almost all my early experiences with sidebar locks were with GM 6-cut locks. Those sidebar locks could not be decoded in the "rest" position because all of the tumblers in the lock are identical except for the placement of the "V-notch" that the sidebar drops into when the correct key is inserted.

But today, not all sidebar locks are made that way. Some manufacturers such as Huf, have chosen to vary the positions of the hole through the tumbler and keep the V-notches in the same position for each tumbler. Other manufacturers, like Strattec, build their sidebar lock tumblers with the holes in the

rest position. Some of the Cadillac CTS models, manufactured from the 2008 model year and up, use an OEM ignition lock that is built in that fashion. (Many CTS models use a proximity fob and have a knob mounted where the ignition lock would normally be.)

Unfortunately, there are also non-sidebar versions of the lock being used as replacement locks. You must determine which lock you are servicing. Look into the ignition lock itself. If the lock has a shutter extending across the center of the keyway, then you are dealing with the sidebar lock. If the lock has no shutter across the keyway, then you are dealing with a non-sidebar lock. For this article, the only

tumblers all in the same position, and varying the positions of the V-notches. If the holes through the tumblers are in different positions, then the lock can be decoded in the

replacement lock that I could locate at any Cadillac dealer was of the non-sidebar variety.

The use of the Lishi GM-B107 direct read decoder tool is very simple. Once the tool is fully inserted into the lock, use the probe to locate the individual tumblers. Even-numbered tumblers will be on one side of the keyway and odd-numbered tumblers will be on the opposite side of the keyway. Apply pressure to the probe (no turning force is needed on the lock) and the pointer will tell you the depth of that particular tumbler. Move on to the next tumbler and repeat the process until you have completely decoded one side of the lock. Remove the tool and reverse it so that the probe points toward the other side of the key, and then re-insert the tool. Repeat the same steps on this side of the lock to finish decoding the lock. The tool only covers cuts 3 – 10 because those are the tumblers that are used in the ignition lock. After you have generated a key that will turn the ignition, you can then progress cuts 1 and 2 in the door lock. ■

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TECHNICAL DATA

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Height: 3.5"
Depth: 6"
Weight: 1.3 Pounds

POWER SUPPLY

External Power: 110/230V; 50/60Hz
Consumption: 9V. d.c. / 2 Amperes



HARDWARE

Frequency Antenna: 125 KHz / 134.2KHz
Interface: RS232 Port Series & USB



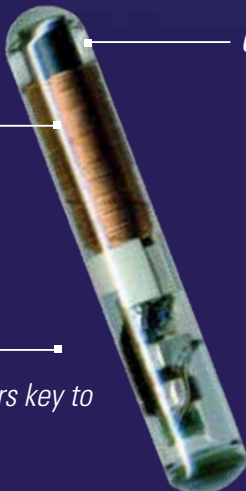
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Programming 2007 Dodge Ram Pickup Using the TKO Device

When a Dodge Ram's key could not be cloned, we used an Ilco TKO programming tool to program an additional transponder key. The customer just purchased the vehicle from a dealership and they provided him with the PIN. Without the PIN, you cannot program new keys.

BY JERRY LEVINE

For the 2002 model year, Dodge offered the Sentry Engine Immobilizer System as an option for some models of the Ram pickup using Texas Instruments transponders. Over the years, these TI transponder chips could be cloned, providing locksmiths the option of programming or cloning.

Beginning in 2006, Dodge changed over to the Philips Crypto transponder and expanded the models. With this change came a higher level of security and an unexpected difficulty for locksmiths. Some of the Ram pickups and the Calibers could not complete the cloning process.

Here is one Ram pickup whose key could not be cloned. I know; I tried to clone it a number of times with different keys and different cloners.

To provide the owner with two

operating keys, I used an Ilco TKO - Transponder Key Originator programming tool to program an additional transponder key.

The owner had one three-button remote head Dodge transponder-equipped key. For the second key, the customer did not want another remote head key, just wanted a key. I used an Ilco Y164-PT Chrysler "Tan" Plastic Head Key with the molded Ilco name.

The code series is M0001-M2618, with four depths of cut. The ignition lock has eight wafer tumblers and seven wafer tumblers (2-8) in the door lock. I decoded the bitting and originated the cuts onto the Y164-PT key blank. I then tested the key in the door lock to be certain the cuts were proper.

The next series of steps are to program the transponder.

Start by inserting the cable from the TKO into the OBDII port.

Always test to be certain of the battery voltage. If the voltage is close to 11 volts, connect a jumper box or battery charger. Low voltage can cause programming to fail.

One of the nice features of the



2007 Dodge Ram Pickup



Customer's Key and New Key



Right Side Of Steering Column



Instrument Panel

TKO is a drawing of the location of the OBDII port. For this vehicle, the OBDII Port is beneath the dashboard to the left of the "HOOD" release.

Knowing how many transponder keys have been programmed to the vehicle tells you if you can add another

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OBDII port

one or have to erase them all and start over again. For this vehicle, the maximum number of transponder values that can be programmed is eight.

The TKO indicated that three transponder values were programmed to the vehicle. The truck's owner did not want the existing values erased. If it were my vehicle, I would have erased the values and programmed the existing key and another one or two.

We just added a new key.

The customer just purchased the vehicle used from a dealership and they provided him with the PIN. Without the four-digit PIN code, you cannot program new keys.



Connect TKO Cable

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The next session is Aug 19-23 in Lexington, KY. Register at 800-654-0637. More Info: www.lockmasters.com.

Monday: Domestic Automotive.

This course covers domestic lock identification, lock removal, service procedures and more. Starting from 1994, you will receive in-depth instruction with all variations of GM 10 Cut ignitions, Ford 8 and 10-Cut systems, and Chrysler 7 & 8-Cut systems. Instruction and use of proper tools including force tools, ignition picks, Vats interrogators and many other tools of the trade. You will have the opportunity to get hands on use of some tools. Basic transponder programming overview of GM, Ford and Chrysler included. Recommended Prerequisites: A basic knowledge of domestic auto up to 1994 including GM 6-Cut lock systems, Ford & Chrysler pin tumbler systems.

Tuesday: Automotive Key

Generation. This course offers the student an exciting opportunity to learn the skills needed to generate automotive keys. There is an extended hands-on portion of the class that includes a wide variety of tools that will enable the student to experience success and gain confidence. You will learn to sight-read keys, use scopes to read wafers, impression, use of Determinators, Kobra readers, AccuReaders, progressioning, keys by code and more. This course is recommended for the locksmith who wishes to expand into automotive locksmithing, or learn how to better exploit their key generation skills.

Wednesday: Motorcycle Key

Generation. This class introduces students to the tools, skills and information that are useful for beginning motorcycle locksmithing. You will disassemble and reassemble various motorcycle locks. Many types of lock systems will be covered. Students will learn the easiest way to generate keys in the extended hands-on portion of the class. This will include a wide variety of tools that will enable you to gain confidence sight reading, impressioning and using the wafer readers. This class includes the basics of motorcycle key systems, special key cutting equipment, key blank selection and lock code information.

Thursday: Introduction To High Security Automotive.

High security continues to become more lucrative from year to year. This course includes the basics of high-security key systems, vehicle entry, key generation and lock servicing. The course provides information on the most popular high-security makes including General Motors, Ford, Mercedes, BMW, Honda, Kia, Hyundai, VW, Audi, Porsche, Lexus, Saab and Volvo. You will get hands-on key generation using decoding tools, and lock disassembly with Honda, Lexus, and VW. Recommended: Students must have experience in domestic and import auto service, key generation and lock removal & repair.

Friday: Automotive Transponders.

Now's your chance to keep up with the ever-changing world of transponders. This class covers transponder systems made since 1996, programming procedures, key blanks, and tools for most transponder-equipped vehicles in North America. This will include the newest procedures and key blanks for the newest models. Learn about the CAN Systems and PROX systems as well as laptop based programming options for some vehicles. Includes information on programming and troubleshooting: GM, Ford, Chrysler, Honda, Toyota, Mazda, Nissan, Mitsubishi, and VW/Audi.

Thank
you
for
32 years
of
support

1980

Started business to provide lock service parts for imported cars that were not previously available to locksmiths.

1996

Provides original Ford lock service parts manufactured by Hurd Lock, including original 10-cut Ford parts.

2002

Provides the first multi-brand transponder key programming equipment to locksmiths, the TCI-1, which has now evolved into the high quality Advanced Diagnostics equipment.

2008

Becomes the master distributor for the Lockcraft range as master stocking distributor to provide fast product availability and support to the locksmith supply distributors.

2012

ASP, Inc. offers over 3,000 different part numbers of lock service parts for American and imported vehicles, through our connections with Hurd, Lockcraft, and many different overseas manufacturers.

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Our goal is to continue to improve our level of support to locksmiths through local distribution.

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Battery Level



Main Menu



Program New Key: Adding



Is Procedure Successfully Ended?

PROGRAMMING

Begin by turning off the ignition and inserting the one key to be programmed.

Then turn the ignition to the On position. Press any key.

The TKO then indicates if a warning light on the console is blinking. Repeat the procedure because of an error with the key has occurred. Press any key.

The next screen asks: Is the procedure successfully ended? Yes or No. Answer Yes.

Turn ignition to the off position, remove the key and disconnect the TKO from the OBDII port.

Insert the programmed key into the ignition and rotate

it to the start position.

The starter should engage and the engine should start and continued to idle.

For more information on the TKO or Ilco key blanks, contact your local locksmith distributor.

To read additional Locksmith Ledger articles about Kaba Ilco Corp. products, visit <http://tinyurl.com/ilcoauto513>. ■



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that have assisted in the preparation of this valuable reference.

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The Ilco 2013 Auto Truck Key Blank Reference is one of the numerous references, guides, and support tools offered by Kaba Ilco Corp. at no cost to the security professional. The reference is now available on the Ilco website www.kaba-ilco.com/key systems, or www.ilco.us. This document is located under Literature & Support, Key Blanks, Automotive Key Blanks, General Information.

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STRATTEC™ Has The Competitive Edge

Use the right parts the first time to eliminate future problems.

BY JEFF BAKER, STRATTEC SECURITY CORP.

“If we can keep our competitors focused on us while we stay focused on the customer, ultimately we’ll turn out all right.” --- Jeff Bezos

STRATTEC has been an original equipment lock and key manufacturer for the automotive industry since the 1930s. Our lock products are built upon sound, quality principles. The focus at STRATTEC is the same today as it was 80 years ago which

is to provide tested and proven original lock



STRATTEC Ford 5923790 remotes

and key products for the locksmith industry. Our TS16949 worldwide quality certification ensures you that STRATTEC products meet standards, which other manufacturers do not achieve.

Are our competitor’s keys cheaper? Yes. Are their keys better? No.

As an example, why do STRATTEC 599114 key blanks for Ford vehicles operate 100 percent of the time while “competitors” keys have been known to fail on an average of one in four or more times? The math is simple. We inspect and test 100 percent of our transponder key blanks before they leave the STRATTEC factory. Our competitors do not provide the same quality control.

When you are fitting keys to a vehicle or duplicating a vehicle key, the peace of mind in knowing that the new key will definitely operate mechanically and electronically far outweighs the small initial difference in cost between an original STRATTEC transponder key and a competitor’s transponder key.

Locksmiths expect the quality built into each STRATTEC key blank and STRATTEC delivers. We appreciate our strong locksmith customer base and your loyalty to our original equipment brand. Use the right parts the first time to eliminate future problems.

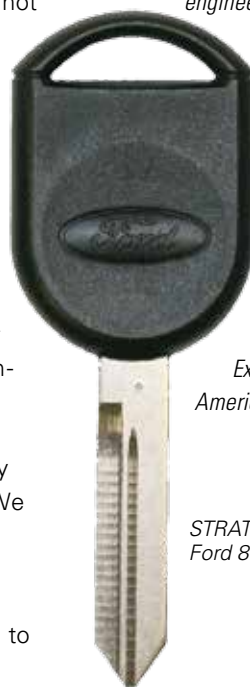


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For more information, contact your local locksmith distributor or STRATTEC Security Corp., 3333 W. Good Hope Road, Milwaukee, WI 53209. Telephone: 877-251-8798. Web Site: aftermarket.strattec.com.

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Jeff Baker has been with STRATTEC for 15 years in various positions including quality engineering, distribution warehousing, customer service management, locksmith and distributor training (including design of course and hands on exercises) and sales. He is based out of the manufacturing facility in Milwaukee, Wisconsin and is the Distributor and Export Manager for the North American market.



STRATTEC 599114 Ford 8-Cut key

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