

TECHNICAL FEATURES

Nominal voltage	:	24 V (nominal value)
Absorption: Stand by	:	None (with ignition off)
	:	80 mA (with engine running)
Temperature range	:	from - 30° C to + 100° C



INSTRUCTIONS FOR USE

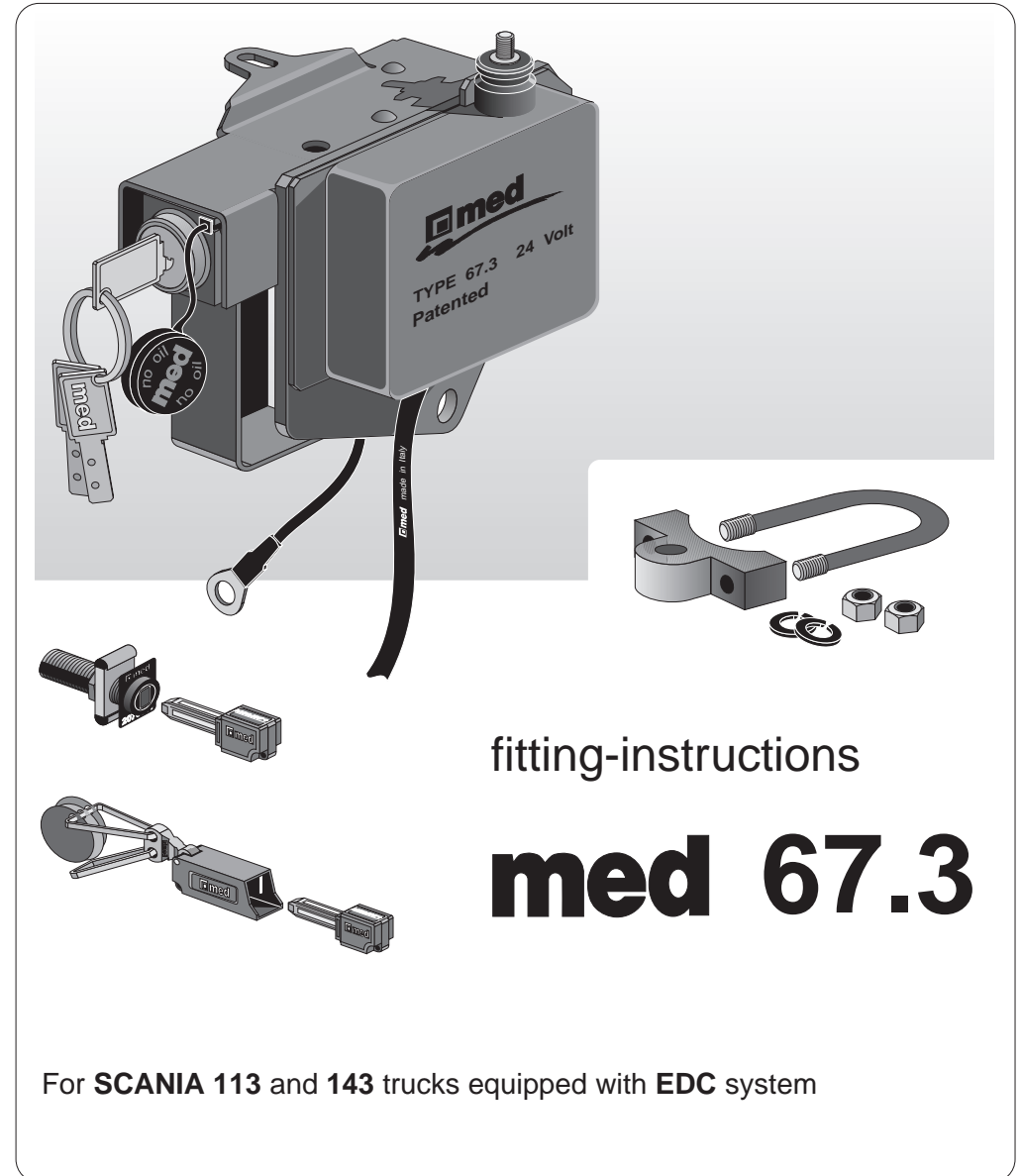
1. Insert the **med** electronic immobiliser key into its socket in order to start the engine.
2. The **med** electronic key must remain in its socket as long as the engine runs.
3. After having switched off the engine, remove the **med** electronic key in order to activate the immobiliser.

GUARANTEE

The technical guarantee lasts one year running from the installation date and covers all parts as long as the **med** immobiliser has been installed and handled correctly. The cost of external manpower and all other charges are excluded from guarantee coverage. **Only equipment for which the duly filled out installation card has been received shall be covered by the guarantee.**

IMPORTANT: This **med** immobiliser is equipped with three electronic keys and three mechanical keys.

For security reasons and protection against theft attempts, supplies of supplementary keys are **IMPOSSIBLE**. Worn out keys can be duplicated only after collection.



med s.p.a.
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Cod. cd-gb 03 98

For SCANIA 113 and 143 trucks equipped with EDC system

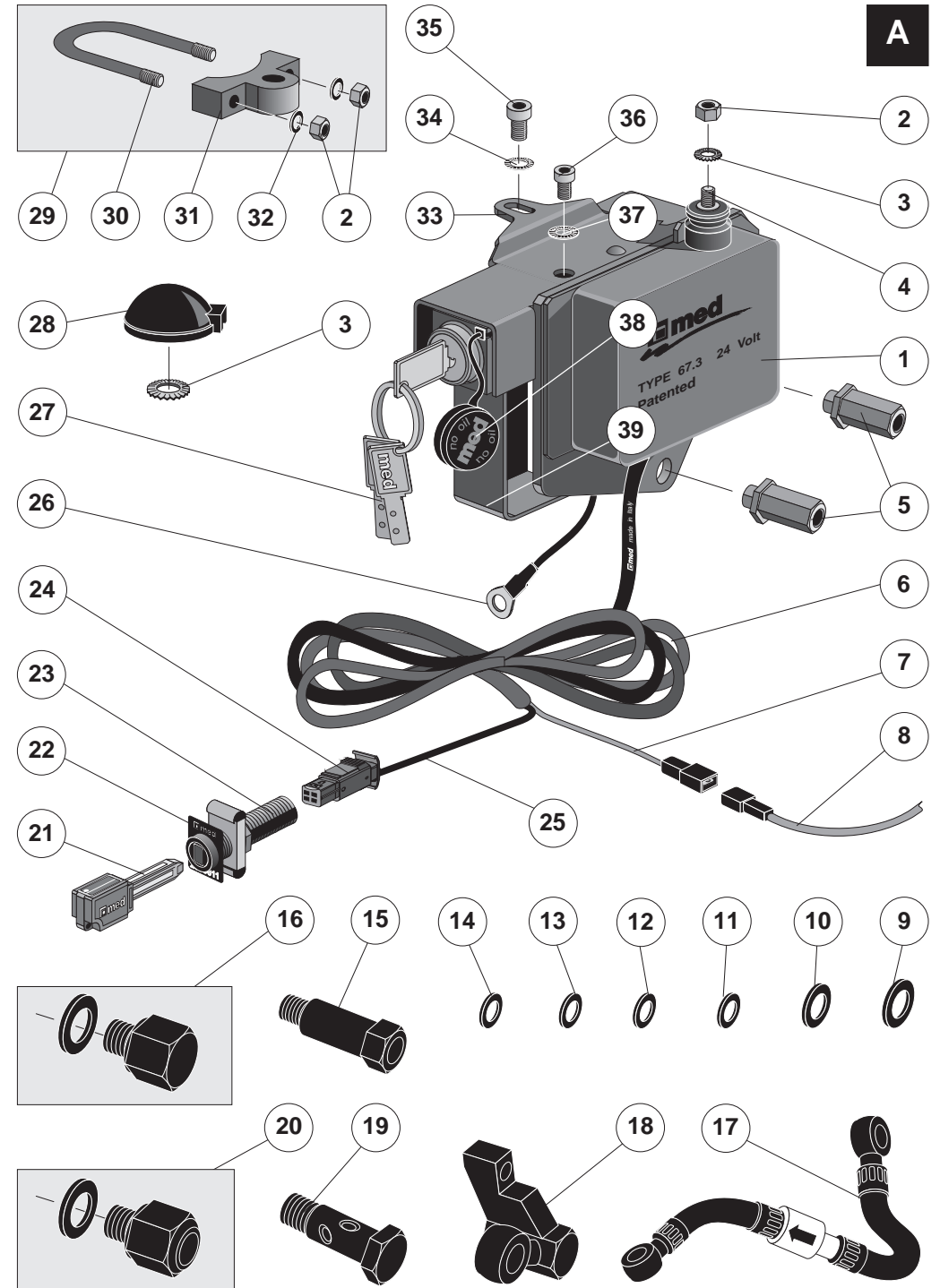
Legend

ITEMS INCLUDED IN THE PACKAGING:

- | | |
|--|--|
| 1. med 67.3 immobiliser | 20. Security valve (M14 x 1,5) with washer |
| 2. Hex nut (3 pcs) | 21. med electronic key (3 pcs) |
| 3. Dented washer (2 pcs) | 22. Key identification plate |
| 4. Dummy solenoid contact plug (immobiliser) | 23. med key socket |
| 5. Special long hex nut (M6) (2 pcs) | 24. Immobiliser quadripole connector |
| 6. Immobiliser multicore cable | 25. Immobiliser key cable |
| 7. Immobiliser ground wire | 26. Immobiliser - solenoid connecting wire |
| 8. Ground wire extension | 27. med lock mechanical key (3 pcs) |
| 9. Ø 14,3 x 18 washer (6 pcs) | 28. Solenoid cap |
| 10. Ø 13 x 6,2 washer (2 pcs) | 29. Fixing bracket unit |
| 11. Ø 12,2 x 16 washer (4 pcs) | 30. Clamp |
| 12. Ø 10,3 x 14 washer (3 pcs) | 31. Block |
| 13. Ø 8 x 12 washer (5 pcs) | 32. Ø 5 split washer (2 pcs) |
| 14. Ø 6 copper spacer (2 pcs) | 33. Immobiliser slot |
| 15. med special fitting (M12 x 1,5) | 34. Ø 6 knurled Belleville washer |
| 16. Security plug (M14 x 1,5) with washer | 35. Allen screw (M6 x 12) |
| 17. Tube with unidirectional valve | 36. Allen screw (M5 x 10) |
| 18. med adapter fitting | 37. Ø 5 knurled Belleville washer |
| 19. Perforated fitting (M14 x 1,5) (2 pcs) | 38. Protective cap |
| | 39. Immobiliser locking bracket |

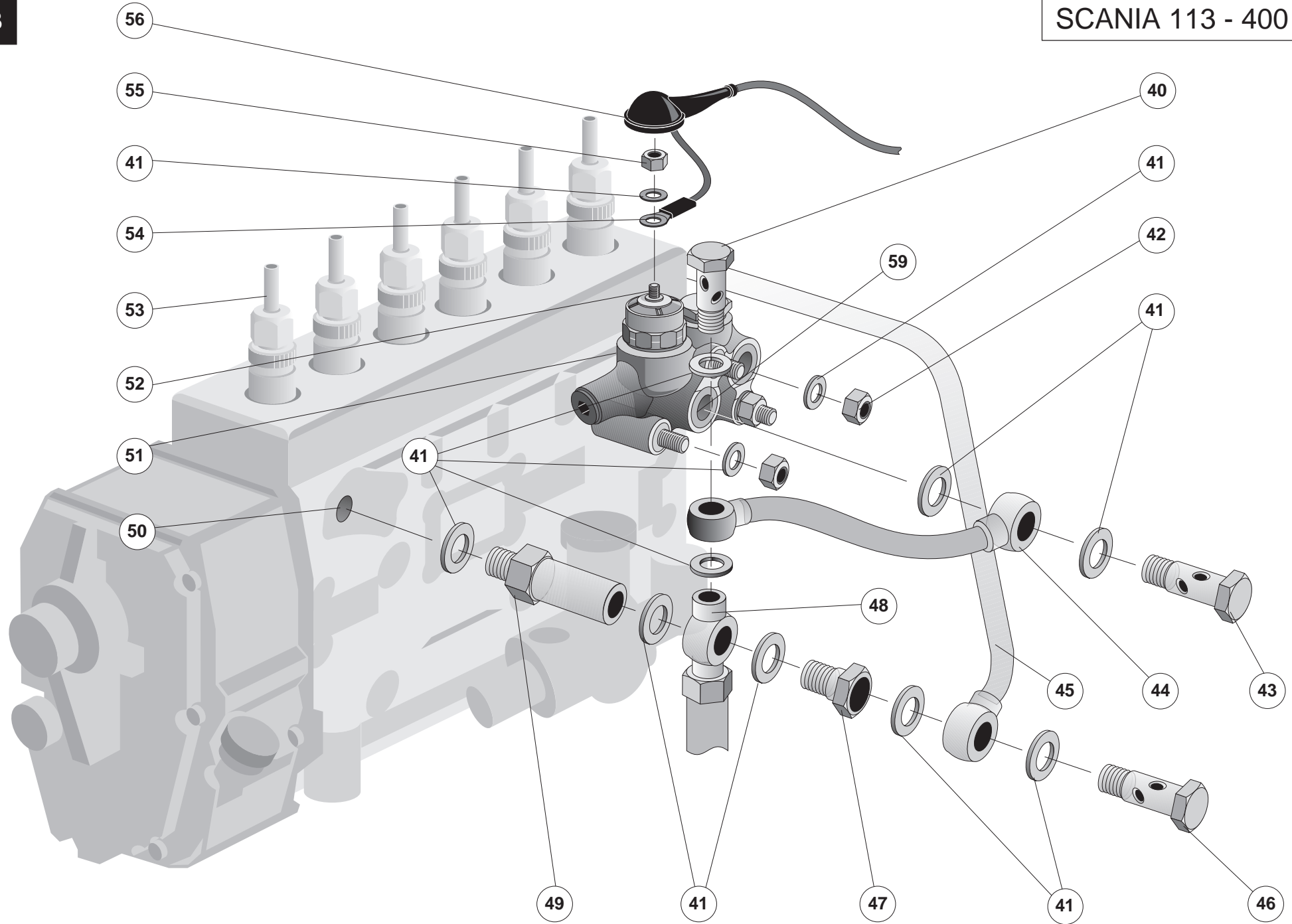
ORIGINAL EQUIPMENT:

- | | |
|---|--------------------------------------|
| 40. Perforated union (M10) | 51. Distributor |
| 41. Original washer (NOT to be used again) | 52. Solenoid |
| 42. Hex nuts (NOT to be used again) | 53. Injector fuel pipes |
| 43. Perforated union (M12 x 1,5) | 54. Solenoid powering wire |
| 44. Original drain tube (NOT to be used again) | 55. Hex nut |
| 45. Injector fuel recovery tube (SCANIA 113) | 56. Solenoid cap |
| 46. Perforated fitting (M8 x 1) | 57. Exhaust pipes (SCANIA 143) |
| 47. Union (M14 x 1,5) - (M8 x 1) | 58. Plugged hole (M14 x 1,5) |
| 48. Fuel recovery tube | 59. Distributor recovery hole |
| 49. Overpressure valve | 60. Distributor stud bolts |
| 50. Fuel outlet hole | |



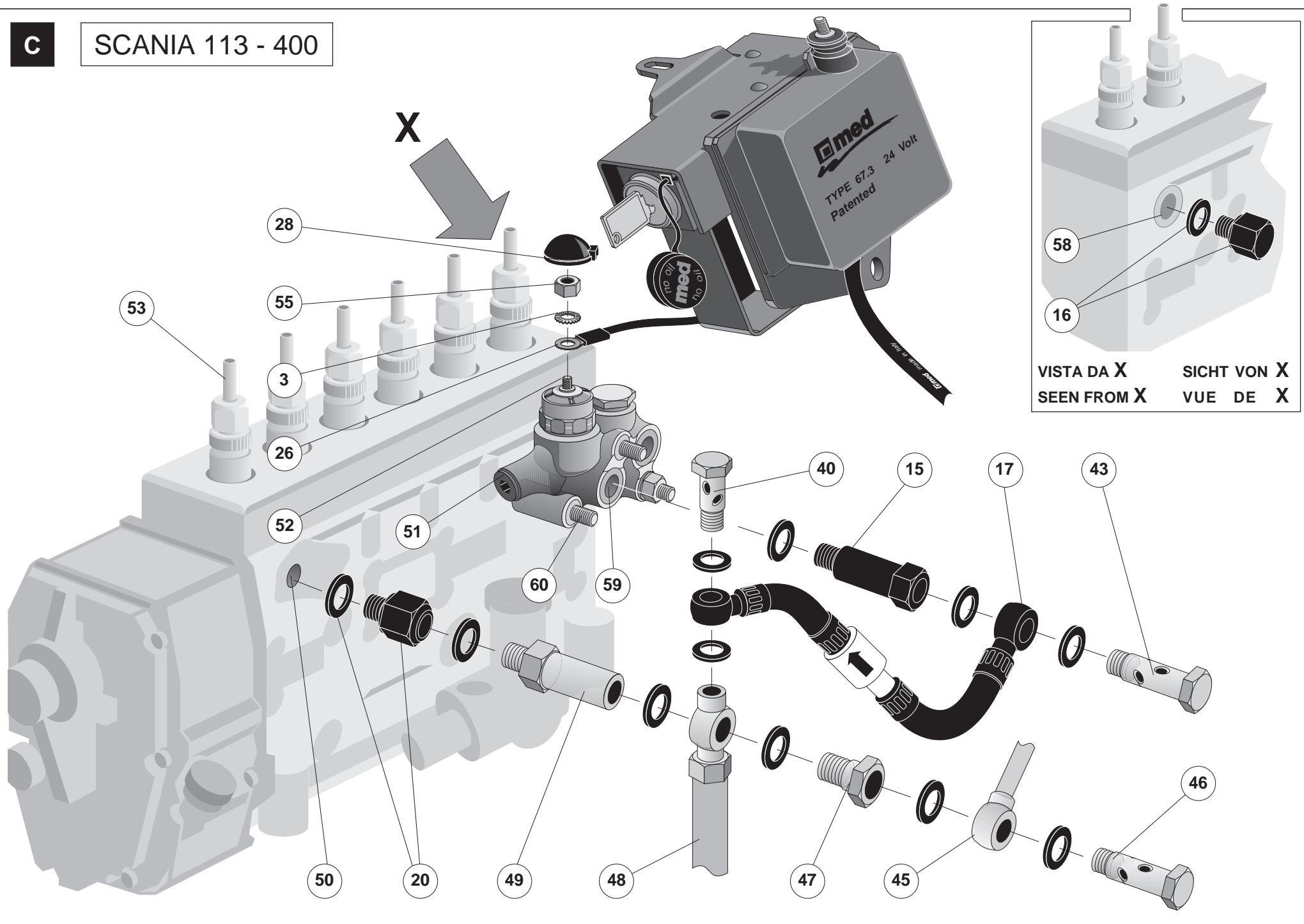
B

SCANIA 113 - 400



C

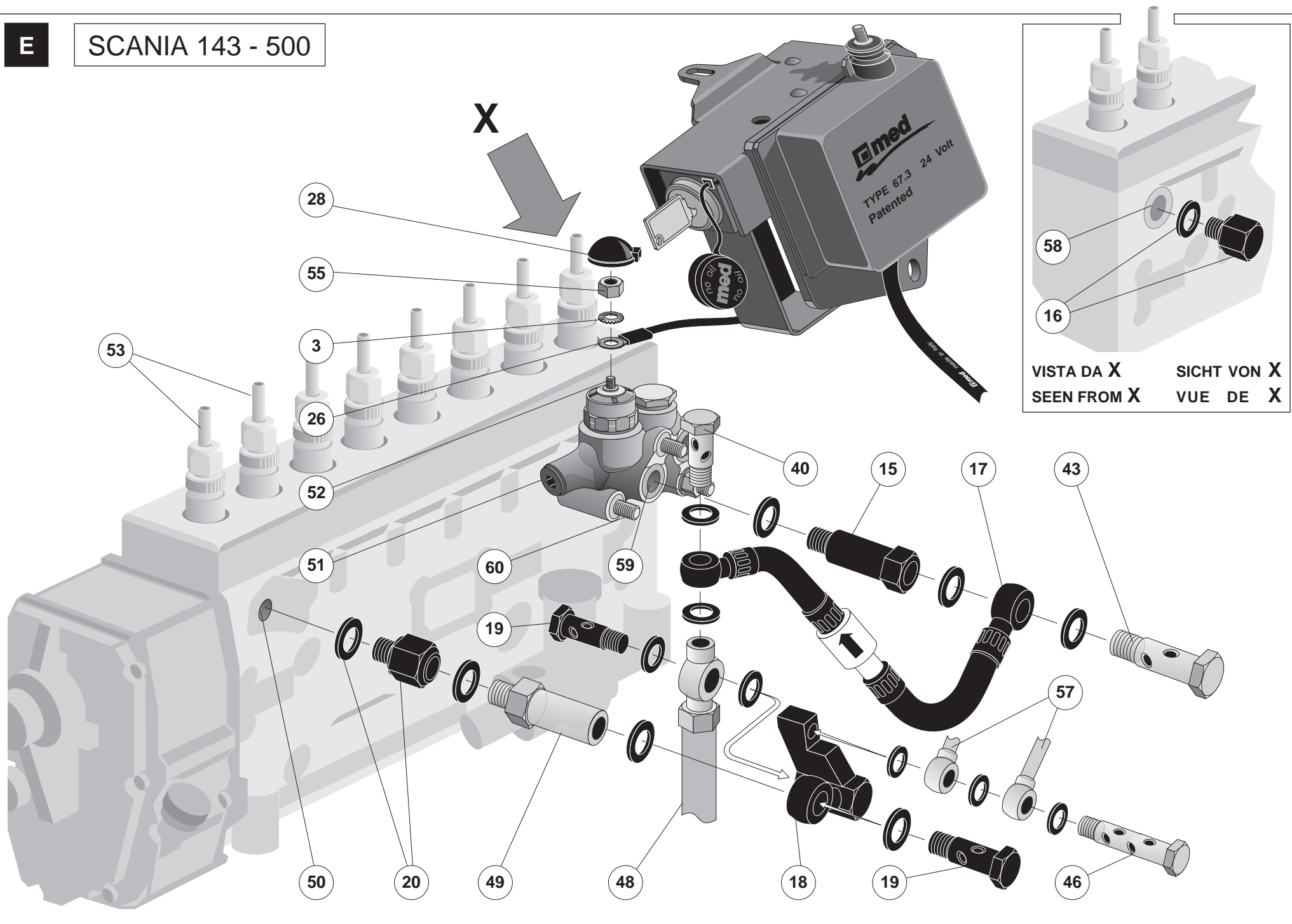
SCANIA 113 - 400

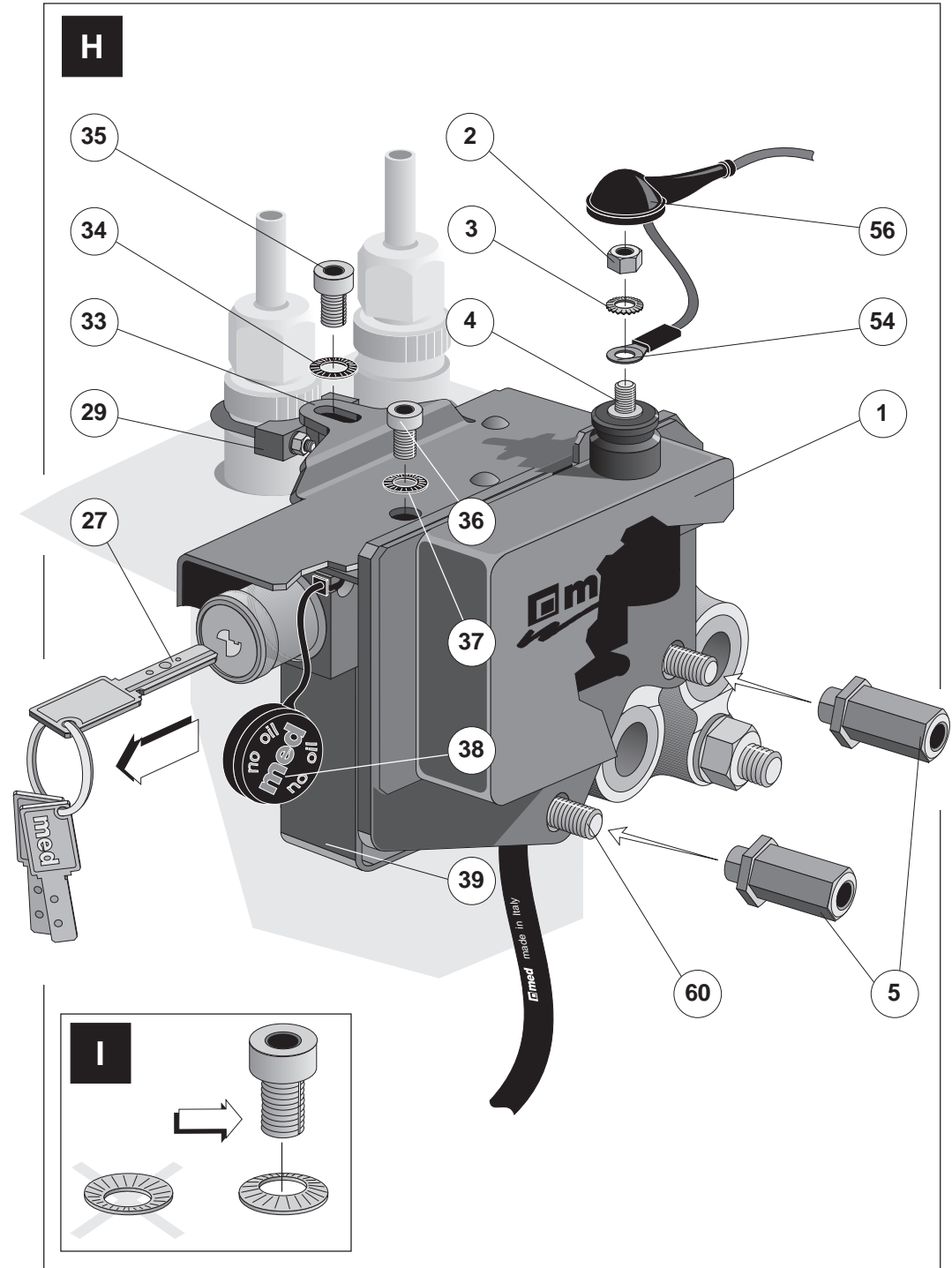
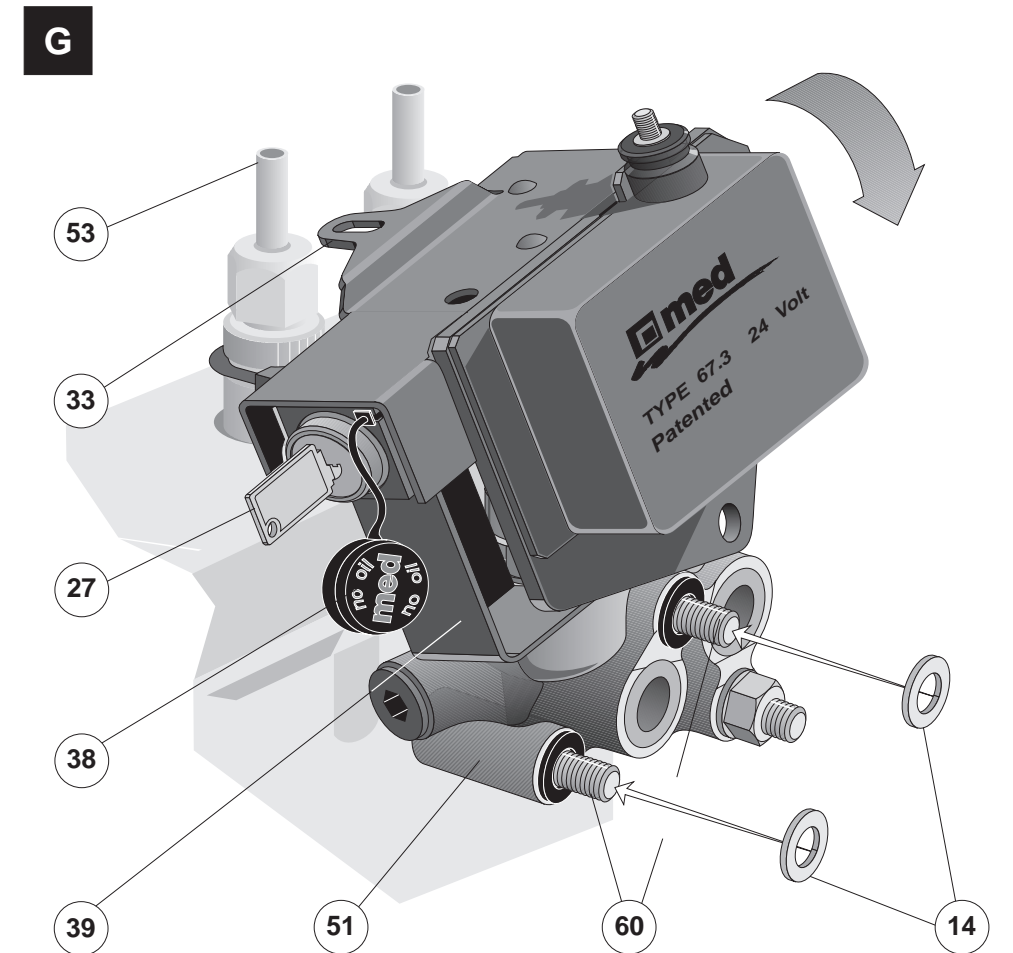
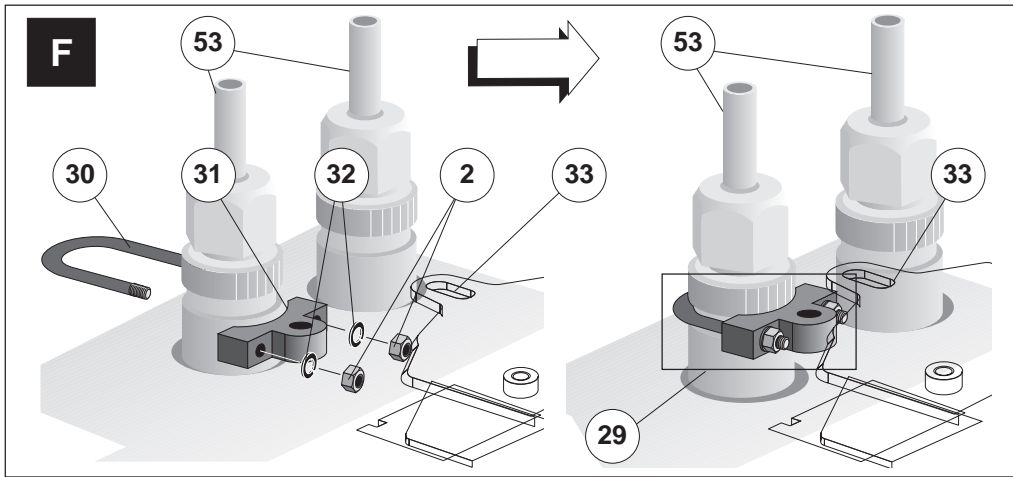


VISTA DA X SICHT VON X
SEEN FROM X VUE DE X

E

SCANIA 143 - 500





FITTING INSTRUCTIONS med 67.3 on SCANIA 113 - 400 trucks

1. Remove protective cap **56** from the solenoid of the **EDC** system **52** (fig. **B**).
2. Unscrew hex nut **55** from the wire that powers solenoid **54**.
3. Remove drainage pipe **44** that joins distributor **51** to fuel recovery pipe **48**.
This tube will no longer be required
4. Move injector fuel recovery pipe **45** by unscrewing fitting **46** (**M8 x 1**).
5. Remove the two hex nuts **42** that fix distributor **51**.
6. Detach fuel recovery tube **48** by unscrewing screw **47**.
7. Unscrew overpressure valve **49**.
8. Screw the special **med** fitting **15** into hole **59** of distributor **51** (fig. **C**).
9. Screw the **med** security valve **20** into the outlet hole of pump **50**, remembering to insert the relative washer.
10. Screw overpressure valve **49** on to **med** security valve **20**.
11. Use fitting **47** to reconnect fuel recovery tube **48** to overpressure valve **49**.
12. Position and mount (leaving it slack) fixing bracket **29** (fig. **F**) in the groove of injector fuel pipe **53**, beside slot **33** on the casing of the immobiliser (for a preliminary test, approach the immobiliser WITHOUT MOUNTING IT ON DISTRIBUTOR **51**).
The bracket consists of clamp **30**, block **31**, the two split washers **32** and nuts **2**.
13. Place the two copper spacers **14** on stud bolts **60** of distributor **51** (fig. **G**).
14. Open immobiliser lock bracket **39**, turning mechanical key **27** in the lock if necessary.
15. Connect immobiliser output wire **26** to the threaded plug (contact) of solenoid **52**, remembering to insert dented washer **3** (\varnothing **5**) and nut **55**. Protect with rubber cap **28** (fig. **C**).
16. Fit the immobiliser on distributor **51**, tilting it slightly towards the tubes of injectors **53** (fig. **G**).
Now close immobiliser lock bracket **39**.
17. Lock the immobiliser on to the two stud bolts **60**, using special nuts **5** but **without fully tightening them** (fig. **H**).
18. Close the immobiliser lock. Remove the mechanical key **27** and fit on protective cap **38**.
19. Fix immobiliser lock bracket **39** with Allen screw **36** (**M5 x 10**) and knurled Belleville washer **37** (\varnothing **5**). **Fully tighten**.
- **ATTENTION: Position the Belleville washers as illustrated in figure I.**
20. Set the threaded hole of block **31** to match slot **33**, then insert allen screw **35** (**M6 x 12**) along with knurled Belleville washer **34** (\varnothing **6**). **Fully tighten** (figs **F - H**).
21. Finish tightening (in sequence) nuts **2** (fig. **F**) and special long nuts **5** (fig. **H**).

22. Connect powering wire **54** for the solenoid to the insulated contact of the immobiliser **4** (dummy solenoid) using dented washer **3** (\varnothing **5**) and nut **2**. Now fit on protective cap **56**.
23. Re-connect injector fuel recovery tube **45** to the top of fitting **47** by means of union **46** (**M8 x 1**) (fig. **C**).
24. Mount the new tube with unidirectional valve **17** between unions **15** and **48** (with the arrow pointing towards tube **48**) using threaded fittings **43** (**M12 x 1,5**) and **40** (**M10**).
25. Replace the original plug (**M14 x 1,5**) situated in hole **58** (axially opposed to distributor **51**) with the **med** security plug **16**, remembering to insert the relative washer.
26. Conduct a preliminary test by engaging the **med** key socket **23** (fig. **A**) on to connector **24**, temporarily grounding wire **7** of the immobiliser using extension wire **8** (consult TESTING and INSTRUCTIONS FOR USE).
27. If the result of the previous test is positive, lay and fix cable **6** along the most appropriate route to **med** key socket **23**. Avoid hot parts and areas that could damage the cable itself or its connector.
28. Mount **med** key socket **23** on the dashboard, leaving identification plate **22** visible and insert connector **24** at the rear.
29. Connect the grounding wire of the immobiliser **7** to a reliable grounding point (thus to a special contact installed by the vehicle manufacturer) using extension wire **8** and an adequate terminal.

- **ATTENTION: All the original washers must be changed, using the ones supplied with the kit.**

TESTING

1. Check that the engine does not start without the **med** electronic key inserted.
2. Check that the engine starts with the **med** electronic key inserted.
3. Check that when the engine is running, it stops (with a few seconds delay) when the **med** electronic key is removed.

FITTING INSTRUCTIONS med 67.3 on SCANIA 143 - 500 trucks

1. Remove protective cap **56** from the solenoid of the **EDC** system **52** (fig. **D**).
 2. Unscrew hex nut **55** from the wire that powers solenoid **54**.
 3. Remove drainage pipe **44** that joins distributor **51** to fuel recovery pipe **48**.
This tube will no longer be required
 4. Move the two exhaust pipes **57**, by unscrewing fitting **46 (M8 x 1)**.
 5. Remove the two hex nuts **42** that fix distributor **51**.
 6. Detach fuel recovery pipe **48** by unscrewing the screw of fitting **47** (no longer required).
 7. Unscrew overpressure valve **49**.
 8. Screw the special **med** fitting **15** into hole **59** of distributor **51** (fig. **E**).
 9. Screw the **med** security valve **20** into the outlet hole of pump **50**, remembering to insert the relative washer.
 10. Screw overpressure valve **49** on to **med** security valve **20**.
 11. Screw one of the two perforated fittings **19 (M14 x 1,5)** on to overpressure valve **49**, with the **med** adapter fitting **18** (through hole) in between.
 12. Connect fuel recovery tube **48** to the dead hole (**M14 x 1,5**) of the **med** adapter fitting **18**, using the second fitting **19 (M14 x 1,5)**.
 13. Position and mount (leaving it slack) fixing bracket **29** (fig. **F**) in the groove of injector fuel pipe **53**, beside slot **33** on the casing of the immobiliser (for a preliminary test, approach the immobiliser WITHOUT MOUNTING IT ON DISTRIBUTOR **51**).
The bracket consists of clamp **30**, block **31**, the two split washers **32** and nuts **2**.
 14. Place the two copper spacers **14** on stud bolts **60** of distributor **51** (fig. **G**).
 15. Open immobiliser lock bracket **39**, turning mechanical key **27** in the lock if necessary.
 16. Connect immobiliser output wire **26** to the threaded plug (contact) of solenoid **52**, remembering to insert dented washer **3 (Ø 5)** and nut **55**. Protect with rubber cap **28** (fig. **E**).
 17. Fit the immobiliser on distributor **51**, tilting it slightly towards the tubes of injectors **53** (fig. **G**).
Now close immobiliser lock bracket **39**.
 18. Lock the immobiliser on to the two stud bolts **60**, using special nuts **5** but **without fully tightening them** (fig. **H**).
 19. Close the immobiliser lock. Remove the mechanical key **27** and fit on protective cap **38**.
 20. Fix immobiliser lock bracket **39** with Allen screw **36 (M5 x 10)** and knurled Belleville washer **37 (Ø 5)**. **Fully tighten**.
- **ATTENTION: Position the Belleville washers as illustrated in figure I.**

21. Set the threaded hole of block **31** to match slot **33**, then insert Allen screw **35 (M6 x 12)** along with knurled Belleville washer **34 (Ø 6)**. **Fully tighten** (figs **F - H**).
 22. Finish tightening (in sequence) nuts **2** (fig. **F**) and special long nuts **5** (fig. **H**).
 23. Connect powering wire **54** for the solenoid to the insulated contact of the immobiliser **4** (dummy solenoid) using dented washer **3 (Ø 5)** and nut **2**. Now fit on protective cap **56**.
 24. Screw fitting **46 (M8 x 1)** on to the dead hole (**M8 x 1**) of the **med** adapter fitting **18**, with the two exhaust pipes **57** (fig. **E**) in between.
 25. Mount the new tube with unidirectional valve **17** between unions **15** and **48** (with the arrow pointing towards tube **48**) using threaded fittings **43 (M12 x 1,5)** and **40 (M10)**.
 26. Replace the original plug (**M14 x 1,5**) situated in hole **58** (axially opposed to distributor **51**) with the **med** security plug **16**, remembering to insert the relative washer.
 27. Conduct a preliminary test by engaging the **med** key socket **23** (fig. **A**) on to connector **24**, temporarily grounding wire **7** of the immobiliser using extension wire **8** (consult TESTING and INSTRUCTIONS FOR USE).
 28. If the result of the previous test is positive, lay and fix cable **6** along the most appropriate route to **med** key socket **23**. Avoid hot parts and areas that could damage the cable itself or its connector.
 29. Mount **med** key socket **23** on the dashboard, leaving identification plate **22** visible and insert connector **24** at the rear.
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TESTING

1. Check that the engine does not start without the **med** electronic key inserted.
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3. Check that when the engine is running, it stops (with a few seconds delay) when the **med** electronic key is removed.