

TECHNICAL FEATURES

Nominal voltage: **12 V** (nominal value)
Absorption: Stand by: **None** (with ignition off)
0,7 A (with engine running)
Temperature range: **from - 30°C to + 100°C**
Status memory: (see note below)
Encoder: For connection to alarm systems
Cable length: **4,5 m**

STATUS MEMORY

Differently from traditional models, the **med 58.0V** immobiliser has an added feature which we call "**STATUS MEMORY**". This function "**remembers**" and preserves the condition (**status**) of the engine being on.

Consequently the electronic key can be removed without causing the engine to stop. If the engine is switched off afterward using the ignition key, the "**STATUS MEMORY**" makes it possible to restart the engine within **3/4 seconds**, even without the electronic key.

IMPORTANT NOTE: This **med** immobiliser device is equipped with **three electronic keys** plus **Encoder**, which makes it possible to connect it to an alarm system activated by remote control.

For security reasons, we do not supply further keys. Worn out keys may, however, be returned for replacement.

GUARANTEE

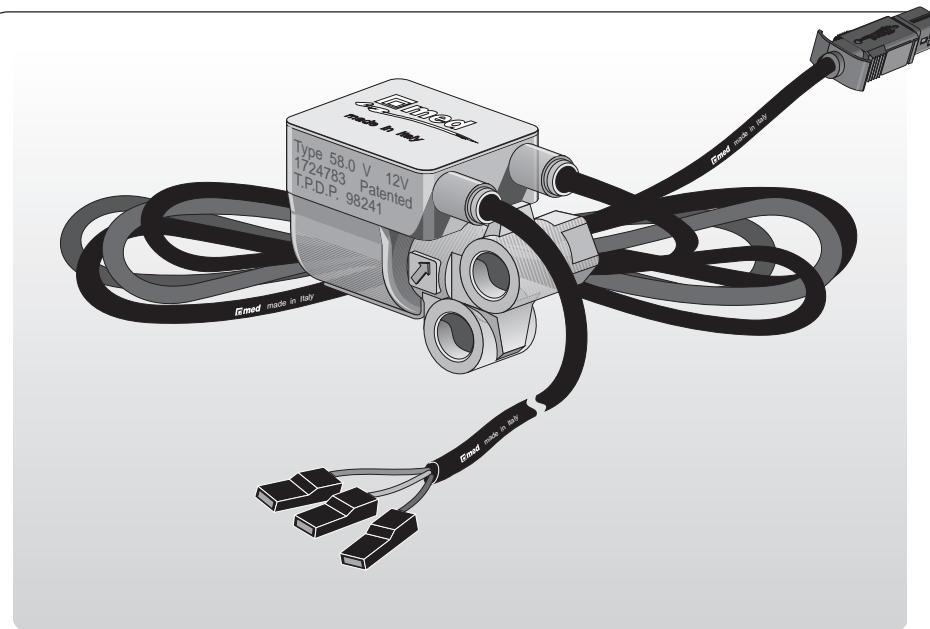
The technical guarantee is valid for one year from the date of installation for parts recognised as defective by **med**. Unauthorised manual labour and any other expenses are excluded from this coverage.

The guarantee is valid only for those products for which the installation form has been completed and sent to med, or its agent.



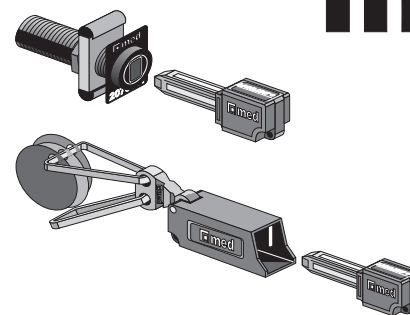
med spa
P.O. Box 255
42100 Reggio Emilia (Italy)

Cod. 580.316.208



immobiliser

med 58.0V



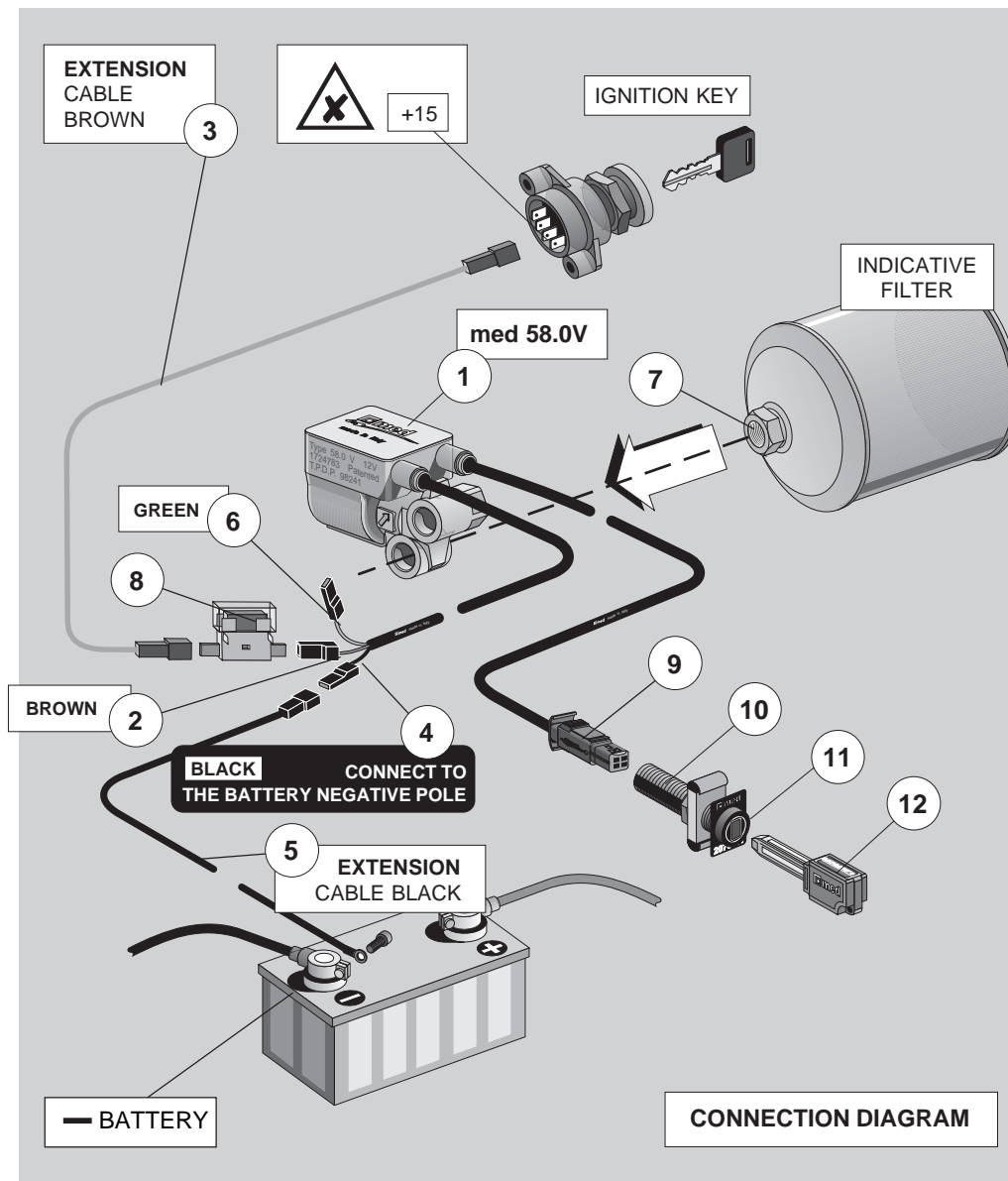
fitting instructions

Items included in the packaging

- med 58.0V** immobiliser with cable
- Fitting instructions
- Packet "key-holder"
- Fitting accessories
- Packet with two keys
- Packet with spare key and Encoder

ELECTRONIC IMMOBILISER FOR PETROL-DRIVEN CARS EQUIPPED WITH INJECTION SYSTEM.

To be fitted with **differentiated unions** depending on the kind of petrol filter and supplied separately in an assembly kit.



Legend

1	med 58.0V immobiliser	7	Petrol filter outlet
2	Brown wire	8	Fuse holder
3	Extension cable brown	9	Immobiliser connector
4	Black wire (earth)	10	med key socket
5	Extension cable black	11	Identification plate
6	Green wire (optional relay)	12	med electronic key

FITTING INSTRUCTIONS

- Mount the immobiliser **1** on the petrol filter outlet **7**, following the layout of the relevant **KIT**.
 - Connect the immobiliser **brown wire 2** and fuse holder **8** to an electrical point (**positive**) under the ignition switch (normally symbolized **+15** on the ignition switch).
- N.B.:**
- verify presence of voltage supply in the feeding point during engine starting.**
- Connect the **black earth wire 4** of the immobiliser to the **negative pole of battery**, using **extension cable 5** and the eyelets provided in the kit.
 - Connect the **green wire 6** to the optional relay as shown in the diagram.
 - Make a preliminary test by connecting key socket **10** temporarily to immobiliser connector **9**.
 - Run and attach the immobiliser cable along the best path for reaching the key socket or **med** system central unit, avoiding areas that get hot and passageways that could damage the cable or connector.
 - Fit the **med key socket 10** onto the instrument panel, leaving the identification plate **11** visible and connect the immobiliser cable connector **9** to the back.

WARNING!!

- The immobiliser has to be installed on the petrol filter outlet.
- The illustration of the filter in the assembly diagram is merely an indication, it is therefore necessary to identify the outlet; by deducing the path the petrol takes from the indications given on it or from the layout of the pipes.
- On some vehicles the injection system activates the electric petrol pump for a time after the engine has stopped, depending on the temperature. On these vehicles it is **necessary** to first check that the immobiliser breaking off the flow of fuel is compatible with the injection system.
- On some vehicles, e.g. **VOLVO 940 - 960** and **SAAB 900 - 9000**, power supply to the petrol pumps is kept up for a short time even after the engine has stopped. In these cases, so as not to impede operation of the original system, the immobiliser has to be powered in parallel with the pumps, connecting the **brown wire of med 58.0V** directly to the **positive** wire of the pumps.

TESTING PROCEDURE

- Make sure that the engine does not start up without the **med** electronic key.
- Make sure that the engine starts when the **med** electronic key is inserted.
- Make sure that, once started, the engine does not stop when the **med** electronic key is removed.
- Make sure that the engine starts again after **3/4 seconds**, even without the **med** electronic key.

INSTRUCTIONS FOR USE

To start the engine, the electronic immobiliser key must be inserted into its socket. When the engine has started, the electronic key can be removed, even permanently, without causing the engine to stop. (We do not recommend that you use this method habitually).

The immobiliser unit memory is operational for **3/4 seconds** after the engine is switched off. (See notes on "**STATUS MEMORY**" on the last page).

During this interval, the engine can be re-started without inserting the **med** electronic key.

