

TECHNICAL SPECIFICATIONS MED 30.2D			
Power source voltage rating	: Nominal 12 V		
Current rating	: Power draw with engine at standstill	: Null	
	: Power draw with engine running	: 15 mA	
	: Maximum user load	: 10 A CONTINUOUS	
Temperature range	: from -40° C to +85° C		
Compatibility	: Gasoline and Diesel fuels for vehicles		
Protection	: IP 68 (IEC 529 1989) - DIN 40050 - EN 60529		
Positioning	: IN the FUEL TANK		

[med]



MED 30.2D has been released according to the following standards:

- European standard 95/56/EC on the working and safety of immobilizers with n° E24 I-00 0114
- European standard 2006/28/EC on the electromagnetic interference.

IMPORTANT!

- The device is assembled with particular procedures that guarantee a perfect seal. It is therefore to open the device.
- When installing series MED remote controlled central units, it is advisable to use the "green wire" output of the same to cut-out the [+50] of the starter motor.
- KIT 30, supplied in the package, must always be used for assembly.
- The INSTALLER is to provide the vehicle owner with the attached INSTALLATION CERTIFICATE properly filled in and undersigned, as well as with these operating instructions.
- The INSTALLATION should be done by QUALIFIED PERSONNEL who must take care of any electric cuts and use any unscrewing-proof device.
- med s.p.a. declines all responsibility and voids the WARRANTY if the product is improperly used, tampered with or utilized in combination with unauthorized devices.

ATTENTION



The device must only be installed by qualified personnel.

Strictly comply with the enclosed instructions when INSTALLING the device. Comply with ALL the RECOMMENDATIONS and use an ANTISTATIC BRACELET (e.g. Mod. MED BRA 302 or equivalent).

Failure to take all the necessary precautions may result in DANGER OF EXPLOSION.

MAINTENANCE

The MED 30.2D do not need any maintenance.

GUARANTEE TERMS AND CONDITIONS

The TECHNICAL GUARANTEE is for 24 months from the date of installation with ex-works terms for those defective parts, but subject to the incontestable decision of med.

Under this form of cover the guarantee DOES NOT INCLUDE costs for labour and any other type of obligation.

The guarantee is only applicable for equipment for which we have received the appropriate "INSTALLATION CARD" properly filled in.



med S.p.A.

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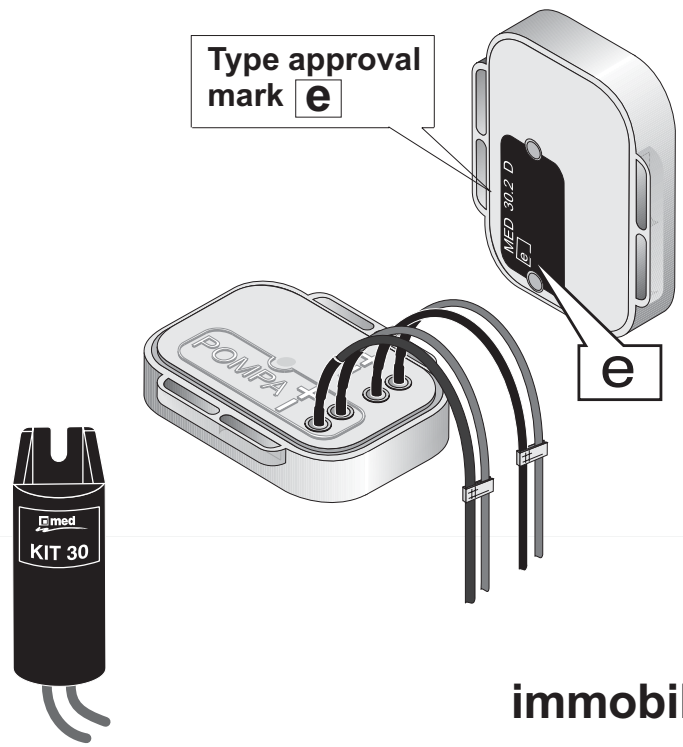
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immobilizer

MED 30.2D

IMMOBILIZER FOR INJECTION VEHICLES WITH ELECTRIC FUEL PUMP SUBMERSED IN THE TANK - 12 V

Fitting and operation instructions

TEST RUN

1. ARM the IMMOBILIZER and make sure that the engine either fails to start or stops of its own accord a few seconds after an attempt to start.
2. DISARM the IMMOBILIZER and make sure that the engine remains regularly running.

USAGE

Arm and disarm the system in compliance with the specific instructions supplied with the med central unit.

OPERATION

The DARK BLUE wire marked "MUX" transmits the control code from the central unit to the immobilizer. Connections must be made by means of the original positive live wire of the electric pump, installing the KIT 30 module in between. This system guarantees a high degree of security for the entire protection circuit, using variable code coded signals of the digital type alone (ROLLING-CODE).

- If the system is **DISARMED** (the immobilizer receives its code), the fuel pump will be normally powered, thus allowing the vehicle to operate correctly.
- If the system is **ARMED** (the immobilizer DOES NOT receive its code), the engine will fail to start or will stop almost immediately if an attempt is made to start it.

The IMMOBILIZER MED 30.2D has new technical facilities able to guarantee the utmost reliability ("FAIL SAFE" operation) and protection for the vehicle. These have been perfected by med during over ten years of experience in the sector.

INSTALLATION WITH CENTRAL UNITS MED 300, MED 311.1, series MED 2000 and MED 3000.

The IMMOBILIZER MED 30.2D leaves the factory in a "virgin" state with no opening code. This is why it can initially be opened by all new generation med central units equipped with ROLLING-CODE: MED 300, MED 311.1 with digital key access; MED 2000 or MED 3000 with remote control access. On the other hand, the codes of the central units are always different from each other.

The IMMOBILIZER will remain in its "virgin" state for the first 20 activations [+15 ON] but, on the 21st activation, it will be IRREVERSIBLY COUPLED to the code of the central unit and from then onwards, will only accept that code.

During the installation phase, it is advisable to keep within the 20 activations if you are not certain that assembly is correct.

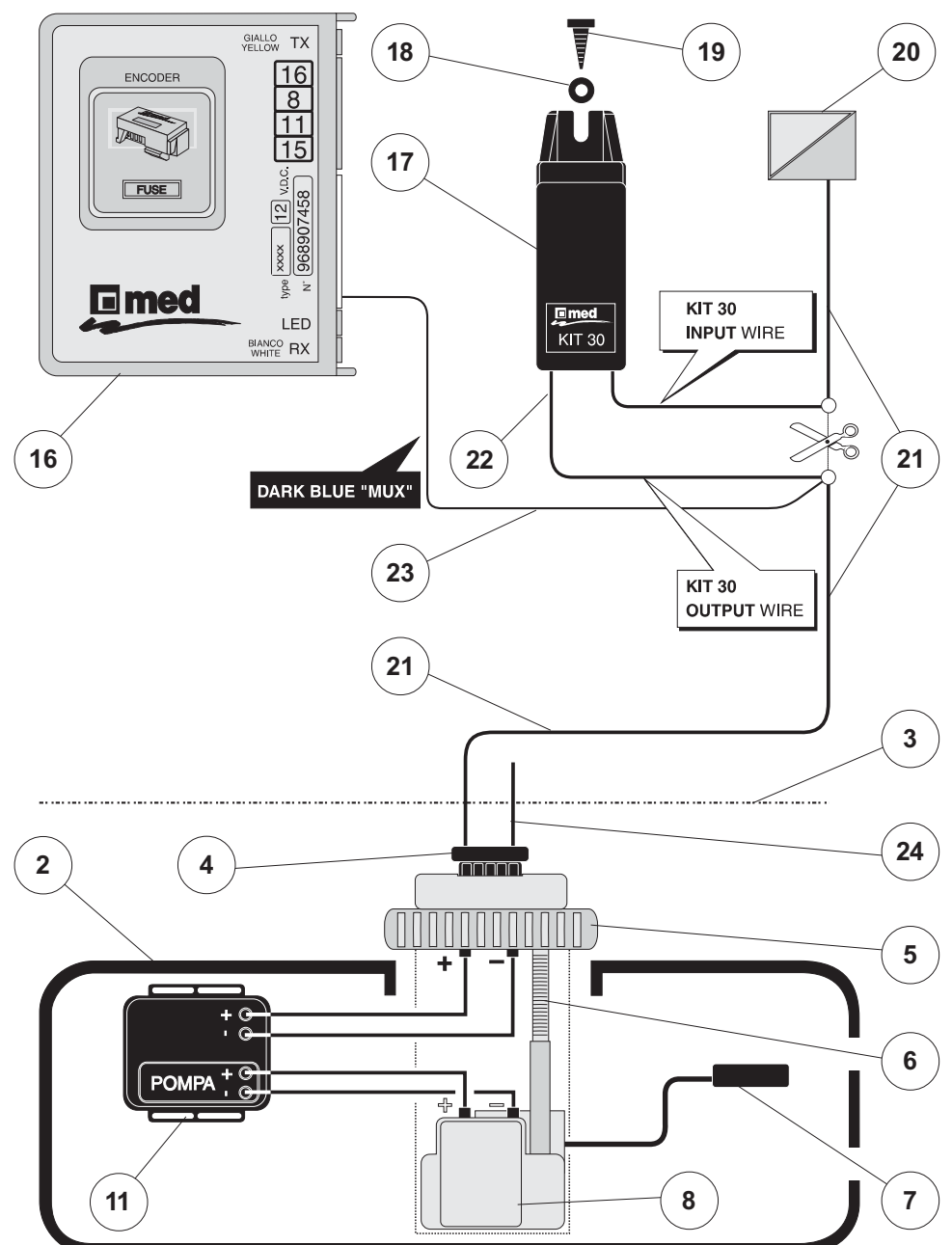
Within this limit of 20 activations, both the central unit and the IMMOBILIZER can substitute for others of a similar type without any particular operation being required.

STATUS MEMORY

The MED 30.2D immobilizer has a STATUS MEMORY, i.e. when it is disarmed it remembers and retains its "engine running with ignition key inserted" [+15 ON] condition.

The IMMOBILIZER arms when the ignition key has been turned off [+15 OFF] for at least 3/6 seconds.

WIRING DIAGRAM



Legenda

- | | |
|---|---|
| 1. Fuel pump unit | 13. Heat-shrink sheathing tube |
| 2. Fuel tank | 14. Wires on MED 30.2D side |
| 3. Vehicle panel | 15. Clamps |
| 4. Original connector of pump unit | 16. MED immobilizer control central unit |
| 5. Fuel pump retaining ring nut | 17. KIT 30 module |
| 6. Compensating spring | 18. Washer |
| 7. Float | 19. Self-threading screw |
| 8. Electric pump | 20. Original relay of fuel pump |
| 9. Fuel level | 21. Electric pump positive power harness |
| 10. Original wires powering electric pump | 22. KIT 30 output wire |
| 11. MED 30.2D immobilizer | 23. MUX immobilizer control harness |
| 12. Pump seal | 24. Electric pump negative power harness |



RECOMMENDATIONS FOR ASSEMBLY



ATTENTION! DANGER OF EXPLOSION! Take all the necessary precautions. In particular:

- **WEAR AN ANTISTATIC BRACELET** (e.g. mod. **MED BRA 302** or equivalent) **WHEN OPENING THE FUEL TANK** (to REMOVE the FUEL PUMP UNIT).
- **DO NOT SMOKE - KEEP AWAY FROM LAMPS OR ELECTRICAL DEVICES.**
- **DO NOT WORK NEAR NAKED FLAMES, SPARKS OR GLOWING PARTS.**
- **MAKE SURE THAT THE FUEL LEVEL DOES NOT EXCEED THE HEIGHT OF THE PUMP BEING REMOVED** (½ the level of the tank is advisable).
- **IT IS ABSOLUTELY FORBIDDEN TO OPERATE THE ELECTRIC PUMP OUTSIDE THE TANK.**

ASSEMBLY INSTRUCTIONS

1. Disconnect both the battery terminals and move the relative cable lugs well away.
2. Slacken off the fuel tank plug until it vents.
3. Identify the submersed fuel pump unit **1**: figure **a**.
 - through the relative inspection trap under the rear seats or in the luggage compartment;
 - if there is no inspection trap, slacken off the fuel tank after having lifted the vehicle in a safe way (comply with the instructions supplied by the manufacturer).
4. Disconnect the original power connector **4** of the fuel pump unit: figure **b**.
5. **ATTENTION: Wear an antistatic bracelet (e.g. MED BRA 302 or equivalent) and make sure that its terminal is connected to an effective grounding point on the chassis of the vehicle to prevent the formation of sparks due to electrostatic charges.**
6. Detach the fuel pipes from the pump unit, remembering to mark them (to prevent them from being reversed).
7. Mark the angular position of the pump unit on a fixed part (because it may turn afterwards).
8. Unscrew the ring nut **5** used to retain the pump unit, using the relative tool indicated by the vehicle Manufacturer.

