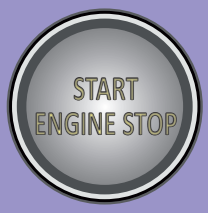
IMMOBILIZER BYPASS OF LAND ROVER & JAGUAR: START/STOP



LAND ROVER
Discovery: **III, IV, IV(R)**
Discovery Sport: **I**
Freelander: **II**
Range Rover: **III, IV**
Range Rover Evoque: **I, I(R)**
Range Rover Sport: **I(R), II**

JAGUAR
F-Type: **I**
F-Pace: **I**
XE: **I**
XF: **I(R), II**
XJ: **X351, X351(R)**

General information

The pre-installed firmware is intended for bypass of Land Rover and Jaguar OEM immobilizers of the previous model range (up to 2018 roughly). Bypass module can work with any Remote Starter supporting regular key ignition system (i.e. separate outputs for ignition, starter, etc.).

Learning

Attention: The current firmware grants a single-vehicle license without repeated re-learning to another car. Any attempt to learn the module to the different vehicle cancels the license and cannot be considered as the warranty case.

- Connect the module to the OBD-II connector in accordance with the wiring diagram. The short beep (♪) will confirm it's workability;
- One can hear three additional beeps (♪♪♪) if the module is "unlearned" and ready for the first learning;
- Move the key to the vehicle and press PTS button to turn ignition ON. Dual beep signal (♪♪) will indicate the end of successful learning procedure.

Normal operation

- Finalize the connection to the Remote Starter in accordance with the wiring diagram if it had not been done earlier;
- As soon as module receives the signal from Remote Starter to switch ignition ON it bypasses the OEM immobilizer and transmits the pulses to simulate PTS button clicking (to activate ignition);
- It's enough to send a signal for starter rotation by Remote Starter unit after it for the RS.

Attention: Starter rotation time and tachometer signal must be controlled by Remote Starter unit for safe start.

Temporary bypass prohibition

Use additional input "Temporary bypass prohibition" when you want to prevent remote start for example after alarm. 1-second pulse disallows immobilizer bypass and the following remote start until the next disarming of OEM alarm system and followed by turning ignition ON by regular way.

Diagnostics

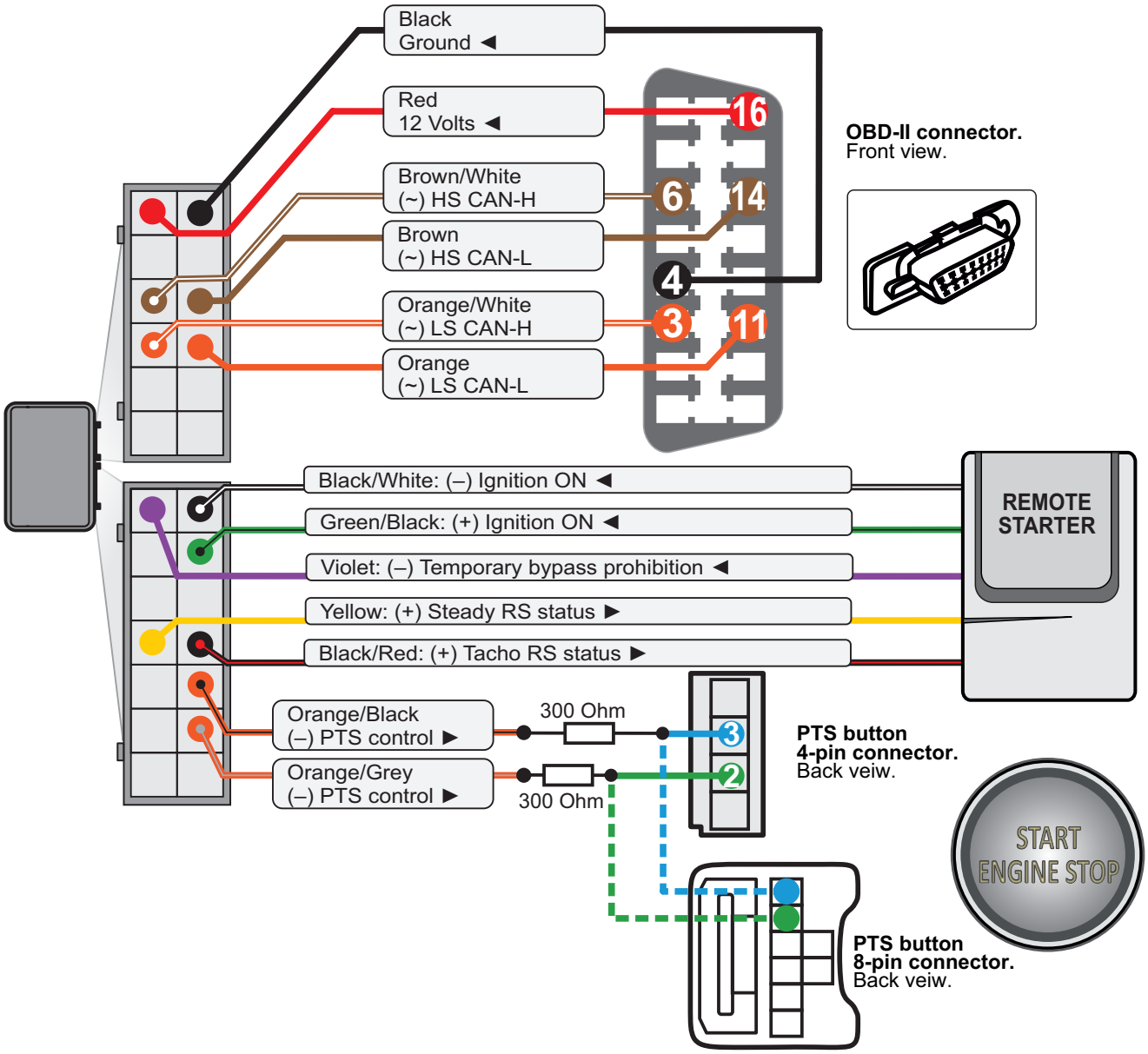
In case of unexpected errors one can hear long sound followed by short beeps (the quantity of beeps corresponds to the error code):

- 2 – HS CAN error (♪♪);
- 3 – LS CAN error (♪♪♪);
- 4 – Logical error: no response from authorization unit, authorization error, etc. (♪♪♪♪).

Short description oi Inputs / Outputs

- **Black** (Ground) & **Red** (12 Volts). Power supply. Permissible wiring to OBD-II connector;
- **Brown/White** (HS CAN-H) & **Brown** (HS CAN-L). CAN H-speed lines. Should be connected to OBD-II;
- **Orange/White** (LS CAN-H) & **Orange** (LS CAN-L). CAN L-speed lines. Should be connected to OBD-II;
- **Black/White** (Ignition ON, Negative input) & **Green/Blzck** (Ignition ON, Positive input). The appearance of the signal at each of these inputs creates the condition for immobilizer bypass with subsequent ignition activation;
- **Violet** (Temporary bypass prohibition, Negative input). 1-second impulse prohibits immobilizer bypass i.e. remote engine start until the next turning ignition ON by regular way;
- **Yellow** (Steady RS status, Positive output). This signal confirms that RS is working;
- **Black/Red** (Tacho RS status). The pulses are proportional to the tachometer data;
- **Orange/Black** (PTS control, Negative output) & **Orange/Grey** (PTS control, Negative output). Two synchronous signals to be used for PTS button pressure simulation.

Attention: The installation of current-limiting resistors 300 Ohm is mandatory requirement!



Attention: The manufacturer does not prohibit the using of different connection points but cannot warranty the workability of module in this case.

Attention: Do not use OEM relay for solenoid starter switch control to avoid «Check» errors accumulation. Use the additionally installed under the hood relay for this purpose.