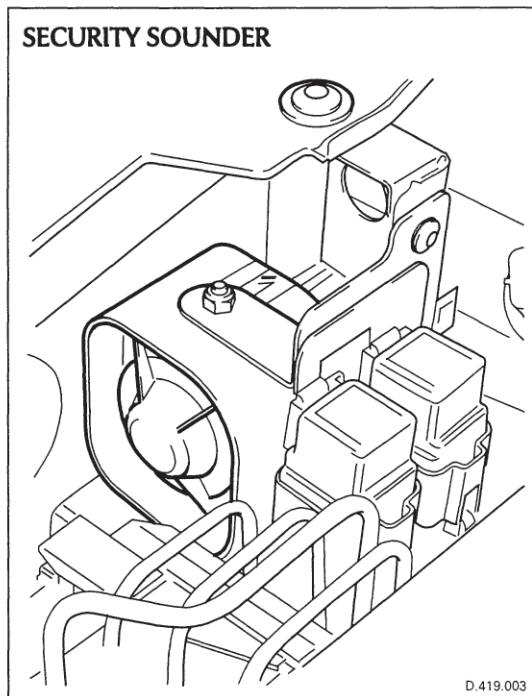
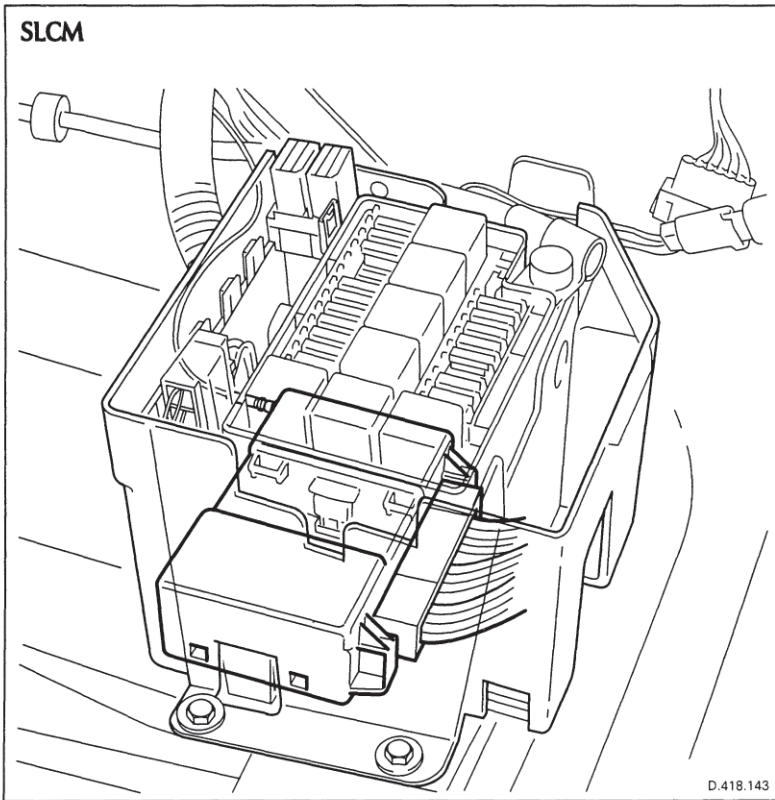


Security System

With the introduction of the SCP network and the door control modules, the architecture and operation of the security system are now similar to that of the security system on the XK8. The four button key-ring transmitter from the XK8 has also been adopted.

The SLCM is now installed in the electrical carrier in the trunk and, where fitted, the security sounder is now installed on the left side of the engine radiator.

The security features available remain as they were for the 97 Model Year Sedan.



Engine immobilisation is introduced. The engine immobiliser ensures the engine can only be started using a valid ignition key. A key transponder control module, installed in the fascia next to the control column, is linked to the BPM, the ECM and a reader/exciter coil around the ignition switch. The KTCM is programmed to recognise a uniquely coded transponder in the head of each key supplied with the vehicle. When a key is installed in the ignition switch and turned to position I (auxiliary), the KTCM uses the reader/exciter coil to read the transponder code. When the key is turned to position II (ignition), the KTCM exchanges signals with the BPM and ECM and, if the key is valid, fueling, ignition and cranking functions are enabled to allow the engine to start when the key is turned to position III (crank). If the key is invalid, the fueling, ignition and cranking functions are inhibited and the engine cannot be started. Programming of replacement keys is by use of the PDU.

KEY TRANSPONDER CONTROL MODULE