Integrated Keyhead Transmitter (IKT)

1

2

3

A

B

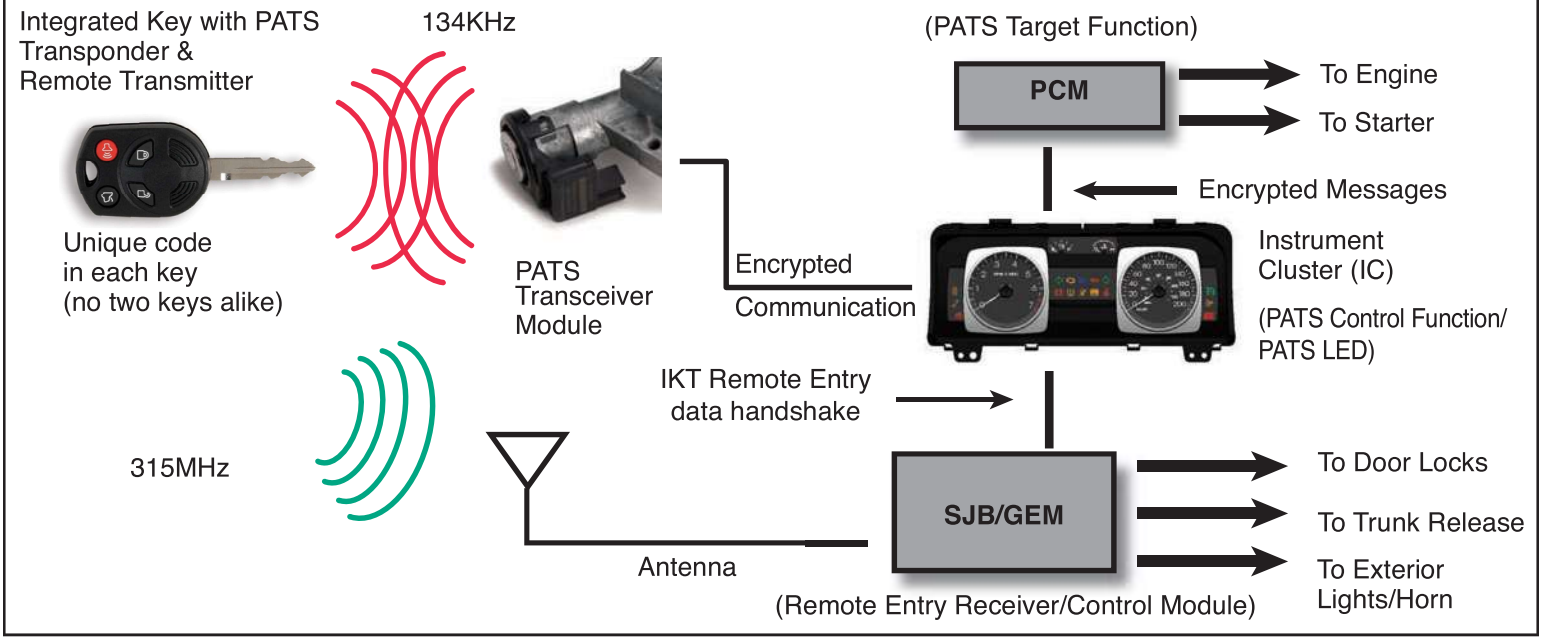
C

D

Use CR2032 Battery
Replace with + side up.
Do not wipe battery terminals.

Transmitter Type					
Model Year:	**2006**	**2007**	**2008**	**2009**	**2010**
Edge		2A, 3A	2A, 3A	2A, 3A	2A, 3A
Escape			2A	2A	2A
Expedition				2A	2A
Flex				2A, 3A	2A, 3A
Fusion	1A	2A	2A	2A	2A
Mariner			2B	2B	2B
Milan	1B	2B	2B	2B	2B
MKS				2C	2C
MKT					2C
MKX		2C, 3C	2C, 3C	2C, 3C	2C, 3C
Mustang					2A
Navigator				2C	2C
Sable			2B	2B	2B
Taurus			2A	2A	2A
Taurus X			2A, 3A	2A, 3A	
Tribute			2D	2D	2D
Zephyr/MKZ	1C	2C	2C	2C	2C

Basic Operating Premise



IC DTC	Description
B1138/B1218-44	Memory Full – programming of more than 4 IKTs was attempted
U1901	CAN Network #2 Communication Bus Fault – Receive Error unsuccessful communication to other modules due to bus fault
B1137*/B1218-51	Data not programmed – IKT data stored in IC memory has not successfully transferred to the SJB yet
B1139/B1218-81	Invalid TIC – programming of an IKT with invalid TIC was attempted, remote programming was unsuccessful (replace IKT)
SJB DTC	**Description**
B1138/B1218-44	Memory Full – programming of more than 4 IKTs was attempted
B1139/B1218-81	Invalid TIC – programming of an IKT with invalid TIC was attempted, remote programming was unsuccessful (replace IKT)
Message Center Display	**Description**
IntKey Could not Program	Programming of an IKT with invalid TIC or programming of more than 4 IKTs was attempted

* No transfer of data could be done due to one of the following reasons: Key was not left in RUN position for 6 or more seconds, SJB was not installed in vehicle yet, SJB communication network is down, SJB is inoperative, or minimum # of PATS keys has not been met.

This information can also be found on the PTS and FMCDealer.com websites.

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Helpful Hints

- In order to minimize inadvertent activation of features while the driver is attempting to start/turn off the vehicle, remote control functionality is inhibited from operating for 1.5 seconds after each of the following:
  - Key in ignition recognition
  - Transition from one ignition position to another ignition position (e.g. OFF to ACC, ACC to RUN, etc.)
  - Key out of ignition recognition
  - NEVER operates while the ignition is in the START position
- **IKTs should NOT be programmed to vehicles on which they are not standard equipment. Doing so may cause intermittent behavior or unexpected actions.**
- Standard fob transmitters and standard PATS keys CAN be programmed to operate on IKT equipped vehicles.

Programming Tips

- IKTs should be programmed using the standard PATS Key Programming Procedures (See PATS Job Aid or Workshop Manual Section 419-01B). This ensures that both the PATS and Remote Control functionality are programmed in one operation.
- To ensure keys are properly programmed for both PATS and Remote Entry, after cycling each IKT to the RUN position, the IKT must remain in the RUN position for at least 6 seconds. This time allows for the Remote Entry data transfer to complete.
- Up to 8 PATS keys can be programmed to a vehicle. Of the 8, a maximum of 4 can be IKTs. If more than 4 IKTs are programmed, only the PATS portion of the key, not the remote control function, will work for the keys programmed after the first 4.
- Up to 4 standard fob transmitters can be programmed to the vehicle, in addition to the 4 IKTs.

Replacing PATS/RKE Related Parts

- ***Integrated Key*** – When replaced, the new key must be programmed for both PATS and Remote Entry operation (use procedure listed on PATS Job Aid or Workshop Manual Section 419-01B) and the blade must be mechanically cut to the vehicle.

  Note – To prevent possible use of a lost IKT, when replacing an IKT, the Ignition Keycode Erase command should always be used and all existing IKTs and standard PATS keys should be reprogrammed to the vehicle.
- ***Instrument Cluster (IC)*** – When replaced, all IKTs must be programmed for PATS to operate (use procedure listed on PATS Job Aid or Workshop Manual Section 419-01B). **No additional action is required to program the Remote Entry transmitter portion of the IKT.** However, Remote Entry will not operate on either of the two IKTs being programmed until both are programmed successfully for PATS. A Parameter Reset MUST also be performed on both the Instrument Cluster and the PCM (if not, the vehicle will not start).
- ***SJB*** – When replaced, all IKTs must be reprogrammed to the SJB to operate the Remote Entry system. To program the IKTs to the SJB, insert each IKT into the ignition and turn to RUN, leaving it in that position for a minimum of 6 seconds. Note that it is NOT necessary to erase and reprogram the keys via the PATS method if only the SJB is replaced.
- ***PCM*** – When replaced, a Parameter Reset MUST be performed on both the Instrument Cluster and the PCM (if not, the vehicle will not start).

Note when replacing both SJB and Instrument Cluster: If the SJB is replaced before the IC, the data will automatically be transferred to the SJB when the keys are programmed to the IC using the IC replacement method above. No additional programming to the SJB is required. However, if replacing the IC and reprogramming keys before replacing the SJB, the procedure for replacing the SJB, mentioned above, must be followed.