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Installation of the GSM/GPS Tracking System



The accessory GSM/GPS Tracking System generically can be defined as Vehicle Tracking System. In this workshop manual, the initials VTS is the abbreviation of Vehicle Tracking System, therefore every time the initials VTS appears it reports to the accessory that is being installed.

The composition of the kit.

In the kit that is supplied by Lamborghini the elements those are showed in the **picture 1** are present:

1. Control Unit (ECU) of the VTS - quantity 1;
2. Driver-Card - quantity 2 (only 1 for the Belux market);
3. bracket necessary to fix the VTS ECU in the car - quantity 1;
4. user manual of the VTS - quantity 1;
5. harness of the VTS - quantity 1;
6. top part of the metal cage that is used to contain the VTS ECU - quantity 1;
7. bottom part of the metal cage that is used to contain the VTS ECU - quantity 1;

In the kit the following three antennas those are showed in the **picture 2** are included:

8. GSM antenna: it must be fixed in the car so that its flat surface will be upwards. It's mean that the side that must be fixed on the vehicle's part will be the side where the antenna's cable is connected.
9. GPS antenna: it must be fixed under the windscreen in a perfectly horizontal position.
10. Antenna of the Driver Cards: it must be fixed to a earth point and it will be not covered by metallic parts.

Nel kit è fornito il seguente materiale d'installazione illustrato in **figura 3**:

11. M6 self-locking nut - quantity 2;
12. M5 self-locking nut - quantity 2;
13. M6 hexagonal head screw M6 - quantity 2;
14. M5 torx screw - quantity 2;
15. big faston - quantity 5;
16. black connector for the fuse - quantity 2;
17. red fuse 10A - quantità 1;
18. beige fusibile 5A - quantity 1;
19. adhesive pad - quantity 1.

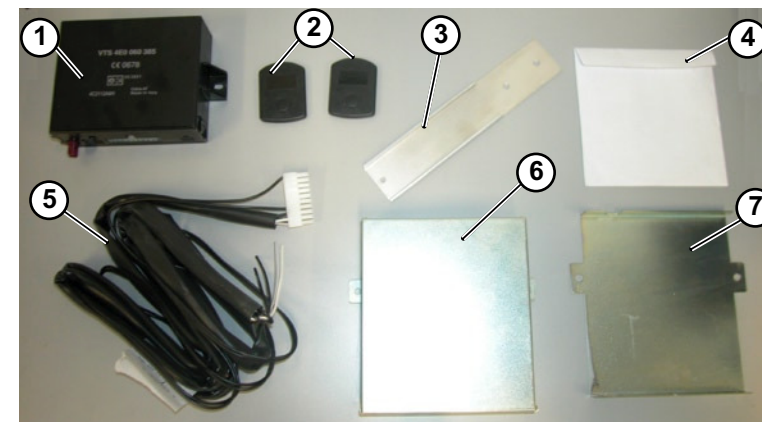


Fig.1



Fig.2

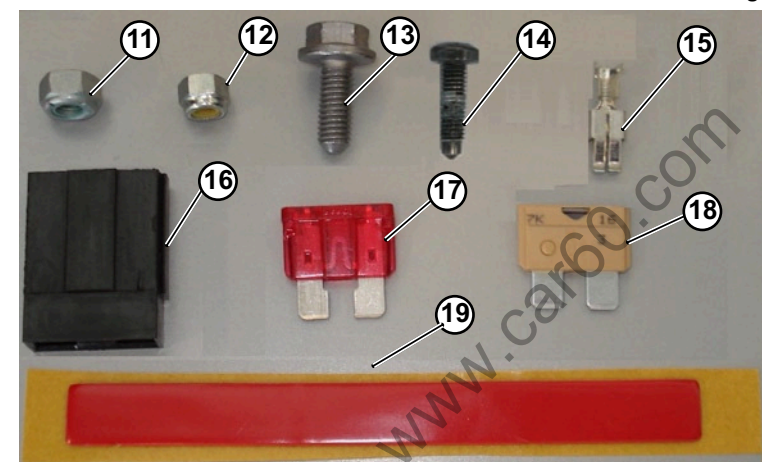


Fig.3




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Communication of the data to the "National Service Provider"

1. Download the VTS Service documentation at: www.cobra-at.com. To carry out this activity:
 - Click on "Login" (upper right of the page).
 - Enter your country login and password.

 These login and password can be provided by local service provider, phone number available at the bottom of login page.

2. Collect all the customer's and vehicle's data and fill the "VTS Application Forms"
3. Fax to the "National Service Provider" the "VTS Service Contract Form" properly filled at least 1 hour before starting the Initialisation process (described at page 10).

Preliminary operation

- Unplug (without remove it) the vehicle's battery (091503)
- Remove the foot-rest of the passenger side
- Disassemble the passenger side lower dashboard (086803 – reference R)
- Remove from the proper bracket the fuse box present behind the passenger foot-rest.
- Disassemble the multimedia system (097503 – reference B).
- Disassemble the kombi (086803 – reference N)
- Disassemble the steering wheel (087503 – reference A)
- Disassemble the steering wheel cover (087503 – reference B)

 **You have not to remove all the connector plugged in the multimedia system; it is sufficient remove the RNS-E from the position on the dashboard in order to facilitate the passing of the VTS harness.**

Positioning of the GSM, GPS and Driver-Card Antennas.

4. Remove the little pellicle on the adhesive that are present under the GPS antennas.
5. Pay attention to the informations concerning the GPS antenna present in the previous page. Position the GPS antenna (9-Fig.2) in a perfectly horizontal position on the pipeline of the air-conditioner (A-Fig.4) that are present under the dashboard on the passenger side. It's not necessary to remove the dashboard, it's possible insert from below the antenna in the indicated point (B-Fig.4).
6. Fix the adhesive pad (19-Fig.3) supplied with the kit on the not flat surface of the GSM antenna (8-Fig.2) (the right side is the one where the antenna's harness is insert.)
7. Position the GSM antenna on the same air-conditioner pipeline (A-Fig.4) where the GPS one has been placed; it's possible place the GSM antenna in oblique position (C-Fig.4) on the right side of the GPS one.

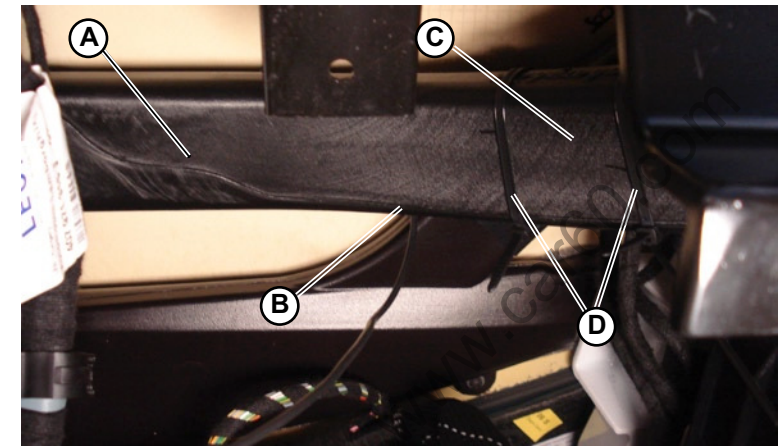


Fig.4



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8. Fix the GSM antenna in the right position using two cable tie of the ones supplied in the kit; the cable tie must be positioned on the extremities of the GSM antenna (**D-Fig.4**).



The picture beside (**Fig.5**) show, with dashboard removed, the exact point where place the GPS (**E-Fig.5**) and GSM (**F-Fig.5**) antennas. The scope of this immagine is to show, in the best possible way, where place the antennas; it's not necessary to remove the dashboard to carry out this operations.

9. In the zone behind the passenger foot-rest, on the side of the door, upper than the fuse box, there is a flanged screw (**G-Fig.6**) that is used to fix a bracket on the chassis. Remove this screw and insert it in the little loop present on the harness of the Drive-Card Antenna (**H-Fig.6**); afterwards re-assemble the screw (with the loop) as it was assemble before starting this operation.

10. Position the harnesses of these 3 antennas so that the their connectors can arrive in the zone upper the fuse box that are present in the passenger side.



The harnesses of the 3 antennas are longer than necessary; absolutely do not cut the antennas' harness. It's necessary place them in an orderly manner in the zone where the ECU will be installed and it's necessary fix it with cable tie or adhesive tape at some fixed support (like other harnesses of bracket). In order to avoid possible malfunctions of the VTS, it's necessary do not wrap up the harnesses in tight way.

Preparation of the GSM/GPS Tracking System's harness.

At the end of each wire of the VTS harness (that is supplied with the kit) there are a little sign in order to identify which is the function of that wire. An example of those signs are show in the picture (**I-Fig.7**).

The following table describe the layout of the VTS harness.

VTS Control Unit's Connector			
PIN	Colour	Sign	Function
1	Black	1	Crank inhibition (in)
7	Black	1	Crank inhibition (out)
8	Black	+15	Verify the engine start (Key on)
9	White		Output to control the buzzer
10	Grey-White		Verify the antitheft start.
19	Black	+30	Power supply
20	Black	GND	Ground Signal

The white and the grey-white wires will be not used to install the GSM/GPS Tracking System on Gallardo. If you choose to shorten the cable, cutting the ends of the wires, we suggest to mark each wire, as you please, in order to can identify the different wire also after have shorten them.

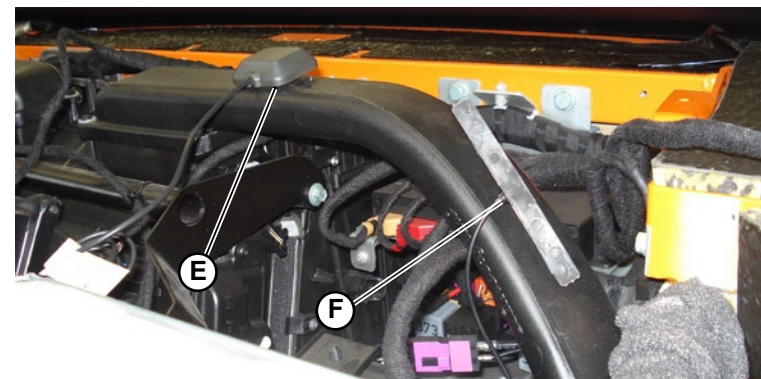


Fig.5

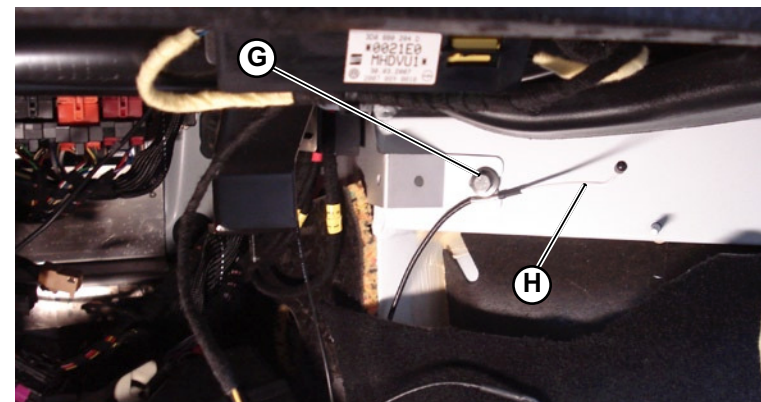


Fig.6




Fig.7

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11. In the VTS harness that is supplied with the kit, identify the wire of the power supply; this wire is characteristic by the sign +30 at its end. Cut the wire and uncover the two extremes those are derived from the cutting.

 We suggest to cut the wire of the power supply and the one of "key on" (operation 15) 20 cm before the end of these wires. To realize this operation it's also necessary to cut and open the end part of the cable sheath.

12. Connect one of the four big fastons (15-Fig.3) supplied with the kit to each uncovered extremes (L-Fig.8).
13. Insert the two extremes with the fastons (L-Fig.8) in one of the two black connectors (16-Fig.3) supplied with the kit; the two extremes with the fastons must be insert until it's possible to hear a little click and the wires are blocked in the black connector (M-Fig.8).
14. As showed in the picture beside (Fig.8), insert in the black connector (M-Fig.8), at the opposite side of the wires, the red fuse 10A (17-Fig.3) supplied with the kit.

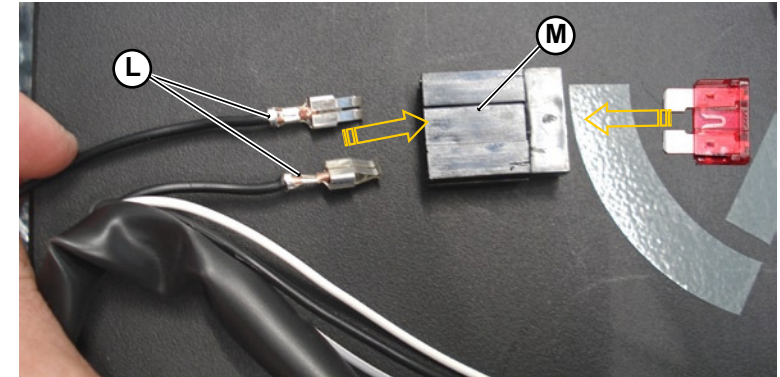



Fig.8

 **When the red fuse is assemble, it's necessary remove it from the black connector. This red fuse will have to be assemble, in the same manner that is here described, during the initialisation process of the VTS (the step 2 of the procedure). At this point, it's necessary to be sure that the VTS harness is ready and memorize the position of the black connector where the red fuse will have to be insert.**

15. In the VTS harness that is supplied with the kit, identify the wire of the "key on"; this wire is characteristic by the sign +15 at its end. Cut the wire and uncover the two extremes those are derived from the cutting.
16. Connect one of the big fastons (15-Fig.3) supplied with the kit to each uncovered extremes.
17. Insert the two extremes with the fastons (L-Fig.8) in one of the two black connectors (16-Fig.3) supplied with the kit; the two extremes with the fastons must be insert until it's possible to hear a little click and the wires are blocked in the black connector (M-Fig.8).
18. Insert in the black connector (M-Fig.8) the beige fuse 5A (18-Fig.3) supplied with the kit.
19. The final result of these operations must be the same of the one showed in the picture beside (Fig.9).
20. In the installation of the VTS on the Gallardo, the white wire and the grey-white wire are not used. Cut these two wires in a point near the end of the cable sheath's and afterwards protect the wire's end using the insulating tape.
21. Using black flock tape, unit the +30, +15 and GND wires and protect them from the end of the cable sheath to the end of themselves.

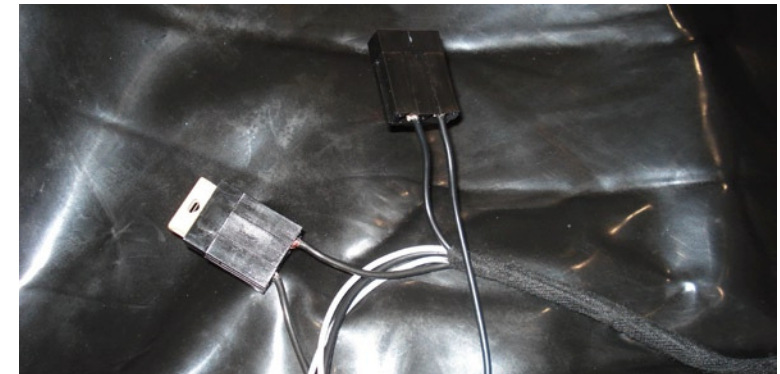


Fig.9

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Connectioning of the harness of the GMS/GPS Tracking System.

22. In the zone behind the foot-rest of the passenger side, locate the big black connector (**N-Fig.10**) present behind the fuse box; it's the connector of the harness that goes into the fuse box.

23. Remove 10 cm of protective tape from the wire assembly of the black connector (**N-Fig.10**). During this operation pay attention in order to don't cut the wires.

STOP Do not disconnect wires present in the car from the connector. Simply connect to them, without cutting them. All connections between wires must be soft soldered and must then be protected with insulating tape (as shown in Fig.10). After making all of the connections, protect the visible part of the wiring harness with black flock tape. Be careful not to damage the car's interior when creating these connections.

24. It's necessary connect the wires of the VTS harness to the car's wires those are connected with the black connector (**N-Fig.10**) of the fuse box. To carry out this operation follow the instructions those are present in the following table:

VTS Wires - White connector				Black connector n°459 - Picture 10			
PIN	Colour	Sign		PIN	Colour	Number	Description
20	Black	GND	→	B8	N (Black)	401	Ing 31 (GND)
19	Black	+30	→	B2	BR (White-Red)	382	Ing. (+30) for electronics
8	Black	+15	→	B1	HR (Grey-Red)	385	+15

25. Protect the soft soldering using insulating tape as shown in the picture beside (**O-Fig.11**)

26. Using black flock tape, cover the harness of the black connector in order to protect it as it was protect before start these operations.

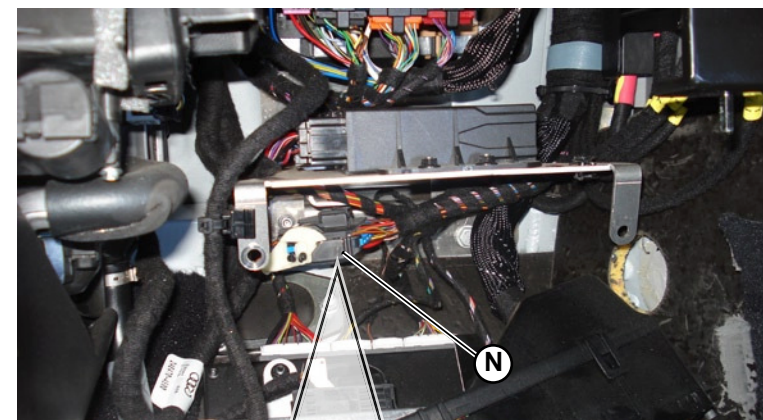


Fig.10

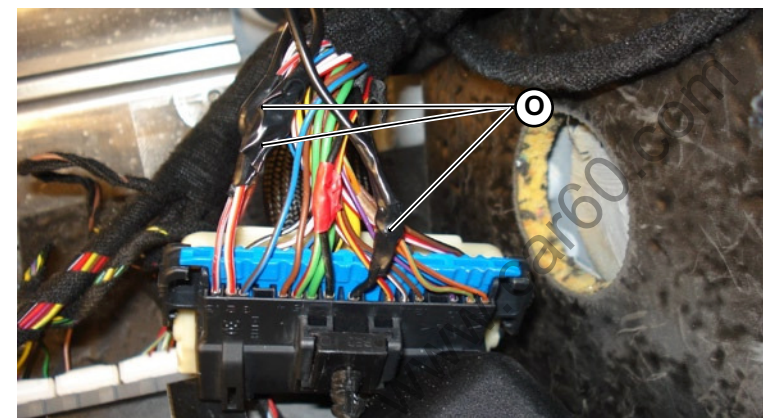
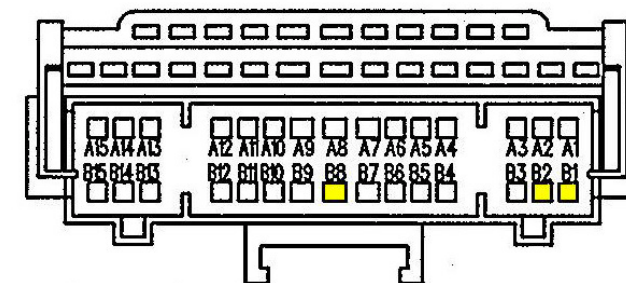


Fig.11

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Connectioning of the wires of the crank inhibition

1. Unit and cover with the black flock tape the two black wires those are necessary to carry out the crank inhibition. These two wires are black and at their ends there is the sign "1".
2. Lay the two wires of the crank inhibition, those was covered by the previous operation, from the zone of the fuse box to the connector of the ignition key (key's block); to carry out this operation the wires must pass behind the multimedia system (RNS-E).
3. Using the black cable-ties supplied with the kit, fix the wires, positioned by the previous operation, at some fixed support (for example: brackets or other car's harnesses).
4. Locate the black/violet connector (**P-Fig.12**) of the ignition key and disconnect it from the key's block of the car.
5. Cut the two blue wires connected to the pin 5 of the black/violet connector (**P-Fig.12**) and afterwards uncover the two couple of extremes (**Q-Fig.12**) those are derived from the cutting. The result of this operation must be: a couple of blue wires that leaves the black/violet connector (**P-Fig.12**) and another couple of blue wires that come from the central wiring harness of the car.

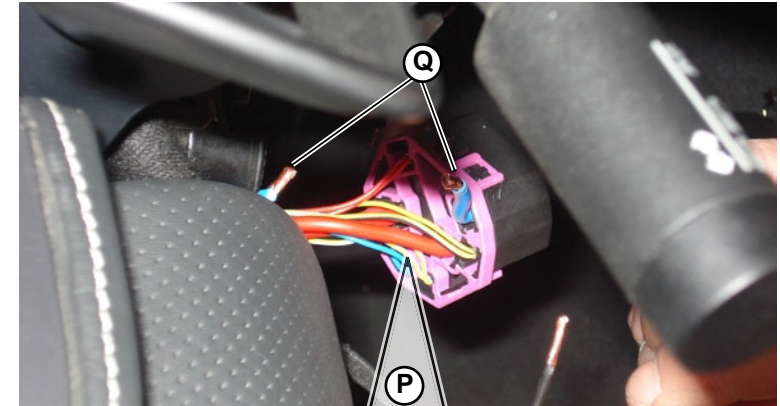
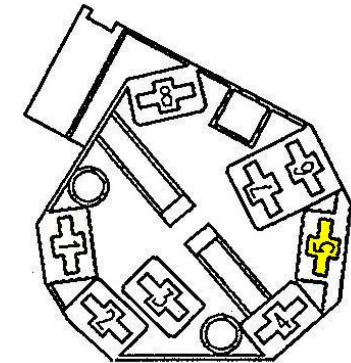


Fig.12



i It's possible that there is only one blue wire connected in the pin 5 of the black/violet connector (**P-Fig.12**). In this case, not far from the black/violet connector, this blue wire is split in two different blue wires; it's necessary to cut the blue wire near the black/violet connector (before the split) because in this way it is possible to block both the signal of this wire.

6. As showed in the picture beside (**R-Fig.13**), it's necessary to unite the two blue wires of each couples and solder their (soft solder) with one of the two VTS wires of the crank inhibition those are positione by the operation 2 (of this page). The result of this operation must be: a couple of blue wires soldered with a black VTS wire and the other couple of blue wires soldered with the other black VTS wire. In this way the VTS control unit is serial connected with the two blue wires those are necessary to transfer the ignition signal from the key's block to the engine starter.
7. Protect the soft soldering using insulating tape as shown in the picture beside (**R-Fig.13**) and, using black flock tape, cover the harness of the black/violet connector in order to protect it as it was protect before start these operations.
8. Connect the black/violet connector (**P-Fig.12**) to the key's block of the car.

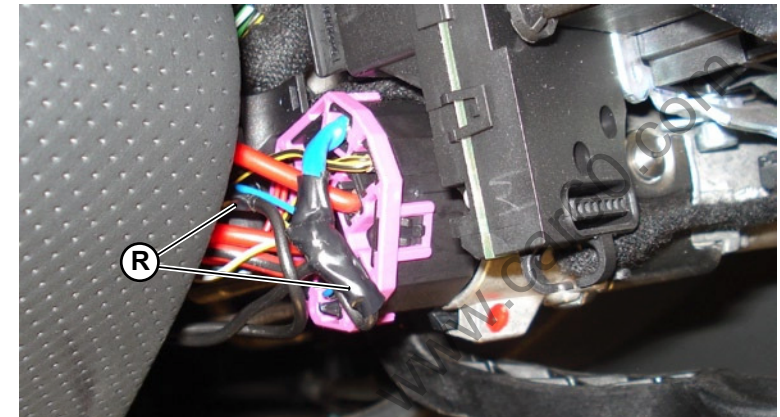


Fig.13



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Connectioning of VTS Control Unit (ECU)

27. As show in the picture beside (**A-Fig.19**), assemble the end of the GSM antenna's wire (**8-Fig.2**) in the violet connector supplied with the kit.
28. Connect to the VTS ECU (**B-Fig.19**) all the necessary harnesses. In the front side, connect the connector of the VTS harness (**C-Fig.19**), the connector of the GPS antenna (**D-Fig.19**) and the one of the GSM antenna (**A-Fig.19**). In the rear part of the ECU, insert the connector of the Driver Cards antenna (**E-Fig.19**).
29. Assemble the kombi (Workshop Manual **086805** – reference **N**).
30. Assemble the steering wheel cover (Workshop Manual **087505** – reference **B**).
31. Assemble the steering wheel (Workshop Manual **087505** – reference **A**).
32. Connect the vehicle's battery (Workshop Manual **091504**)

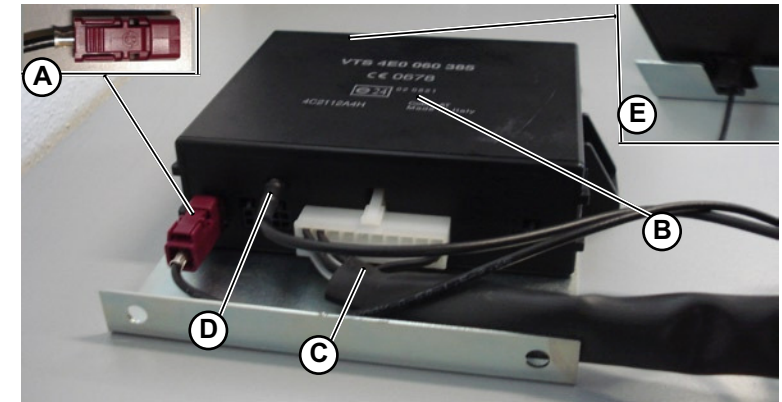


Fig.19

Configure and activate the GSM/GPS Tracking Systems



In order to configure and activate the VTS it's necessary to call the "National Service Provider" (NSP) and at the same time carry out some operation on the car; for this reason we suggest to use a portable/mobile phone.

1. Start the car's engine in order to verify that the vehicle works fine. If there is any problem, before go on with the other operations, consult the **"Guide to resolve the problem"** in the last page of this manual.
2. Verify that the operation 1 and 2, at the page 1 of this manual, are done (verify the communication of the data to the "National Service Provider").
3. Follow the procedure described in the table **"Initialisation procedure of the GSM/GPS Tracking System"** that is present in the **next page** of this manual.
4. At the end of the initialisation process, the "National Service Provider" must confirm to Dealer the successful activation of the GSM/GPS Tracking System.



The vehicle can be delivered to the customer only after the verification and the confirmation that the GSM/GPS Tracking System is fully operational and works fine.



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Initialisation procedure of the GSM/GPS Tracking System

Step	Requirements			Service	Action
	Ignition	Driver card 1	Driver card 2		
1	Off	Off	Off	Standard	Call the national service provider to initialise the VTS. Ask if data has been loaded and if it is possible to power on the ICD. End of the call [for details of country-specific telephone numbers, see VTS Service document]
2	On/Off	Off	Off	Standard	Insert fuses to power on ICD. Switch Ignition On for 1 sec and then Off
3	On	Off	Off	Standard	Drive the vehicle outside and park out in the open air (no canopy, etc.)
4	On	Off	Off	Standard	Provider configures ICD and carries out diagnostics on the GPS and GSM module. When the diagnostic work is complete, the provider calls the dealer to communicate vehicle position (city,street etc.)
5	On	Press button	Press button	Standard	Provider enables Driver Cards (DC) "learning mode". Within maximum 5 minutes, press buttons of Driver Cards, one after the other for one second. Do not switch off the Driver Cards. Provider confirms the successful Driver Cards detection.
6	On	Off	Off	Standard	Switch off driver cards 1 & 2
7	Off	Off	Off	Standard	Switch off ignition, wait 40 seconds.
8	Off	Off	Off	Standard	Provider carries out internal 2nd test mode; ask if VTS is "armed"
9	Off	On	Off	Standard	Switch on driver card 1
10	Off	On	Off	Standard	Provider carries out internal 3rd test mode; ask if VTS is "disarmed"
11	Off	On	Off	Standard	Ask the provider to activate the "crank inhibition"
12	Off	On	Off	Standard	After confirmation wait 40 seconds
13	On	On	Off	Standard	Try to start the engine; Remark: engine should not start
14	Off	On	Off	Standard	Switch OFF the Ignition Key. Ask the provider to deactivate the "crank inhibition"
15	On	On	Off	Standard	After confirmation try to start the engine again; Remark: engine should start
16	Off	On	Off	Standard	Provider confirm succesfull installation and testing phase
17	Off	On	Off	Standard	Both Drivers Cards have to be delivered to Customers. Please ensure that only one driver card is ON (LED blinking)



The vehicle can be delivered to the customer only after the verification and the confirmation that the GSM/GPS Tracking System is fully operational and works fine.

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Positioning of the whole: VTS ECU and metal protection cage

33. As shown in the picture beside (**Fig.20**), place the VTS Control Unit (**1-Fig.1**) (with all harnesses connected) on the bottom part of the metal cage (**7-Fig.1**) supplied with the kit.



Fig.20

34. Using the top part of the metal cage (**6-Fig.1**), close the VTS ECU (with all harnesses connected) into its metal protection cage as shown in the picture beside (**Fig.21**). The picture beside (**F-Fig.21**) shows also how the bottom part and the top one have to be perfectly jammed between them. The harnesses connected at the VTS ECU have to come out through the special hole (**G-Fig.21**) present in the side of the metal protection cage.

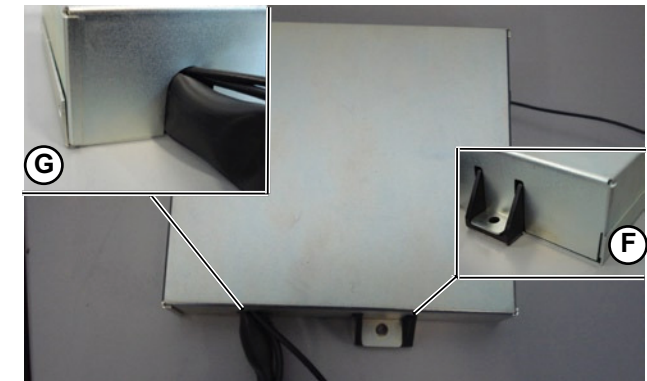


Fig.21

35. Place metal bracket (**3-Fig.1**) supplied with the kit on (**H-Fig.22**) the whole VTS ECU and metal protection cage so that the hole of the metal bracket coincide with the two fixing hole of the whole (**I-Fig.22**, **L-Fig.22**). The metal protection cage have to stop on the flat face of the metal bracket; as a consequence the bended edge of the bracket have to be direct upwards, as shown in the picture beside (**Fig.22**).
36. Using one M5 torx screw (**14-Fig.3**) and the proper M5 nut (**12-Fig.3**) supplied with the kit fix the metal bracket (**H-Fig.22**) on the whole VTS ECU and metal cage; at this point fix the component using only the hole (**I-Fig.22**) place at the end of the metal bracket, as shown in the picture beside (**Fig.22**).

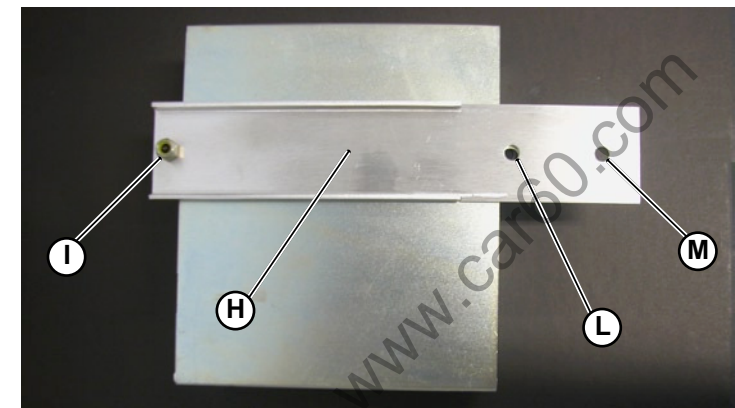


Fig.22



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37. Locate the black metal support (**N-Fig.23**) fixed at the car's chassis behind the glove box of the passenger side.
38. Position the whole metal bracket, VTS ECU and metal cage (assembled by the previous operations 35 and 36) below the black metal support (**N-Fig.23**) located at the previous point. The metal bracket have to be positioned so that its two nearest hole (**L-Fig.22**, **M-Fig.22**) perfectly coincide with the hole present on the black metal support of the car's chassis.
39. Using one M6 screw (**13-Fig.3**) and the proper M6 nut (**11-Fig.3**), fix the bracket (**H-Fig.22**) at the black metal support (**N-Fig.23**) using only the hole nearest the car's chassis (**O-Fig.24**).
40. Insert the second M5 screw (**14-Fig.3**) in the other hole of the black metal support (**P-Fig.24**) and pass it also through the hole of the bracket and the metal cage. Using the proper M5 nut (**12-Fig.3**) fix the bracket, the cage at the black metal support (**P-Fig.24**) of the car's chassis. In this way the metal protection cage that contain the VTS ECU and the metal bracket supplied with the kit are fixed at the car's chassis.

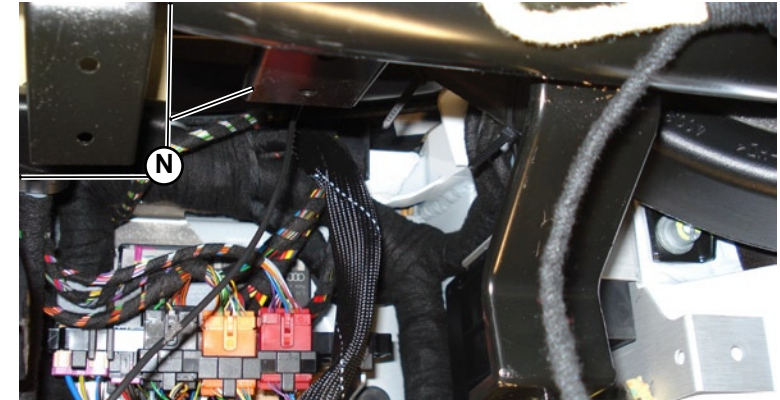


Fig.23

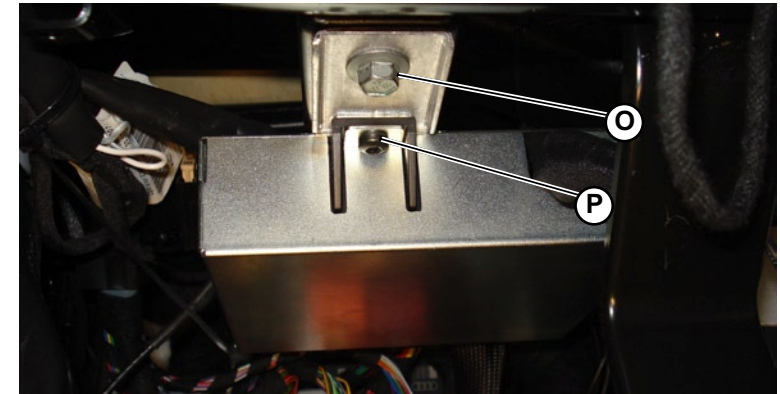


Fig.24

STOP For security reasons, it's necessary to locate the harnesses used to install the system in a way that they are hidden when the car will be completely assemble; no one will have to be able to see the harnesses of the VTS or the antennas ones when he see the passenger foot-rest zone of the car. For this reason we suggest to hide the hanesses above the VTS ECU or behind the car's mats

Final operations

- Assemble the multimedia system (**097503 – reference B**).
- Fix at the proper bracket the fuse box present behind the passenger foot-rest.
- Assemble the passenger side lower dashboard (**086803 – reference R**)
- Assemble the foot-rest of the passenger side



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Guide to resolve the problem

Start the car's engine to verify if the vehicle works fine; if there is any problem, proceed to carry out the following checking operation.

- Verify that the all car's fuses those are present in the fuse box work fine; in particular it's necessary pay utmost attention at the following fuses (referring to the fuse box' layout present behind the foot rest):
 - +15 GFA : fuse number 26;
 - +30 GFA : fuse number 9;
 - fuse number 21;
 - fuse number 7;

If a fuse is blown it's necessary to change it with a same fuse (of the same power).

- Verify that the VTS ECU is correctly supplied (energized). To carry out this check it's necessary to use a tester and verify that there are the following currents in the main connector of the VTS ECU:
 - 12 V in the pin 19;
 - 12 V in the pin 8 only when there is the ignition key in on position.

If there is any anomaly, it's necessary to verify if there is a problem or interruption in the entire route of the all wires. In particular pay utmost attention at the connection between the VTS harness and the car's wire; check if the correct connection are made and if they are made in the right manner.

- Check all the connections and, most of all, the soft solders those are made during the installation process. Pay attention also to the two fuses (10A red and 5A beige) that are supplied with the kit and have been installed on the VTS harness.
- In the Gallardo equipped with manual gearbox, check that the wires of crank inhibition are connected in the right manner; verify also the correct work of the yellow relay and check that the wire of crank inhibition of the VTS harness with the pigtail has been correctly put to ground (operation number 14 at page 8).