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An ISO 9001:2000 Registered Company

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### Gateway<sup>AI</sup> with Compatibility Mode Enabled

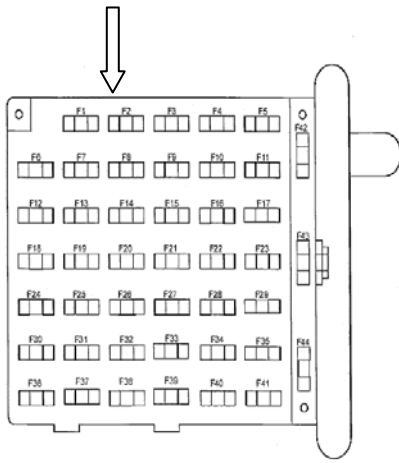
The InterMotive Gateway<sup>AI</sup> is plugged into the vehicle's OBDII scan tool connector and communicates with the vehicle. The Gateway<sup>AI</sup> is designed to enter scan tool detection mode whenever it sees a CAN message from another tester. The Gateway<sup>AI</sup> module will go into a safe state, lock down the shift lock solenoid and the module will then go to sleep. This is not desirable for users who wish to use two devices on the vehicle's OBDII CAN bus (such as a fuel economy module or other CAN-based non-scan tool devices). A special "Compatibility Mode" was created for Gateway<sup>AI</sup> which will allow it to co-exist with other devices on the vehicle's CAN bus without going to sleep, provided the other CAN device follows the InterMotive Compatibility Mode protocol. This allows two devices to share the CAN bus even though the vehicle manufacturer does not make explicit provision for this capability.

The following requirements must all be followed to allow Compatibility Mode to function properly.

1. Gateway<sup>AI</sup> must be programmed with firmware v4.0 or later.
2. The Gateway<sup>AI</sup> module requires a new configuration file with the "Compatibility Mode" option enabled.
3. The third party module **MUST** have updated firmware to support the InterMotive Compatibility Mode protocol.

In addition to the firmware requirements, the following wiring harness modification is required for use with Compatibility Mode.

Locate the red wire in cavity #1 of the Gateway<sup>AI</sup> Data Link harness. Cut this wire about 3-4 inches above the white 6-pin connector. Tape the other cut side of the red wire that runs into the harness and place it back into the split loom. Using solder and heat shrink tubing or tape, extend the red wire to a length of about 2 feet. **Do not use butt connectors.** Connect the newly lengthened red wire to a power source that is hot in "Start & Run" only. Verify that voltage is present only in the "Start & Run" key positions using a voltmeter. Parallel tap into the appropriate hot in "Start & Run" circuit by stripping a section of insulation, soldering and using electrical tape or heat shrink tubing. **Do not cut the OEM circuit.** See suggested sources by vehicle type below.



### 2005-2008 Ford E-Series:

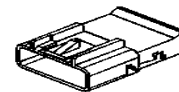
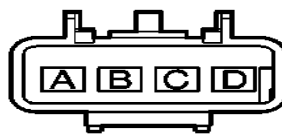
Disconnect vehicle battery. Locate the Red/Yellow wire that runs to Fuse F2.2 (2005-2006) or F2 (2007-2008) (10 Amp) by removing the under dash fuse panel from its mounting bracket. It is located near the parking brake assembly. Rotate the fuse block to view the back. **Do not cut this wire.** Attach the red wire in parallel to this circuit by stripping the insulation, soldering, and taping.

Fuse	Wire Color	Circuit No.	Function
F2.2 or F2	Red/Yellow	640	Hot in Start & Run

### 2008 GM 610 (6.0L Only) Chassis:



- Locate the brake switch harness on the left side of the instrument panel above the parking brake pedal.
- Find the Pink wire in Pin-B of connector X221.
- **Do not cut this wire.** Attach the red wire in parallel to this circuit by stripping the insulation and soldering.



Pin	Wire	Circuit	Function	Pin	Wire	Circuit	Function
B	0.35 PK	239	Ignition Voltage	B	0.35 PK	239	Hot in Start & Run

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