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In case your smart key broke

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02-20-2005, 01:01 PM

#1

zam2000

MBWorld Fanatic!

Join Date: Apr 2003

Location: OC, CA

Vehicle I drive: Oo==oO

Posts: 1,142

In case your smart key broke

So my smart key broke (on the key fob). Going back to the original key was fine, but it's a bit too long & big (revised style came out in year 2001 or later, I think).

I manage to buy a used smart key, play around with it enough to switch out the board & chip, and YAHHOOOO, it works on my car (both window/door, and start engine).

Save myself at least \$150 for a new key, and one life time of the key (you can replace key only 8 times for a car, dealer confirmed).

[Attached Images](#)

[Key.jpg](#) (74.5 KB, 1384 views)

[Key2.jpg](#) (68.9 KB, 1388 views)

[Key3.jpg](#) (80.5 KB, 1374 views)

Driver carries no cash. He's married.

Last edited by zam2000 : 02-20-2005 at 01:04 PM.

[Quote](#)

02-20-2005, 01:23 PM

#2

Ben'z

Super Member

Join Date: Dec 2004

Location: LA/OC

Vehicle I drive: E320

Posts: 622

Quote:

Originally Posted by **zam2000**

So my smart key broke (on the key fob). Going back to the original key was fine, but it's a bit too long & big (revised style came out in year 2001 or later, I think).

I manage to buy a used smart key, play around with it enough to switch out the board & chip, and YAHHOOOO, it works on my car (both window/door, and start engine).

Save myself at least \$150 for a new key, and one life time of the key (you can replace key only 8 times for a car, dealer confirmed).

Cool! very useful information!   

02-22-2005, 10:21 AM

#3

Peter Guenther

Member

Join Date: Jul 2003

Location: FL

Vehicle I drive: 92 500sel/01

320e wag

Posts: 248

smart key

8 on rail one, there are 3 rails. You are correct the smart keys on E-bay are usefull for only cases. Mine broke the dealer tried not to use a slot, ordered a direct replacement, someone screwed up and it disabled the second one. They took the car in and ordered another as a "additional", everything fine. The person who designed this should be in the space program, keys are coded by the factory and the remote has to talk to the system to program itself (20 min to turn) (20 to start) to unlock the ignition, but will work on the doors out of the box. If the system is replaced it ships with a coding key (and new remotes), that has to be returned to the factory. The technical theory takes eight pages... PS to get to the "batteries" pull out the hard key, push the little gray bar inside the opening, and slide the board out of the housing.



02-22-2005, 11:37 AM

#4

The Godfather

MBWorld Fanatic!



Join Date: May 2003
Location: Khalifonia.
Vehicle I drive: is faster than yours.
Posts: 4,671



Wait so you mean the LARGE **smartkey** chip/board can fit into the Small **smartkey**? So I could take one of my LARGE smartkeys and get a small one on ebay and do a swap?



02-22-2005, 02:28 PM

#5

OceanView

Senior Member

Join Date: Sep 2004
Posts: 298



ZAM,

I thought your car had a switch blade key? no? 🙄

Please clarify.



02-22-2005, 05:25 PM

#6

zam2000

MBWorld Fanatic!

Join Date: Apr 2003
Location: OC, CA
Vehicle I drive: Oo==oO
Posts: 1,142



OV

Mine is a 98. From 98 on, the W210 use **smartkey**.

Quote:

Originally Posted by **OceanView**
ZAM,

I thought your car had a switch blade key? no? 🙄

Please clarify.

Driver carries no cash. He's married.



02-22-2005, 11:19 PM

#7

raymond g-

MBWorld Fanatic!



Join Date: Jan 2004
Location: Seattle WA
Vehicle I drive: 99 e320, 00 e320 4matic
Posts: 1,840



Quote:

Originally Posted by **zam2000**

<....> I manage to buy a used smart key, play around with it enough to switch out the board & chip, and YAHHOOOO, it works on my car (both window/door, and start engine). <....>

So which chip is pulled and replaced?...since I'm concluding that the circuit board from the older/larger unit isn't going to be shoehorned into the smaller, newer case.

raymond-
47°34'N 122°18'W



02-23-2005, 03:08 AM

#8

zam2000

MBWorld Fanatic!

Join Date: Apr 2003
Location: OC, CA
Vehicle I drive: Oo==oO
Posts: 1,142



I'll send along the old key so that you could try it out.

There's only one chip: the whole board.

Quote:

Originally Posted by **raymond g-**

So which chip is pulled and replaced?...since I'm concluding that the circuit board from the older/larger unit isn't going to be shoehorned into the smaller, newer case.

Driver carries no cash. He's married.



02-27-2005, 02:33 PM

#9

hubert

MBWorld Fanatic!

Join Date: Dec 2001
Location: New York
Vehicle I drive: E430 KLEEMANN
Posts: 1,074

Instruktionen please , so will the board from the older casing fit the small casing.
Thanx,

HUBERT



F/S 99 E430 Kleemann (SOLD)Will Never Forget
2006 ML350 (for now)



02-27-2005, 08:00 PM

#10

Barada

Member

Join Date: Jan 2005

Location: Atlanta

Vehicle I drive: 1979 911SC,
2001 E55, 1993 190E 2.6

Posts: 171

Nice.



04-05-2005, 01:05 PM

#11

JimPurdy

Super Member



Join Date: Jul 2003
Location: Southlake, TX
Vehicle I drive: 03 E320 / 00 E320 Wagon
Posts: 562



I purchased a used old style key on eBay to replace a cracked key. I found it is very easy to pull the old circuit board out of the old key and slide it into the new key. \$19 plus \$6 shipping is certainly a lot cheaper than \$150 replacement keys.

Jim

Jim Purdy 2003 E320 – Brilliant Silver/Charcoal / 2000 E320 Wagon - Desert Silver/Java
http://webpages.charter.net/jawpurdy...0_Quarter3.jpg



04-05-2005, 01:33 PM

#12

silver00E320

Almost a Member!

Join Date: Oct 2004
Location: Orlando
Vehicle I drive: Silver '00 E320
Posts: 60



My dealer said it would be about \$250 for a key so the \$150 for other dealers sounds about right.



04-05-2005, 01:35 PM

#13

The Godfather

MBWorld Fanatic!



Join Date: May 2003
Location: Khalifonia.
Vehicle I drive: is faster than yours.
Posts: 4,671



Quote:

Originally Posted by **The Doctor**
*Wait so you mean the LARGE **smartkey** chip/board can fit into the Small **smartkey**? So I could take one of my LARGE smartkeys and get a small one on ebay and do a swap?*

yes no?



04-05-2005, 01:45 PM

#14

JimPurdy

Super Member



Join Date: Jul 2003
Location: Southlake, TX
Vehicle I drive: 03 E320 / 00 E320 Wagon
Posts: 562



Based on the size and shape of the board in the old key, I don't see how the old board would fit in the new key. I am not about to pull the new key from my 03 W211 apart yet to see if the chips look similar.

Jim

Jim Purdy 2003 E320 – Brilliant Silver/Charcoal / 2000 E320 Wagon - Desert Silver/Java
http://webpages.charter.net/jawpurdy...0_Quarter3.jpg



04-09-2005, 03:33 AM

#15

mysticblu999

Senior Member



Join Date: Mar 2005
Location: zanarkand
Vehicle I drive: E55 ///AMG, Expedition, 2007 Hayabusa, Race Quads
Posts: 419



you could just buy the smaller key to replace the old bigger one. my dad thought he lost his... so he got one of the newer smaller ones... looks so much better



07-14-2005, 03:18 PM

#16

JeffreyP

Almost a Member!

Join Date: Dec 2003
Posts: 35



Hi Zam2000

How do you pull the chip out? Is it just a straight pull using a plier from the battery opening? I did want to damage the chip as it seems to be so tight inside the key cover.

Thanks,
Jeffrey



07-14-2005, 04:18 PM

#17

JimPurdy

Super Member



Join Date: Jul 2003
Location: Southlake, TX
Vehicle I drive: 03 E320 / 00 E320 Wagon
Posts: 562



Jeffery,

I'll respond. After you take the end of the key off and remove the batteries, there was a little white plastic keeper "bar" across the circuit board. I removed that with a dental pick. The circuit board will then slide out. It was easiest to perform this surgery on the "new" key since my old one was still working. With my new surgical confidence, I then removed the board from the old working key and rebuilt the new key with the old board and white plastic keeper bar.

Jim Purdy 2003 E320 – Brilliant Silver/Charcoal / 2000 E320 Wagon - Desert Silver/Java
http://webpages.charter.net/jawpurdy...0_Quarter3.jpg



07-14-2005, 05:01 PM

#18

Hank

Super Member



Join Date: Aug 2002
Location: Los Angeles
Posts: 785



Quote:

Originally Posted by **The Godfather**
yes no?

LOL, do you still have the 2k1+ keys from your old cah?

Dude, where's your car?



07-14-2005, 06:05 PM

#19

JeffreyP

Almost a Member!

Join Date: Dec 2003
Posts: 35



Thanks JimPurdy, I'll give it a shot later.
Regards,



07-15-2005, 02:25 PM

#20

bdmada1996

Junior Member

Join Date: Mar 2005

Location: Georgia

Vehicle I drive: 2001 E320,
1983 300D

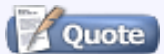
Posts: 5

**Question about a found Smart Key**

When I purchased my 2001 E320, it came with one Smart Key. However, when I took it to get cleaned up and washed, the guys found a second Smart Key inside the car.

It will lock and unlock the doors and operate the doors/sunroof mode. But it will not unlock the ignition or turn to start the car. I have read posts that mention that the car must "program" the key. Can someone give me detailed instructions on how the process works?

Blair



07-16-2005, 05:33 PM

#21

Peter Guenther

Member

Join Date: Jul 2003

Location: FL

Vehicle I drive: 92 500sel/01
320e wag

Posts: 248

**Smart Key**

Number one, look at the first post, slide the little gray release and the board will slide out of the housing (just like a battery change). You can replace the housing but the electronics will not work since it has to be coded to the car.

Two: you will not be able to use the board from the smaller one in the larger one. I imagine you could order the new? style but there is no reason to since the key does not wear out.

Three: if the remote you found under the seat unlocks the car it might be the correct one, but if the dealer ordered a replacement instead of an additional one the replacement will invalidate the one being replaced. I know, my dealer ordered the wrong one and it took my other remote out of service forever.

Four: these remotes are infrared and electronic and need to transmit their code to the car which sometimes takes 45 minutes. They light up, awhile later they turn but the engine will not keep running and finally work.

The only value those remotes on E-Bay are is for housing replacements, yes they work but not on your car. Parking attendants were good for looking in glove compartments, since some people kept the extra remote there with the owners manual, rental cars were a good source since they always stashed the manual and the remotes behind the trunk liner (when the car was sold they were new)



07-25-2006, 02:51 PM

#22

Ben'z

Super Member

Join Date: Dec 2004

Location: LA/OC

Vehicle I drive: E320

Posts: 622



I got the newer smaller **smartkey**, and tried to make my old key into it, or make the swap the chip. But, it seems not an easy job. The whole board will not fit, and the chips look different in size. Anyone has idea? Thanks!

[Attached Images](#) [DSCN4049.JPG](#) (86.9 KB, 365 views) [DSCN4052.JPG](#) (81.4 KB, 365 views)

07-25-2006, 02:55 PM

#23

Ben'z

Super Member

Join Date: Dec 2004

Location: LA/OC

Vehicle I drive: E320

Posts: 622

Quote:

Originally Posted by **zam2000**
There's only one chip: the whole board.

Hi, Zam,

Did you mean you have two different keys, and you replaced the housing of the small one?

Ben

Last edited by Ben'z : 07-26-2006 at 12:37 AM.


07-25-2006, 03:34 PM

#24

husk323

Member

Join Date: Dec 2004

Location: Laguna Beach, CA

Vehicle I drive: E300 Turbo

Diesel, 300D Turbo Diesel

Posts: 218

I tried it too, the bigger **smartkey** board will not fit into the smaller **smartkey**.

- 1927 Rolls Royce Phantom I
- 1937 Fiat Topolino
- 1946 MG TC
- 1955 Mercedes Benz 300SL Gullwing
- 1962 Ferrari 250 California Spyder
- 1973 Ferrari 365 Daytona Spyder
- 1974 Jaguar E-Type Convertible
- 1982 Mercedes Benz 300D
- 1984 Ferrari 512 BBI
- 1987 Corniche II
- 1988 Mercedes Benz 560 SL
- 1989 Lamborghini Countach 25th
- 1992 Ferrari F40
- 1994 Mercedes Benz SL320
- 1999 Mercedes Benz E300
- 2004 Lexus GX 470
- 2006 Bajaj Three-Wheeler



08-10-2006, 10:55 PM

#25

ReZzZ320

Member



Join Date: Aug 2006
Location: Bahrain
Vehicle I drive: W210 E320
Posts: 227



hey guys I have the S-class like square smart key with only one button which is kinda annoying. Is there any way I can use reprogram one of these smart keys for my car??



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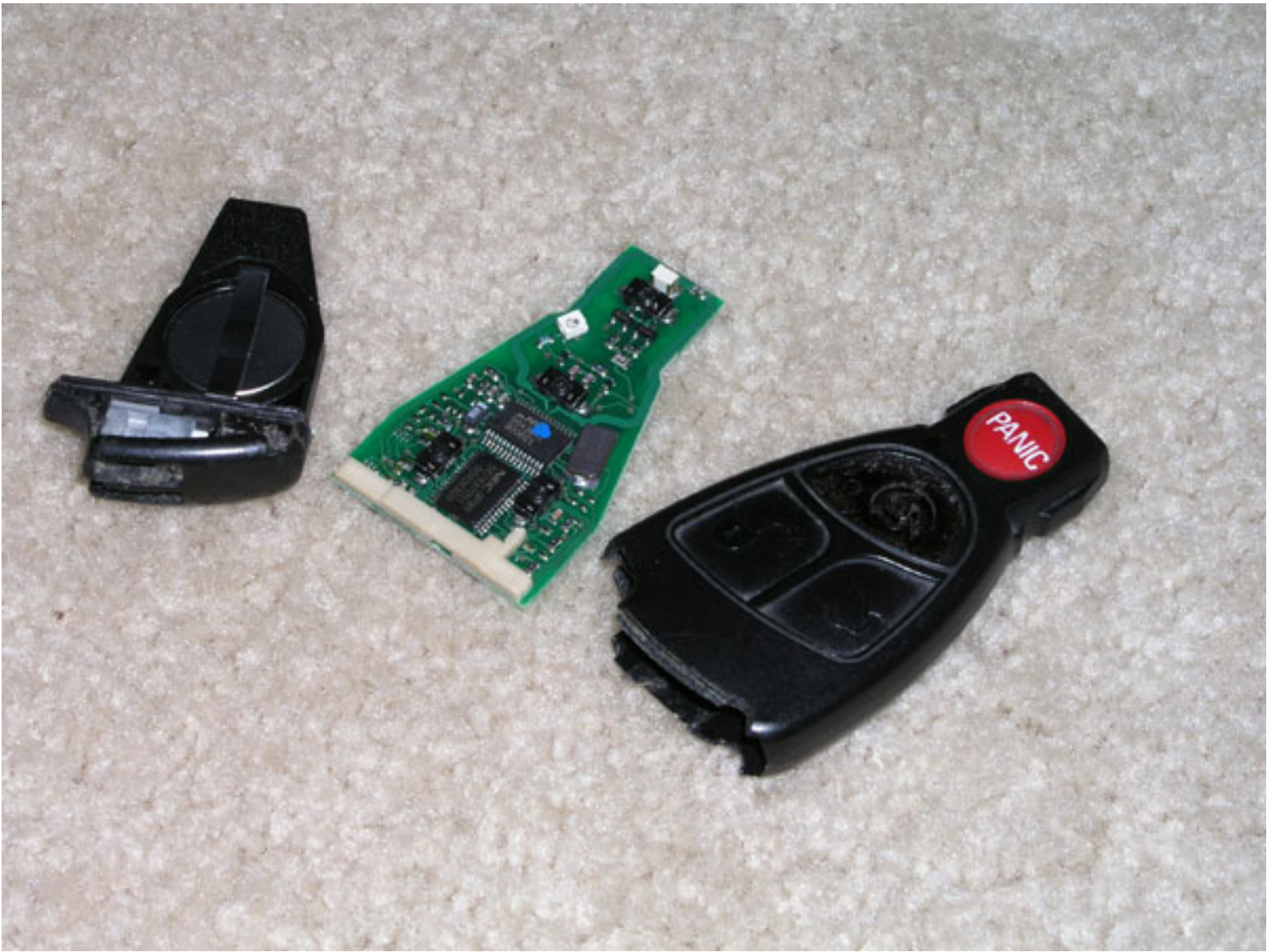
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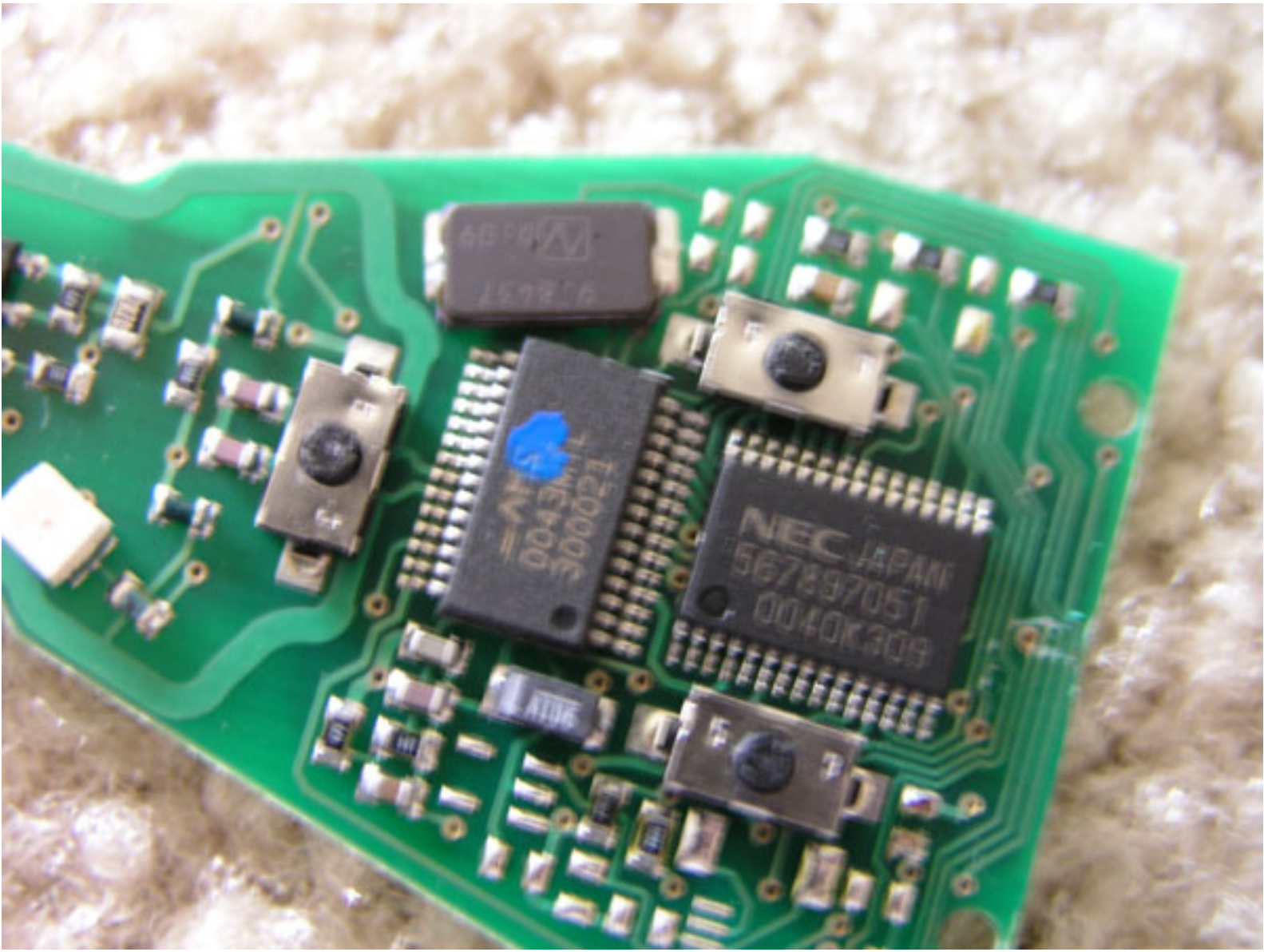
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 HTML code is **On**

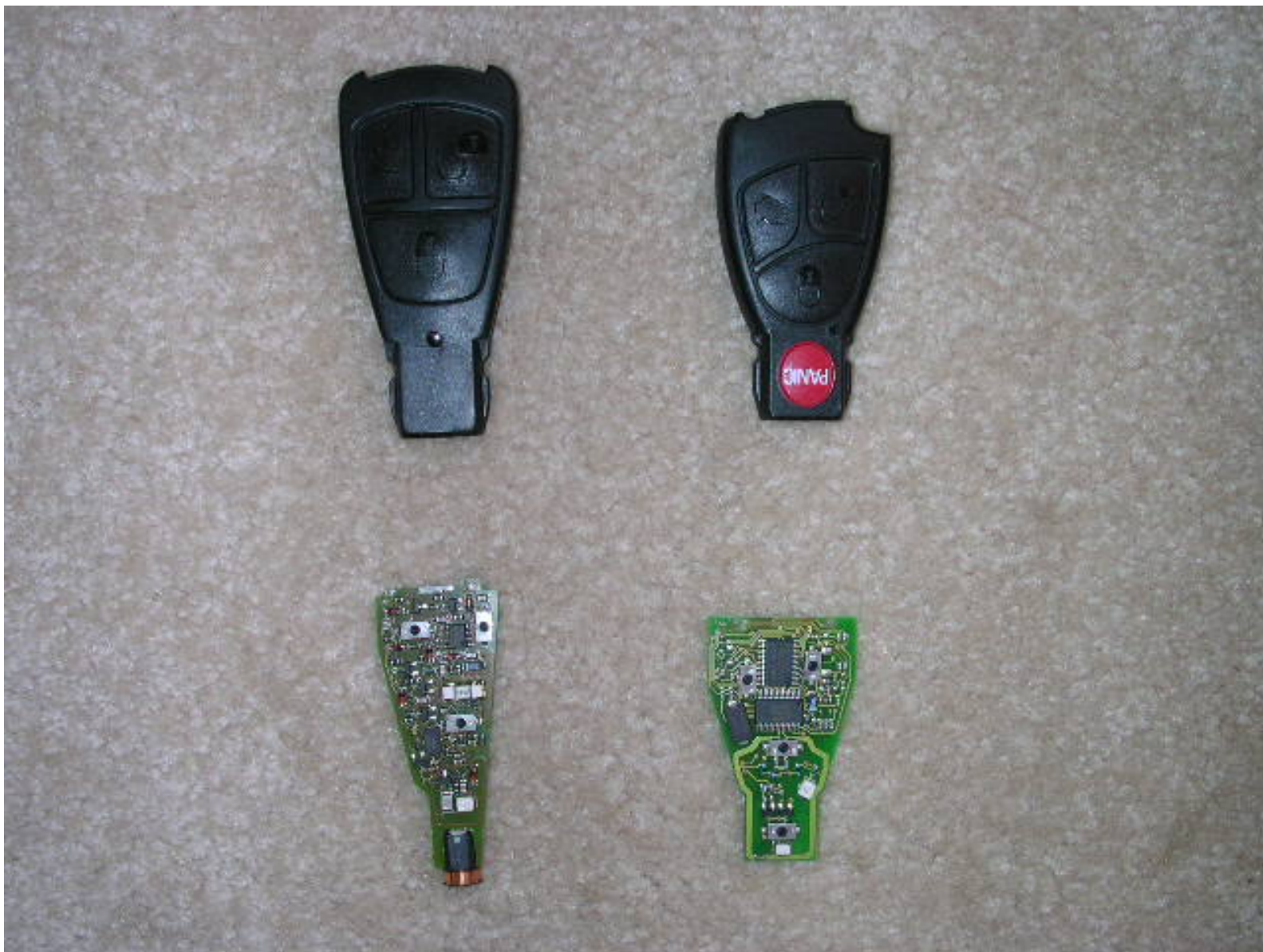
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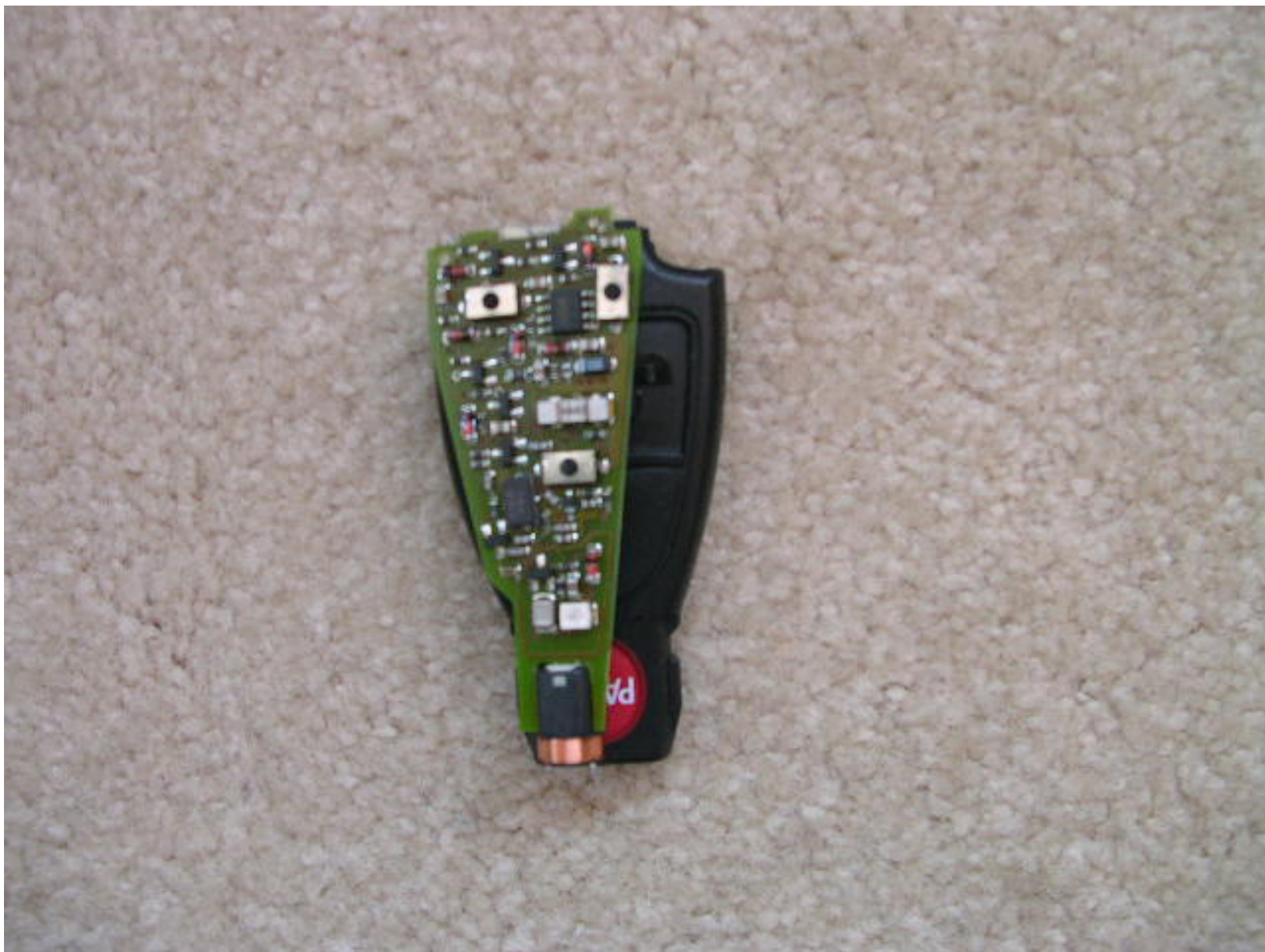
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Schlüssel und „Start Error“

Die Umsetzung dieser Anleitung erfolgt auf eigene Gefahr!
Für Schäden bin ich nicht verantwortlich.

Diese Anleitung ist dazu gedacht, denjenigen zu helfen, die einen defekten Schlüssel zu ihrem SLK haben. Symptom ist, dass der Wagen zwar gestartet wird, jedoch sofort wieder ausgeht und die Fehlermeldung „Start Error“ im Display erscheint.

Neben dem Kauf eines neuen Schlüssels (Kosten > 100 Euro) oder dem kräftigen Schütteln des Schlüssels gibt es eine kostengünstigere und dauerhafte Lösung.

Für Optikfanatiker ist das sicherlich nichts, da dazu der (verklebte) Schlüssel geöffnet werden muss. Der reparierte Schlüssel sieht nach der Prozedur leider nicht mehr ganz neu aus. Wenn man den Schlüssel VORSICHTIG öffnet hat man hinterher ein besseres Ergebnis.

Bei mir ging das Öffnen „mittelgut“ – das Endergebnis nach Schönheitskorrekturen mit dem Cutter war durchaus OK...

Schritt 1)

Genauer inspizieren des Übeltäters: am Besten mal kräftig schütteln. Hörst Du ein „Klappern“, als wäre ein Plastikteil abgebrochen liegt der Verdacht nah, dass der Transponder im Schlüssel „verrutscht“ ist. Der Schlüssel ist damit aber nicht völlig defekt. Wenn Du damit leben kannst, beim Auftreten des o.g. Symptoms den Schlüssel zu schütteln bis es wieder geht, würde ich den Schlüssel nicht öffnen.

Schritt 2)

Wenn Du aber davon „die Nase voll“ hast – so wie ich - nimmst Du am besten „schweres Gerät“ in Form eines großen (Schlitz-)Schraubendrehers und eines kleineren zum „Vorbohren“. Sicher gibt es verschiedene Möglichkeiten, den Schlüssel zu öffnen. Ich habe folgende Stellen benutzt, da dort der Schlüssel am stabilsten ist:



Jetzt ist Gefühl und Geduld gefragt – einfach etwas „prockeln“, ohne etwas zu zerstören – das Knacken ist unumgänglich – achte nur darauf, das rote Plastikteilchen nicht zu zerstören.

Wenn alles geklappt hat sieht das Innere des Schlüssels so aus:



Schritt 3)

Den Transponder mit etwas Plastik- oder Modellbaukleber wieder an die angestammte Stelle schieben und festkleben. Danach den Schlüssel wieder zusammenbauen.

Schritt 4)

Hierbei am besten den Schlüssel in der Gehäuseschale mit dem Batterieloch aufbauen. Sieht man sich die „Problemstellung“ genauer an, ist relativ schnell klar wie man das Ganze wieder zusammenbauen muss. Etwas Fingerakrobatik und Lust auf „Fummelkram“ ist aber sicher hilfreich.

Das Plastik, das durch die gewaltsam Öffnung des Schlüssels nun das leichtgängige Öffnen und Schließen des Schlüssels verhindert vorsichtig und sparsam mit einem Cutter wegschneiden.

Etwas knifflig ist das Spannen der Feder. Da eine Beschreibung recht schwierig ist, lasse ich es lieber gleich. Vielleicht der Hinweis, dass die Feder nur sehr leicht gespannt werden muss. Wenn ich mich recht erinnere war es eine ganze Umdrehung – keinesfalls mehr! Darauf achten, wie herum man die Feder verbaut!

Zum Schluss dann die Gehäuseschale mit dem Knopf aufstecken. Dabei die Feder gespannt halten – etwas Tesafilm kann auch bleibenden Haltungsschäden vorzubeugen.

Wenn man den Schlüssel erfolgreich zusammengebaut hat und sich gemerkt hat wie man es gemacht hat, kann man dann sicherlich den Schlüssel wieder auseinander

bauen und beim nächsten Zusammenbau mit etwas Kleber den Schlüssel dauerhaft verschließen. Vor dem Verkleben ist aber ein „Test-Zusammenbau“ sehr sinnvoll!!

Ggf. muss der Schlüssel noch synchronisiert werden – das einfache Procedere steht in der Betriebsanleitung des Wagens.

Bei mir hat seitdem der Schlüssel nicht mehr „versagt“.

Viel Erfolg!

Key and „start error “

The conversion of this guidance takes place on own danger! For damage I am not responsible.

This guidance is meant to helping those which have a defective key to their SLK. Symptom is that the car is started, however again and the error message goes out immediately „start error “in the display appears.

Beside the purchase of a new key (costs > 100 euro) or the strong Vibrate the key gives it a more economical and durable solution.

For Optikfanatiker that is surely nothing, there in addition (stuck together) the key to be opened must. The repaired key unfortunately does not see no more after the procedure completely again out. If one the key CAREFUL opens has one afterwards in better result.

With me opening went „centralwell “ - the final result after beauty corrections with the Cutter was quite OK ONE...

Step 1)

More exact examining of the evil author: vibrate at the best one times strongly. You hear „a rattling “, as if a plastic part would be broken off lies the suspicion near, the transponder is slipped which in the key „“. The key is however not completely defective thereby. If you can live thereby, with the occurrence of the above mentioned symptom that Key to vibrate to it again goes, I the key would not open.

Step 2)

If you however of it „the nose fully “have - as I - take you best „heavy coming “into form of a large (slot) screwdriver and one smaller for „pre-drilling “. Reliably there are different possibilities, that To open key. I used the following places, since the key is most stable there:

Now feeling and patience are in demand - simply something „prockeln “, without destroying something - cracking are inevitable - pay attention only to it, the red Not to destroy plastic particle.

If everything folded looks the inside of the key in such a way:

Step 3)

The transponder with something plastic or model construction adhesives those traditional place push and stick. Afterwards the key again assemble.

Step 4)

Here best the key in the housing bowl with the battery hole construct. If one regards „the problem definition “more exactly, is relatively fast clearly like one the whole again to assemble must. Something Fingerakrobatik and

desire on „Fummelkram “is however surely helpful.

Plastics, which by those by force opening of the key now low-friction opening and closing the key cut off prevented carefully and economically with a Cutter.

Stretching of the feather/spring is somewhat tricky. Since a description is quite difficult, I leave it rather directly. Perhaps the reference that the feather/spring must become only very easily strained. If I quite remember was it a whole Revolution - under no circumstances more! To it pays attention, how around one blocks the feather/spring!

Attach the housing half with the button in the end then. The feather/spring keep strained - something Tesa film can also lasting attitude damage to prevent.

If one successfully assembled the key and noted how one made it, knows one then surely the key again apart build and when the next assembling with something adhesive the key durably lock. Before sticking together however „a test assembly is “very meaningful!!

If necessary the key must be still synchronized - the simple Procedere is located in the manual of the car.

With me since then the key did not malfunction no more „“.

Much success!