I connected up a battery charger and set about programming the fobs and keys.

The fobs programmed straight away, the keys though refuse to program. I've had to clear the only existing key in order to program both.
I've now not got one working key.

I go to "Program new transponders">"key in ignition, ignition off">"Warning all keys must be present">"ignition off, key removed">"how many keys to program - 2">You have to then agree to clear current keys (there are none anyway now)>Ignition on>

I then get an error "Communications failure with the instrument cluster". I tick this and the same message appears. I tick it again and get "Communications have been re-established">"Set ignition to off"> I then get an Operator message of "Break Connector. FC001".

If I tick this, I get an "Operator Action" of "Make connection as shown - connect the VMM cable to the PC USB Port - Connect the VMM cable to the vehicle battery- Set ignition switch to ON (Position II).

If I tick this I get "VMM USB Cable Communication Error" "IDS to VMM cable not detected"

The thing is, the cable is still clearly visible to IDS as I can do all sorts of other things. I'm hoping this is down to low battery voltage. With ignition on, the battery is only showing 12V, with ignition off, only 12.2V.

Firstly, to get the car to even attempt to program new keys, in the same section of IDS, I had to do the "immobilization setup". This talks to all modules involved, Driver's Door Module, Instrument Cluster and Powertrain. Once this has been tested, it let me try to program the 2 keys.

Here's my next problem. My original key programs straight away, but the car never detects the new key with the new 4D60 transponder chip. As there needs to be a minimum of two keys programmed, the data never gets saved so the first key is still useless.

At least when I do get 2 keys with the correct chip, they should program anyway. Also the fobs now work, so I can leave the car alarmed as normal. It's also interesting to note that the "steering column locked" message does not appear with the original key, only now with the new key, even though neither start the car.

Success!

I couldn't get the transponder programming to even start at first, so cleared the fault codes again. I had one under Powertrain which said something along the lines of "Theft detected - engine disabled". I cleared as many as I could, as some wouldn't clear because they were warnings about not enough programmed keys detected etc..

I had to also re-run the "Immobilization setup" program again under "Vehicle Configuration" (car with a spanner icon over it) > "Setup and Configuration" > "Security".
Once this was done, I could program new transponder keys. It needs a minimum of two and all previous get wiped.

You have to put each key in one at a time and turn the ignition on, so as I only have 2 cut keys, I've only programmed 2 for now.
Now I have the magic number of keys again (2), I can now add additional keys without having to wipe the existing ones, once I get the third blank key cut. To do this, you have to switch the ignition on and off with 2 separate, already programmed keys, then do the same with the third, unprogrammed key.

I now have 2 working keys and 2 fobs programmed. I also now have a spare key second hand key with chip and fob and a blank key, although am not entirely sure if I have a spare transponder chip of the correct type.

The longer glass tube type chip I first tried worked for me. The key supplier sent this and a shorter glass tube type chip after the carbon type chip sent with the blank key and refurb 3 button (red unlock) fob, wasn't recognized by the car. Just for future info, my car is a 2001 rhd UK S Type 3.0 V6 Sport X200.

I haven't taken the chip out of the second hand key I have yet to see which type it is, as at present I can't program an additional key anyway as my blank still needs cutting and the key must turn the ignition to add it.