

TESTING AND ADJUSTING THE SYSTEM

- 1) An alarm condition will be created when power is supplied to the control unit.
- 2) Disarm the system using transmitter TX20. Ensure system status LED turns off.
If the LED has been connected to faston 11 and jumper P6 is intact, the LED will remain on steadily after supplying power to the control unit because the memory is active.
- 3) When the system is disarmed the trafficator blinkers will flash for about 6 seconds.
- 4) Arm the system using the other transmitter supplied with the system. Ensure the trafficators remain steadily on for 6 seconds.
After 10 seconds elapse the system will be operative.
- 5) System gain can be adjusted by turning the trimmer located in the front of the control unit.
Adjust gain so that the system is tripped off when your arm is placed inside the passenger compartment through one of the side windows and moved around.
Turn the trimmer clockwise using a screwdriver to increase gain.
- 6) The green LED turns on whenever motion is detected in the passenger compartment. It is useful for checking the area protected.
The green LED must remain on for around 1 second for an alarm signal to be generated.
- 7) If an alarm condition exists, the red LED will turn on to indicate it.
- 8) IMPORTANT : when adjusting gain wait at least 10 seconds between each arm movement without creating any motion inside the passenger compartment, even if your arm movement did not trigger an alarm. This allows the automatic gain control circuit to reset.
- 9) When the adjustment procedure has been completed, hit the side windows with the palm of your hand. Ensure the alarm is NOT tripped off.

Preliminary

ELKRON

Rev. - - -

VEHICLE
ALARM UNIT

CA07RS

FEATURES

- High-security remote control.
- Microprocessor technology.
- SMD technology.
- Ultrasonic detectors with external transducers.
- Input for normally open contacts to ground or positive; optional single alarm cycle.
- Input for normally open contacts to ground or for double volumetric system: dual tech. (ultrasonic + microwave) or single tech. (ultrasonic or microwave).
- Trafficator blinker relay.
- Ignition inhibit relay.
- Alarm relay: supplied with negative control. Positive control available on request.
- Current sensing circuit.
- Emergency override.
- Alarm status output with "steady on" or flashing light.
- Preset alarm duration.
- Excludable alarm state memory.

SPECIFICATIONS

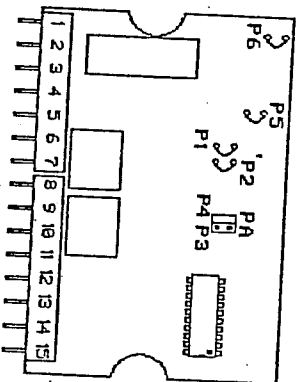
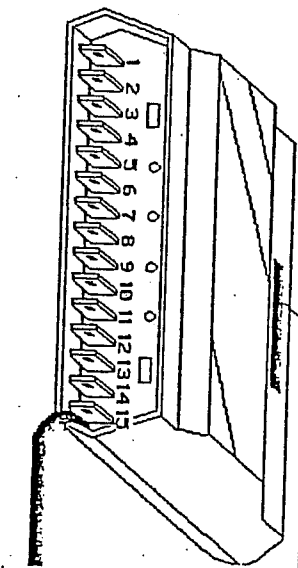
- Voltage required 10,5 + 15 V—
- Current consumption (armed) 20 mA
- Current consumption (disarmed) 10 mA
- Alarm relay contacts 16 A
- Blinker relay contacts 16 A
- Ignition inhibit contacts 10 A
- Alarm duration 30 seconds
- Alarm recycle time 4 + 5 seconds
- Transmitter range 10 + 15 meters
- Ultrasonic frequency 40 Khz crystal controlled

JUMPERS

Jumpers P1, P2, and PA can be accessed by opening the cover of the slot located on the back of the alarm module housing. Jumpers P5 and P6 can be reached by opening the housing. The jumpers can be cut or left intact according to individual needs.

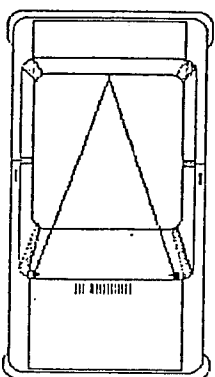
- P1 - INTACT : the control unit does not trigger an alarm when sensing current.
- CUT : the control unit triggers an alarm when current is sensed.
- P2 - INTACT : a permanent alarm condition at faston terminal 15 (e.g., door open) triggers a continuous sequence of alarm cycles.
- CUT : a permanent alarm condition at faston terminal 15 (e.g., door open) triggers a single alarm cycle. To trigger a new alarm cycle the contact connected to faston 15 has to be closed and then opened again (e.g., closing and then opening a door) or an alarm signal must be received from devices connected to faston terminal 14.
- PA - POSITION P3 : door sill buttons to ground.
- POSITION P4 : door sill buttons to positive.
- P5 - INTACT : an alarm condition indicated by one of the two detectors (ultrasonic or microwave if both present) will cause the control unit to trigger an alarm.
- CUT : an alarm condition must be received by both detectors in order to cause the control unit to trigger an alarm.
- P6 - INTACT : memory active.
- CUT : memory deactivated.

COVER OF THE SLOT FOR JUMPERS P1 P2 PA



INSTALLATION INSTRUCTIONS

- 1) Set the jumpers according to the way you wish the system to operate.
- 2) Disconnect the negative battery cable from the terminal post when installing the system.
- 3) Install the control unit inside the passenger compartment.
- 4) Connect the two ultrasonic transducers to the control unit as indicated in the installation diagram.
- 5) Place the transducer at the left and right edges of the dashboard away from ventilation inlets. Fasten them using the IMPORTRAN®: the transducer must be very firmly fastened to prevent false alarms.
- 6) Direct the two detectors towards the inside of the passenger compartment as shown in the drawing.



- 7) Make the connections shown in the installation diagram. The security LED can be connected in two ways:
 - a) to faston 12. The LED will glow steadily when the system is armed.
 - b) to faston 11. The LED will flash when the system is armed. Two modes of operation are possible depending on whether jumper P6 is intact or cut.

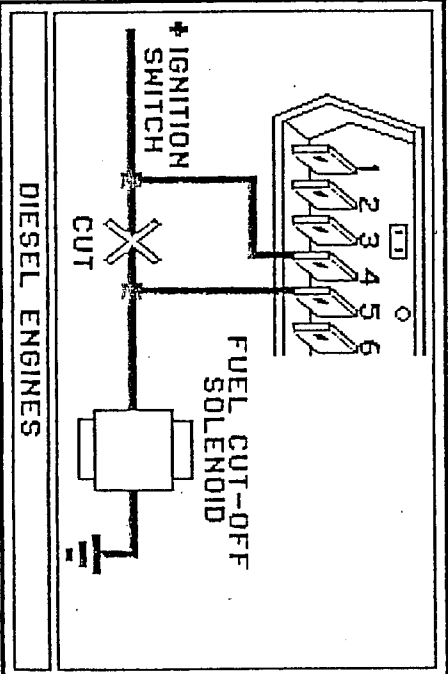
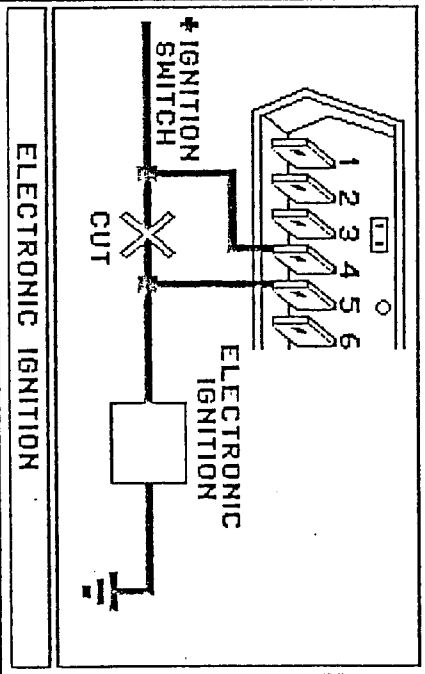
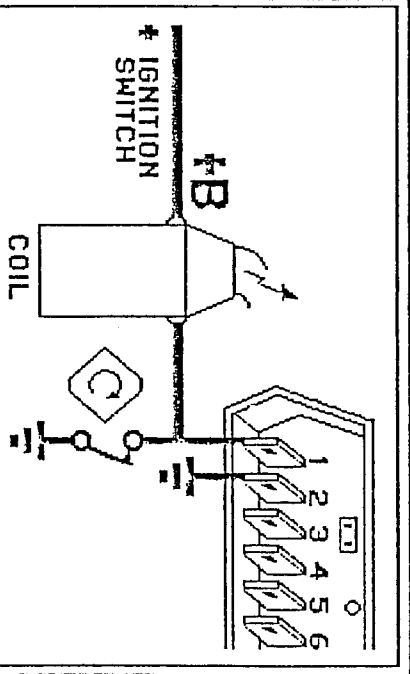
	SYSTEM DISARMED	SYSTEM ARMED on stand-by	SYSTEM ARMED after an alarm
P6 INTACT (memory)	LED OFF	FLASHING	STEADY ON
P6 CUT	LED OFF	FLASHING	FLASHING

NEVER USE ELECTROMECHANICAL SIRENS OR CAR HORNS

STARTER INTERRUPT INSTALLATION

FASSTON TERMINAL CONNECTION

- | | |
|---|---|
| 1) Ignition inhibit contacts when alarm system armed. | 1) Ignition inhibit contacts when alarm system disarmed and Ignition Key ON. |
| 2) Ignition inhibit contacts when alarm system armed. | 4) Ignition inhibit contacts when alarm system disarmed and Ignition Key ON. |
| 3) Ignition inhibit contacts when alarm system armed. | 5) Ignition inhibit contacts when alarm system disarmed and Ignition Key ON. |
| 4) Ignition inhibit contacts when alarm system armed. | 6) Ignition inhibit contacts when alarm system disarmed and Ignition Key ON. |
| 5) Ignition inhibit contacts when alarm system armed. | 7) Alarm relay not energized. |
| 6) Ignition inhibit contacts when alarm system armed. | 8) Alarm relay not energized. |
| 7) Ignition inhibit contacts when alarm system armed. | 9) Blinker relay not energized. |
| 8) Ignition inhibit contacts when alarm system armed. | 10) Blinker relay not energized. |
| 9) Ignition inhibit contacts when alarm system armed. | 11) Input for emergency override switch. Output for flashing LED and alarm state memory. |
| 10) Ignition inhibit contacts when alarm system armed. | 12) OUTPUT, to positive when system is armed (100 mA max.) |
| 11) Input for emergency override switch. Output for flashing LED and alarm state memory. | 13) INPUT, positive when Ignition Key is ON (even when starting). |
| 12) OUTPUT, to positive when system is armed (100 mA max.) | 14) Input for normally open contacts to ground or dual volumetric detection system. |
| 13) INPUT, positive when Ignition Key is ON (even when starting). | 15) Input for normally open contacts to ground or positive (selectable) with single alarm cycle option. |
| 14) Input for normally open contacts to ground or dual volumetric detection system. | |
| 15) Input for normally open contacts to ground or positive (selectable) with single alarm cycle option. | |



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