

INSTRUCTIONS

for the

STRIKEBACK T

MOTORHOME

SECURITY

SYSTEM

THANK YOU FOR PURCHASING THE STRIKEBACK MOTORCARAVAN ALARM SYSTEM. YOUR SYSTEM IS DESIGNED TO PROVIDE THE OPTIMUM PROTECTION AT ALL TIMES. IN ORDER FOR YOU TO UNDERSTAND THE FUNCTIONS OF YOUR ALARM AND TO ENSURE MAXIMUM PROTECTION, PLEASE TAKE THE TIME TO READ THESE USER OPERATING INSTRUCTIONS.

CONTENTS

	Page
1. TURNING THE SYSTEM ON	4
1a. TURNING ON - FAULT DETECTED	4
2. PROTECTION WHEN THE SYSTEM IS ARMED	4
3. TURNING THE SYSTEM OFF and M36T2 immobiliser interaction	4
3a. TURNING THE SYSTEM OFF - ATTACK RECORDED	5
4. OPERATION OF THE 'SLEEP' MODE	5
5. EXTERNAL ACCESSORY PROTECTION	5
6. GAS DETECTOR	6
7. YOUR RADIO KEYS	7
8. VEHICLE MAINTENANCE	7
9. FREQUENTLY ASKED QUESTIONS	8
10. GENERAL	9
11. WARRANTY & INDEMNITY CONDITIONS	9

1. TURNING THE SYSTEM ON

Two flashes of the lights

Exit the vehicle ensuring that all lockers and doors are closed. Press the button on the radio key fob (about one second), and then release. Your motorcaravan will acknowledge the signal by two flashes of the lights. The system LED will start to flash.

Your alarm is now armed. It will take an additional 25 seconds to stabilise and become "active". Once the system arming time has elapsed, the red dashboard warning light extinguishes very briefly and then starts to flash slightly quicker. The alarm is now fully armed and will respond immediately if any of the protected zones are violated.

1a. TURNING ON - FAULT DETECTED

Two flashes of the lights plus four audible error tones

If you hear four audible 'chirps' when you arm the system, the alarm is warning you that there appears to be a problem. Normally this will be an external locker or door open, or the external accessory "loop" is incorrectly configured (see accessory protection loop - section 5). If you do nothing, after the 25 second stabilising period the alarm will arm normally except that the incorrect circuit will be ignored for the duration of that alarm operation. To avoid this you must check all points of entry to ensure that everything is correct. You can eliminate this time wasting and annoying procedure by cancelling the alarm operation immediately you hear the four audible error chirps and checking the points of entry.

2. PROTECTION WHEN THE SYSTEM IS ARMED

Once the system is fully armed, opening any of the protected doors or lockers will trigger the alarm. In addition, if the bonnet (where fitted) is forced, the alarm will sound. If a bike "loop" system is fitted and activated, the alarm will sound if the "loop" is broken or disconnected. Internally there is a hyper frequency sensor normally hidden behind the dashboard which will pick up movement as a thief moves around the vehicle.

Once the alarm has been triggered, the siren will sound for 25 seconds and a visual signal will be seen via the vehicle lights.

At the end of the 25 seconds, the siren will shut down for a few seconds as the system carries out a full check. If the condition that triggered the attack has not been repeated (eg an attempted break in that has left the vehicle intact and the thief scared off) the system will reset, staying armed to continue protection. If the thief has not been deterred and has continued with the attack, the system will sound again and keep sounding until someone attends the vehicle or the motorcaravan is left intact (it will then follow the reset procedure above at the end of the attempt).

3. TURNING THE SYSTEM OFF

One long flash of the motorcaravan lights

When you return to the vehicle you disarm the system using your radio key fob. Press the button on the fob and you will see the vehicle lights will flash once to acknowledge the disarm signal. At this stage the system LED will be extinguished. The only variation to this is if the M36T2 immobiliser has been installed in conjunction with the alarm. In this instance, the LED will continue to flash at all times at a very slow rate even when the alarm is deactivated.

This feature also means that the immobiliser has to be turned off prior to starting the engine either by pressing the remote control very briefly or inserting the immobiliser plug into the receptacle and then starting the engine within 10 seconds.

3a. TURNING SYSTEM OFF - ATTACK RECORDED

One long flash of the motorcaravan lights but the LED stays illuminated (LDM)

When you disarm the system, under normal operation the system LED is extinguished when the system is disarmed, but when the system has been triggered the system LED will remain flashing a 'code' to alert you to the fact that the system has been triggered. This diagnostic function of the LED will continue until the LED Diagnostic Memory (LDM) is physically cleared. To clear the LDM simply turn the ignition ON and briefly press the button on the radio key, the LED will extinguish. If you arm the system in the meantime the LED will operate normally until you turn the alarm off.

The LED flash sequence is:

- | | | |
|--|----------|---|
| 1 flash off every six seconds | = | microwave movement detector |
| 2 flashes off every six seconds | = | cab door(s) |
| 4 flashes off every six seconds | = | lockers, caravan door, bonnet and loop |
| 8 flashes off every six seconds | = | ignition alarm |

4. OPERATION OF THE 'SLEEP' MODE

(or to leave a pet in the motorhome **and** the alarm system on)

You can shut down the internal sensors, sleep in your motorcaravan, and still maintain perimeter protection. If you wish to use this facility a slightly different arming procedure is used. This procedure is very simple:

1. Press and hold the button on the radio key fob for approximately 3 seconds. The motorcaravan lights will flash as normal but an extra, shorter flash will be seen (making a total of three)
2. The system LED will be permanently lit during the arm up time (25 seconds) to give you visual confirmation (so you can check that you have done it right!!!).
3. When you disarm the alarm in the morning, the system goes back to normal.

5. EXTERNAL ACCESSORY PROTECTION (if fitted)

When you wish to use the accessory protection circuit, simply press in the bottom half of the black rocker switch mounted in the motorhome cab. Once the 'loop' is switched on, simply plug in your supplied security loop and arm the alarm when you are ready to leave your motorcaravan. If you remove the "loop" or leave the two leads disconnected, the switch should be pressed in at the top (turning the security loop off). Failure to do this will cause the system to give you a fault tone when you turn it on (see section 1a) and the system will ignore the complete door/locker and loop circuit.

6. GAS DETECTOR (if fitted)

Please note that the Strikeback Gas Detector is intended to help to reduce the danger of attack whilst asleep by thieves using narcotic gases. It will detect LPG (Propane and Butane), Methane and may detect and warn the presence of a range of other gases.

Due to the nature of the intended detection medium normally being invisible and normally odourless, and that the unit is intended to give warning in the event of a narcotic gas attack (which would normally occur, at night, when the occupants of the motorhome are asleep), no responsibility can be accepted for either the failure of the Strikeback Gas detector to detect the presence of gas, or the notification process.

Avoid using the following near the gas detector because the alarm might be set off:

- **Aerosol sprays**
- **Alcohol used in cooking**
- **Cigarette, cigar or pipe smoke**
- **Strong household cleaning agents, polishes and solvents**
- **The gas from a cigarette lighter**
- **Paint fumes and adhesive vapours**

If the alarm sounds:

- **Put out all naked flames**
- **Don't smoke**
- **Do not light any naked flames**
- **Don't turn any electrical switches on**
- **Open all doors and windows to get rid of gas**
- **If the alarm continues, shut off the motorhome gas supply**

If your Strikeback Motorhome alarm system is fitted with a Van Bitz Gas detector, the detector should be used whenever you are using the motorhome, or at the very least, when you are sleeping in the van. The illuminated switch, (usually mounted in the glovebox) will allow you to turn the gas detector on and off. When not using the motorhome or when 'laying up' or 'storing' the motorhome the detector can be turned off to avoid flat batteries.

When the Strikeback gas detector is turned ON, the green indicator will remain illuminated as long as sufficient power is supplied. The red indicator flashes to warn a low level of gas detected and remains constantly lit with the alarm sounding when the gas level detected is dangerously high. The yellow indicator means the alarm has an internal fault.

To clean the unit, occasionally wipe it clean with a damp cloth. Do NOT use cleaning agents, bleach or polish. The manufacturer guarantees the gas detector and its calibration for one year although as part of Strikeback, we will increase this to 2 years. The operating life of the detector, under normal conditions, is expected to be 5 years. After this period the unit should be replaced.

7. YOUR RADIO KEYS

The radio key is Department of Trade & Industry Type Approved to MPT1340. Its range is restricted to the immediate vicinity of the motorcaravan. Due to changes in atmospheric conditions and/or radio interference (Crystal Palace Caravan Club site for example), it is possible for the range to increase or decrease depending on these conditions. Any such change will be temporary.

The radio key takes 2 lithium batteries (CR1220) available from most shops stocking watch and lighter batteries. The battery has a life of approximately 3-4 years. If the system fails to respond or operation becomes erratic, the battery may need replacing.

Should your radio key malfunction or fail to operate, you should use your spare radio key, until a replacement battery is obtained. It is extremely unlikely that the radio key will either fail or that a battery would let you down without plenty of advance warning, but it is common sense to ensure that if your going to be away from home to take your spare radio key.

The frequency of your radio key is 433.92Mhz

8. VEHICLE MAINTENANCE

IMPORTANT: BEFORE connecting or disconnecting the vehicle battery, the alarm must be switched off.

After the battery is properly reconnected and the terminals are tight, you can use the alarm again as normal.

When the battery is reconnected the system will auto re-arm and will have to be de-activated by pressing the radio key.

To leave the vehicle for any length of time and you wish to disconnect the van battery, follow the previous procedure.

Although the system is designed to use as little current as possible, it obviously will still draw power. The length of time that the system will be able to be left (armed or disarmed) will depend on the state of the battery (age unfortunately is not a factor in determining how good a battery is). Some motorcaravanners will not use their vehicle very often in the winter months and then when they do, the colder, darker weather invariably means that much greater demands are placed upon the vehicles electrical system by way of lights, heater, windscreen washers etc. In conjunction, the journeys also tend to be shorter which also gives the vehicle (and leisure) batteries less chance of receiving a good charge. This does not indicate a fault in either the vehicles charging system or the alarm. Please bear in mind that the average vehicle has a 90amp alternator, which means in very simple terms that if the engine was running for one hour, the alternator would produce 90amps. This figure will be heavily depleted by the above mentioned accessories, leaving very little for charging the batteries (engine and leisure). Further bear in mind that your motorcaravan was built on a commercial chassis and the electrical system was designed to supply the necessary charging facility for only ONE battery. It is in your own interest to preserve the life of your battery and to avoid complications with the alarm system, regularly charge the engine battery if the motorcaravan is not being used.

9. FREQUENTLY ASKED QUESTIONS

Question:

I arm my alarm system and I can hear four 'chirps' but the alarm carries on and arms up!

Answer:

The four chirps indicate that Strikeback has detected a fault. Normally a simple check of the basics is enough to establish what the problem is. Shut all lockers and doors. You are now ready for full test or normal operation. Press remote control - indicators / sidelights flash twice. LED begins to flash in inverted phase (brief switch off). There is a 25 second arm up time during which you can test all alarm trigger points (cab door, caravan door bonnet, bike loop and internal sensor etc). A flash of the vehicle indicators indicates correct detection on every physical operation. The flash of the lights also indicates that the 25 second arm up counter has been re-set to allow you time to continue the test. Once you have established which part of the system is not working it is an easy matter normally to visually check and rectify the fault eg. if the fault appears to be on the locker, loop and caravan door circuit, often checking the position of the loop switch (see section five) will eliminate the problem.

Question:

The alarm does not respond to the radio key, everything else is dead, and I can't start the engine

Answer:

You have a flat battery. Given that the majority of batteries are in reality at least several months old when the van is sold, try not to assume that because the motorhome has been registered for just eighteen months, that the battery is as new.

Question:

I have just bought a van with Strikeback fitted. I would like to know a lot more about the system. Can I telephone Van Bitz and find out more about the system?

Answer:

In a word NO! If you buy a motorhome and it has a Strikeback system installed by us, then a registration process has to be followed before we will give you any technical assistance at all. This is not to be awkward, but to protect the interests of our customer. It is possible to transfer the registration thereby allowing access to technical telephone assistance, spares and of course documentation (insurance certificates for example). You will need our customers name and address and a copy of the V5 (known as a log book). There is an admin charge of £15 (at the time of writing March 2003).

Question:

Can Strikeback T be responsible for cutting out my engine or causing my engine to fail to start?

Answer:

Absolutely not! Strikeback T is designed to be installed into motorhomes already fitted with a manufacturers factory fitted immobiliser. If a factory immobiliser is not available (as on older motorhomes) then a separate immobiliser will have been installed and separate instructions will have been issued.

10. GENERAL

These notes have been produced to give you a quick and easy reference to the alarm operation. This information should enable you to get the most out of your system without getting confused. However, should you need any additional information or reassurance on any point, please do not hesitate to contact us.

11. WARRANTY & INDEMNITY CONDITIONS

Please remember that you must still take sensible precautions to protect yourself and your motorcaravan. Common sense will dictate that if you leave your motorcaravan in a vulnerable position, you are more likely to suffer loss from or of your van. So take all possible precautions to avoid exposing your vehicle to unnecessary risk. **The original fitting agent** indemnifies itself against any claims or damages arising directly or indirectly from use of any of its products and/or failure albeit to design, manufacture, quality components, installation techniques and/or any consequential claims by third party, accident, fire, theft, insurance or vehicle manufacturers guarantees or for any reason whatsoever that may arise from the use or installation of its products.

The original fitting agent warrants the system for a period of twenty-four months from the date of installation for the original purchaser. Failure due to damage to the installation and/or components, accidents, or damage to either the vehicle or the system by steam cleaning is not covered by the warranty. Warranty is limited to the replacement of faulty parts or components in the repair of the unit. The warranty becomes null and void if the unit has been tampered with, repaired, or damaged by any unauthorised person. In the event of a warranty claim, the vehicle will be returned to us for inspection/repair. No costs will be repaid.

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