

OPERATION INSTRUCTIONS FOR RHINO RDX

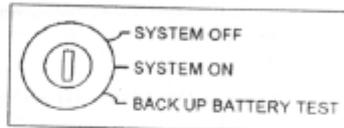
HIGH SECURITY SWITCH

Located in the rear of the siren is a master switch. This can be used to turn the system on and off. Bear in mind that if you plug the alarm while it is armed, the built in backup battery will continue to power the system. In this case, you must use the keyswitch to disable the alarm, as once the system is running on its own battery it will not respond to the signal from the transmitter.

BACK UP BATTERY TEST

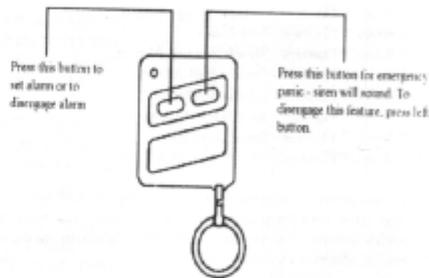
- Insert key, switch to "ON" position.
- Switch to "TEST" position, siren will sound on back up battery, if battery is fully charged.

NOTE: Back up battery requires a minimum of 24 hours to charge fully after installation.



24 HOUR PANIC

24 hour panic is activated by pressing right button on remote control transmitter. To cancel panic, press left button on transmitter.



TO ARM/DISARM ALARM

Alarm is activated by pressing the button on remote control transmitter. Blinkers will flash once, dash LED-light will stay on for 20 seconds then flash, ALARM IS NOW ON. To deactivate alarm, press the button again. Blinkers will flash 3 times. ALARM IS OFF.

FEATURES USED BY INSTALLERS / SERVICEMEN

1. INSTALLER / SERVICE MODE TEST

Installer and service mode and test mode is accessed by on powering of alarm. It is used to check each sector input when door, hood, aux or voltage drop is triggered. A signal is given via the blinkers and the dash LED light.

Shock sensor adjustment: If a hard shock is received by the shock piezo sensor, one second flash will be seen from blinkers. If a light shock is received by piezo sensor, a half second flash will be seen from blinkers.

For proper adjustment of shock sensor go to the rear of vehicle and bump vehicle until a half second flash is seen from blinkers. When the desired force is applied.

On completion of shock sensor adjustment, you can exit installer mode. This is accomplished by pushing the button on remote control or turn ignition to on position.

2. ALARM HISTORY MEMORY READ OUT VIA SIREN AND LED

To access alarm memory turn ignition on and hood opened i.e. hood switch grounded. By pressing the remote control, alarm history is accessed via siren and LED.

1 Beep, 1 Flash - Voltage Drop Alarm
2 Beep, 2 Flashes - Not Used
3 Beep, 3 Flashes - Shock Sensor Alarm
4 Beep, 4 Flashes - Power Fail Alarm
5 Beep, 5 Flashes - Ignition Alarm
6 Beep, 6 Flashes - Auxilliary Alarm
7 Beep, 7 Flashes - Door Alarms
8 Beep, 8 Flashes - Hood / Boot Alarm

If two previous alarms were caused by i.e. voltage drop and shock sensor the LED will flash and siren will beep once for voltage drop, no noise for 1 second then beep three times for shock sensor. The memory will hold ten alarm memories. The last memory heard is the most recent alarm sector triggered.

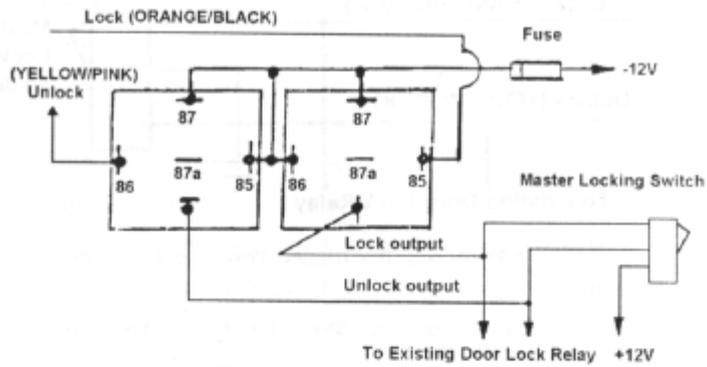
To clear memory turn key at rear of alarm off for 5 seconds.

To exit memory mode turn ignition off and close hood.

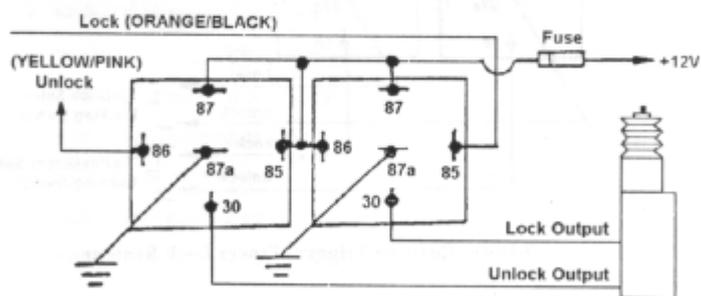
3. TUNING MODE

To tune remote control keys if they are out of frequency on installation. Use only plastic tuning tool to adjust. To access tuning mode turn ignition on. If receiver decodes a perfect signal, blinkers will stay on. If signal is intermittent blinkers will flash. If signal is not decoded blinkers will stay off.

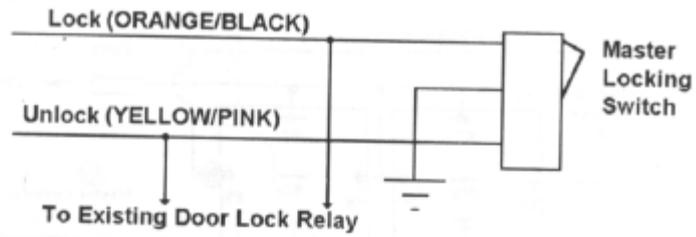
To exit tuning mode turn ignition off.



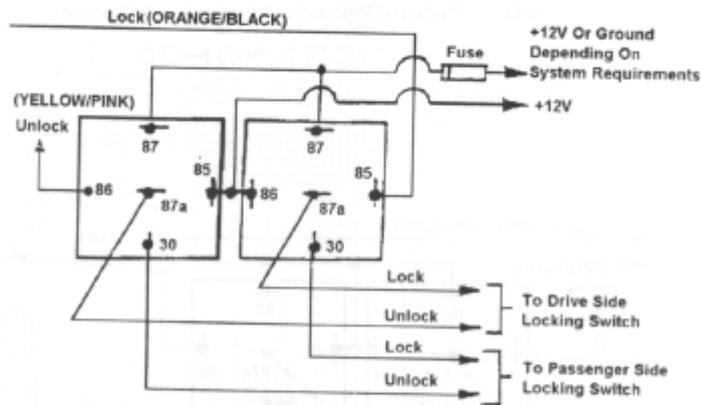
5-Wire "Polarity Reversing" Power Lock System



Install New Door Lock Motors



3-Wire "Negative trigger" Power Lock System



3-Wire "Positive Trigger" Power Lock System

WIRING INSTRUCTIONS

RED	- CONNECT TO A CONSTANT +12 VOLTS TO THE BATTERY
BLACK	- CONNECT TO A SUITABLE EARTH ON THE CAR BODY
ORANGE (x2)	- CONNECT TO THE LEFT AND RIGHT INDICATOR CIRCUITS OF THE VEHICLE TO FLASH THE INDICATORS
YELLOW	- CONNECT TO A +12 VOLTS IGNITION SWITCHED LEAD, WHICH DOES NOT FALL TO 0 VOLT WHEN THE ENGINE IS CRANKED
DARK BLUE	- CONNECT TO PIN SWITCHES FOR BONNET - CONNECT TO PIN SWITCHES FOR BOOT
WHITE	- CONNECT TO EXISTING DOOR SWITCHES, IF SWITCH SENSING IS REQUIRED
GREEN (x2)	- LOCATE THE POSITIVE FEED WIRE TO THE STARTER, CUT THAT WIRE AND JOIN THE TWO GREEN WIRES TO EITHER END OF THE STARTER FEED WIRE WHICH YOU HAVE JUST CUT
YELLOW/BLACK	- THIS IS A SWITCHED POSITIVE OUTPUT (+12V 200mA). CONNECT TO THE POSITIVE WIRE (USUALLY RED) ON ANY ACCESSORY USED i.e. ULTRASONIC SENSORS, GLASS BREAKAGE DETECTOR, MICROWAVE DETECTORS ETC
LIGHT BLUE	- THIS IS A POSITIVE OR NEGATIVE TRIGGER, AND SHOULD BE CONNECTED TO THE OUTPUT CIRCUIT WIRE (USUALLY BLUE) ON ANY ACCESSORY TO BE USED. (ULTRASONIC, MICROWAVE DETECTOR)
PINK	- APPLYING POWER WILL REMOVE THE CURRENT SENSING CIRCUIT, THE ALARM MUST NOW BE WIRED THROUGH THE WHITE WIRE, DIRECT TO THE DOOR PINSWITCH. THIS WIRE MAY BE WIRED TO THERMO FAN OR CAR PHONE. TO STOP CURRENT SENSING TRIGGER FROM OPERATING
VIOLET/BLACK	- NEGATIVE TRIGGER ON ALARM TO BE USED TO INTERFACE TO PAGER OR OPTIONAL SIREN (100mA MAXIMUM)
ORANGE/BLACK	- NEGATIVE PULSE LOCK SIGNAL
YELLOW/PINK	- NEGATIVE PULSE UNLOCK SIGNAL

WARNING TO ALL ALARM INSTALLERS

The RDX alarm is equipped with Low Current Negative Pulse Central Lock outputs. This must not be used unless a complete understanding of the car's central locking system is known. Failure to do this can damage electronics and this damage **WILL NOT BE COVERED UNDER WARRANTY!** If unsure, please connect relays as shown on wiring instructions.