



INSTALLATION SHEET EM300 - REDTRONIC AUTOLOCK UNIT

INTRODUCTION

The REDTRONIC EM300 Autolock was developed especially for Police Vehicles attending road traffic accidents for long periods. Due to the high current consumption of ancillary equipment, such as blue lights, and ancillary lighting used at the scene.

Function

The Function of the EM300 Autolock is to leave the vehicle engine running with the ignition keys removed and the vehicle locked. This is carried out by wiring into the control unit the amount of safety levels required, such as Ignition switch, Handbrake and Blue light, with option for one other if required such as the Accelerator.

The control unit has three +ve setting inputs, and one -ve for the handbrake input.

Once the desired levels have been connected, and operated, the illuminated push switch will flash. This means the system is now ready for setting if required.

By pressing the illuminated switch this will set the system, the lamp will now show a constant signal. The ignition keys can now be removed and the vehicle locked, this leaves the engine running and giving a charge to the battery.

If the vehicle is entered unlawfully for the purpose of theft, once any of the inputs have been triggered, (say the handbrake) this will cut the engine and will not restart without the ignition key.

The system is fail safe and should a problem arise this would not inhibit the use of the vehicle.

On some vehicles the CCU will not allow the central locking to operate whilst the engine is running. This can be overcome by disconnecting the sensing switch in the driver's door, or consult the vehicle manufacturer.

A dual output has been provided, one to feed the ignition circuit and the other to feed the ancillary equipment. (NOTE: THE CURRENT DRAWN MUST NOT EXCEED 18 amps, as this will damage the unit.)

One extra output has been provided to disconnect the starter circuit whilst the system is set.

Installing the EM300 Autolock

1. Mounting

The EM300 Autolock can be mounted on a flat surface with 3 heavy duty screws in a dry location.

2. Electrical connections

Cables:

2 X YELLOW WIRES: Connect in series with the Starter Solenoid

BLUE WIRE: Connect to the Ignition

WHITE WIRE: Ancillary connection

Spade Connections:

SPADE 2: +12V (or +24V - if ordered) Supply, connect through an appropriate FUSE.

SPADE 3: Ignition (+ve supply)

SPADE 4: -ve input (handbrake)

SPADE 5: setting mode +ve (if not required must have a positive)

SPADE 6: setting mode +ve (if not required must have a positive)

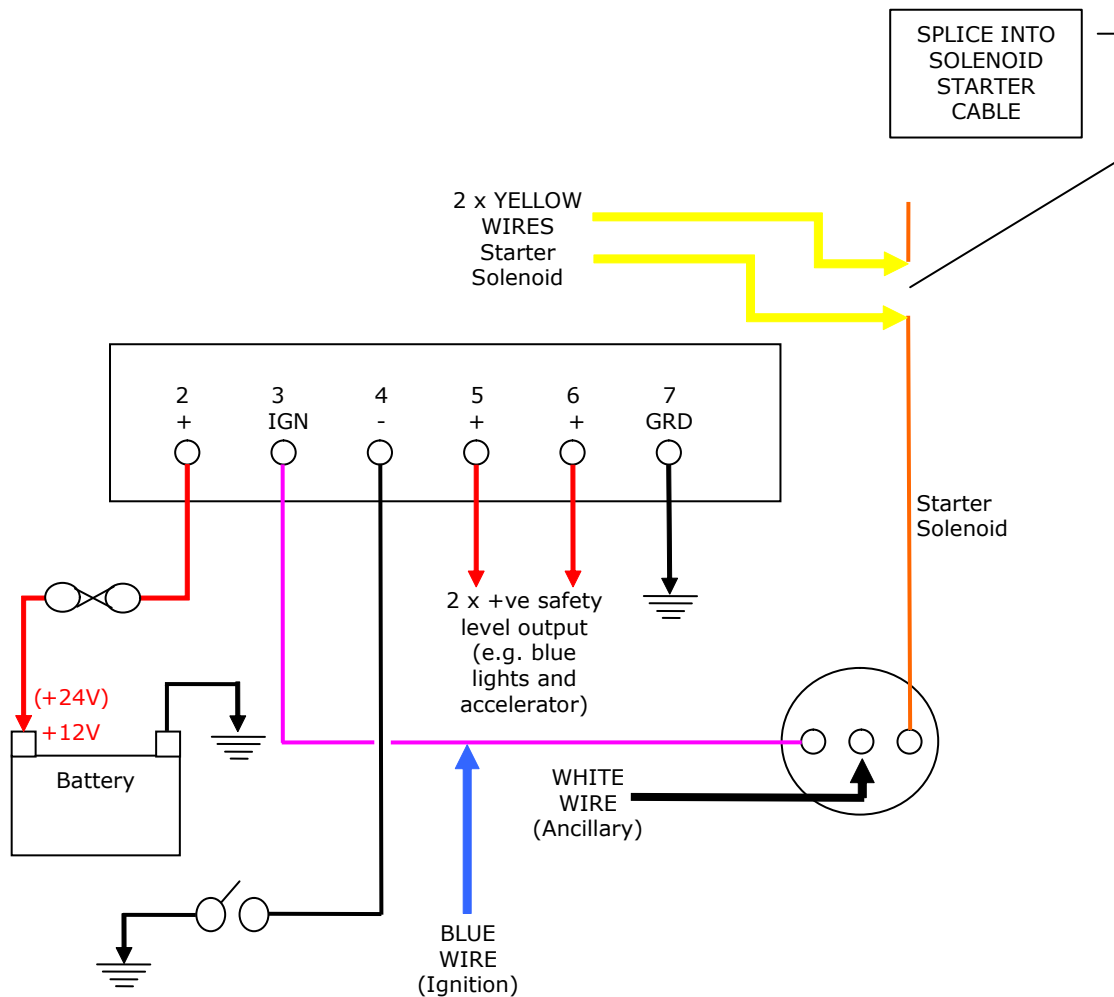
SPADE 7: -ve earth



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Wiring Diagram



PLEASE NOTE: SOME VEHICLES MAY NOT HAVE A DIRECT -VE HANDBRAKE, THEREFORE A RELAY SHOULD BE USED IN THIS CIRCUMSTANCE. (A DIODE COIL PROTECTION IS NOT REQUIRED)

DISCLAIMER

The EM300 Autolock is designed to be opened so that the switch may be fitted with ease and opening the unit will not void warranty. However, If the unit is tampered with in any way, e.g. the electronics are altered, the Warranty will be void. Follow these instructions when fitting the unit and no problems should take place.

The EM300 Autolock is available for +12V OR +24V vehicles. Please specify upon ordering.