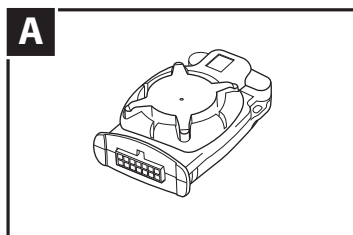


INSTALLATION MANUAL

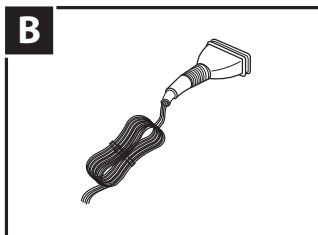
MOTORCYCLE TELEMATIC ALARM

T.30 - Def-Com 30

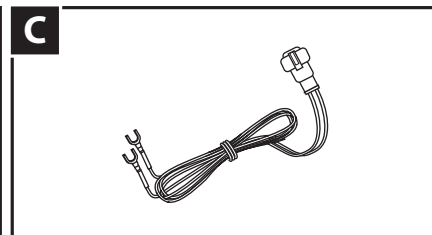
KIT COMPOSITION



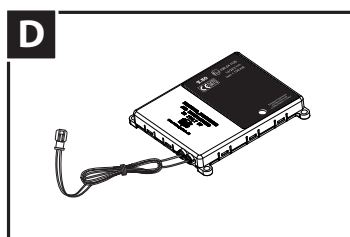
A
ALARM
CONTROL UNIT



B
ALARM
WIRING



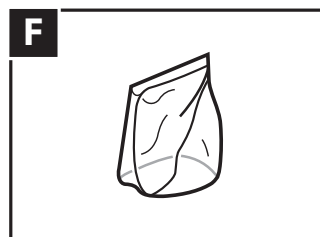
C
CONNECTION
HARNESS



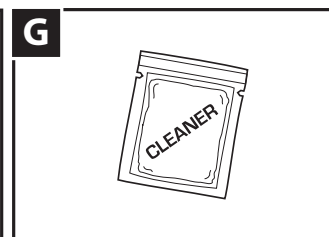
D
TELEMATIC
CONTROL UNIT



E
ALARM
ACCESSORY BAG



F
TELEMATIC
ACCESSORY BAG



G
DETERGENT
WIPE

ALARM CONTROL UNIT: TECHNICAL SPECIFICATIONS

Power supply:12Vdc (10V-15V)
 Working temperature:between -25°C and +85°C
 Protection rating: IP 65
 Application classification:motorcycle

TELEMATIC CONTROL UNIT: TECHNICAL SPECIFICATIONS

Power supply:12Vdc (10V-24V)
 Working temperature: between -30°C and +80°C;
 Protection rating: IP 65
 Application classification:motorcycle

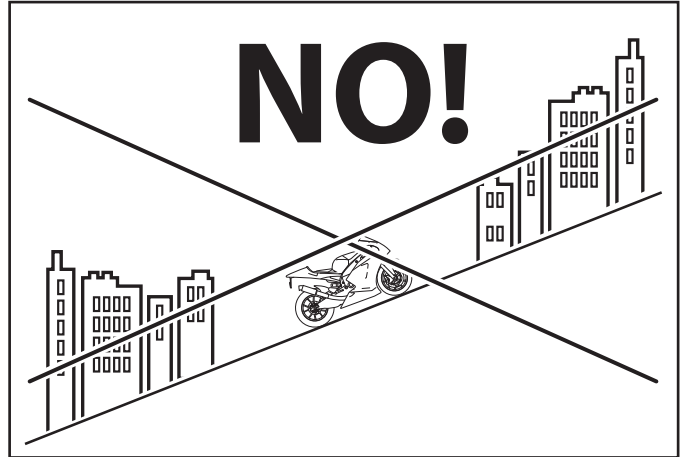
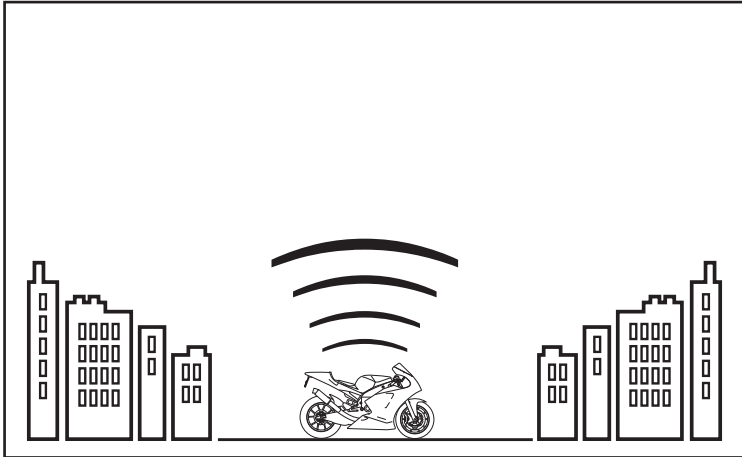
WARNINGS

- **ALL INSTALLATION OPERATIONS MUST BE CARRIED OUT WITH THE ENGINE OFF.**
- Before starting installation, carefully assess the position of the device, according to the available space, to the length of the power cables, and to the horizontal position that it needs to maintain.
- The product needs to be installed in an area that is only accessible to the service staff (Service Access Area On).
- Carefully follow the steps outlined in this manual.
- Installation staff are not authorised to remove warranty seals and/or access the inside of the product and accessories.
- The staff in charge of the installation is not authorised to alter and/or adapt the product and its relative accessories.
- **The manufacturer assumes no responsibility for damages caused to property and/or people, caused by the incorrect installation of the product.**
- **ATTENTION: Risk of explosion if the internal batteries are replaced with non-equivalent models, other than those contained in the product.**

APPLICABLE RULES

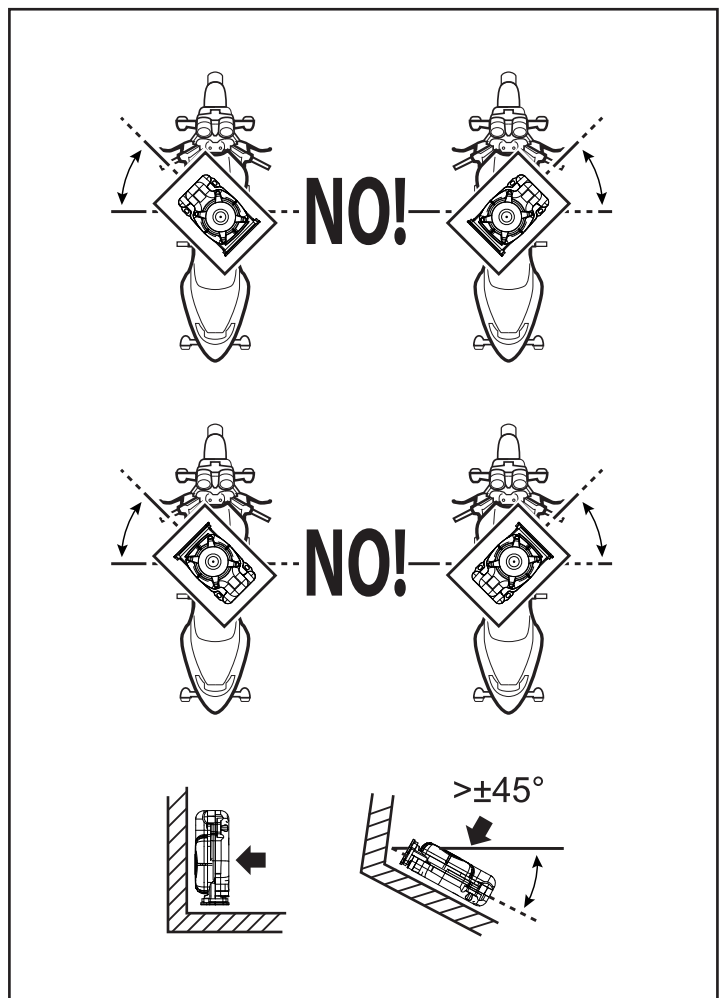
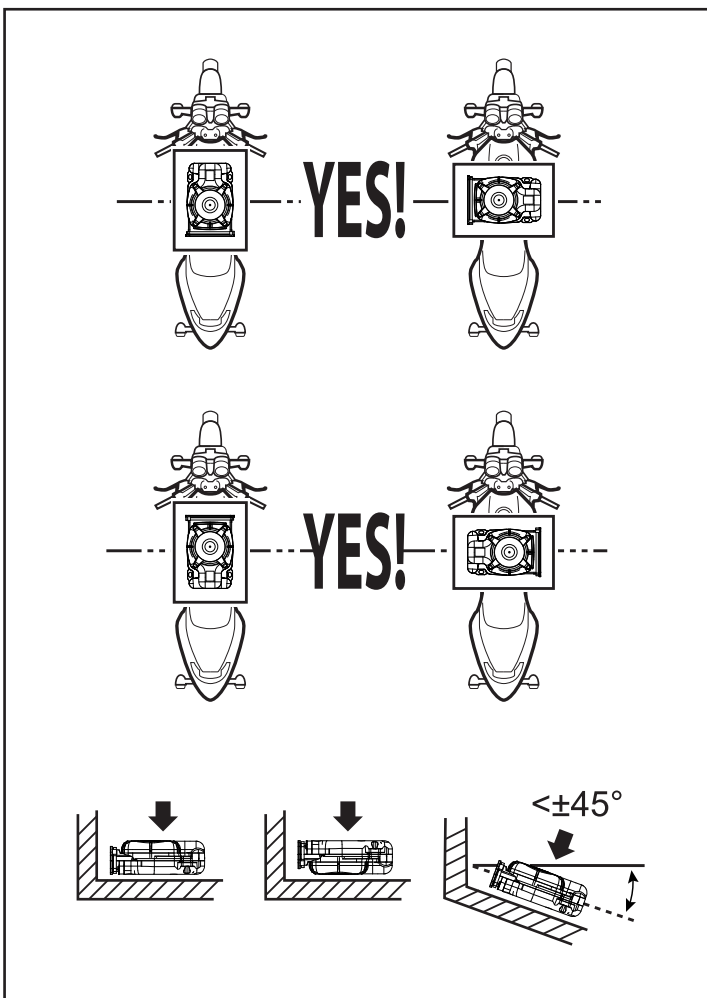
The instructions in this manual do not refer to specific motor vehicle models but apply to all motor vehicles in general. Any information provided by Meta System regarding a type (model) of vehicle is to be considered purely indicative. Installation, positioning, product securing and electrical connections, and possibly the removal, must be carried out in a workmanlike manner on each motor vehicle. The installer is obliged to and bears responsibility for carefully verifying the individual vehicle model on which operations are carried out. Failure to comply with that stipulated above can render the warranty of the device null and void.

POSITION OF VEHICLE DURING INSTALLATION



ATTENTION: All installation operations must be carried out with the motor vehicle parked outdoors on flat ground and with the engine off.

ALARM CONTROL UNIT: WARNINGS ON DEVICE POSITIONING



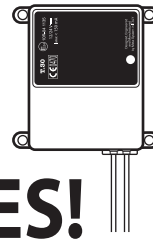
TELEMATIC CONTROL UNIT: WARNINGS ON DEVICE POSITIONING



ATTENTION

If horizontal installation is not possible, proceed with vertical installation.

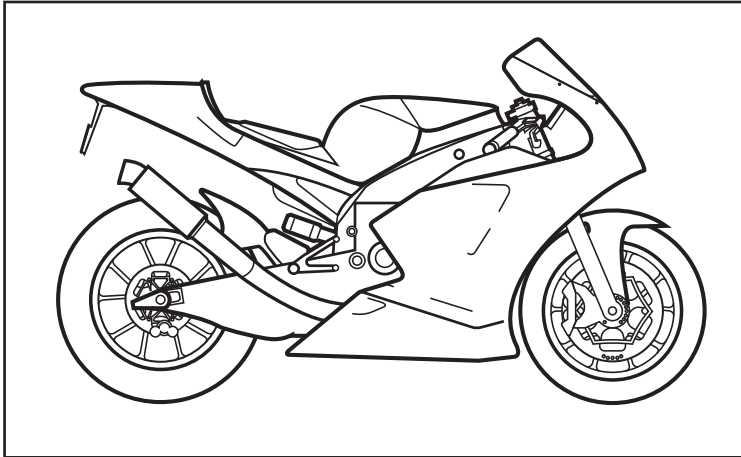
Do not secure the telematic control unit with the cables set up upwards!!



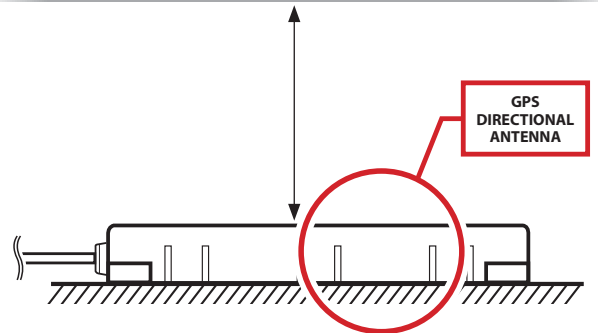
YES!



NO!



WIRING - METAL PANELS



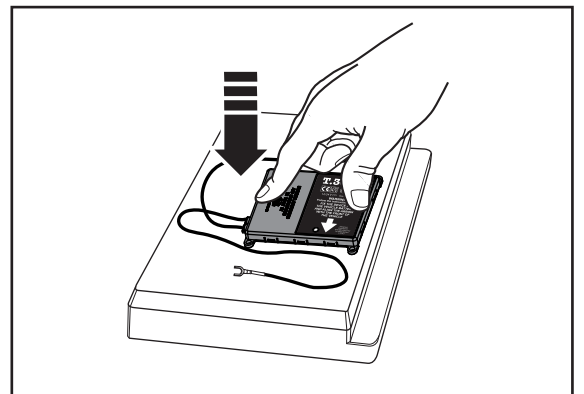
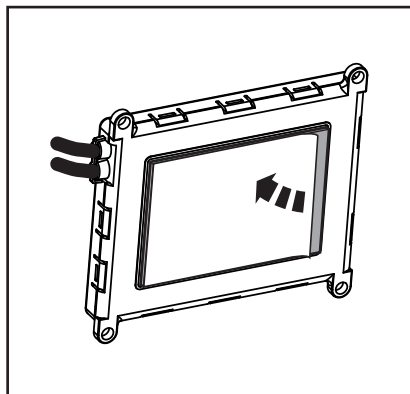
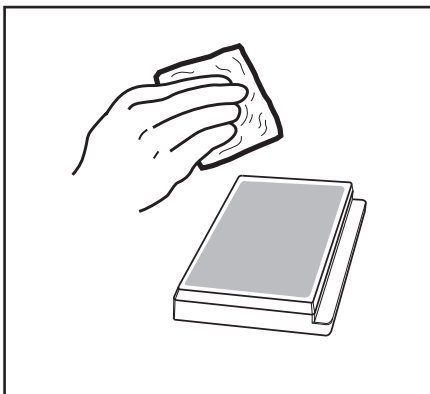
ATTENTION: make sure that the telematic control unit is at least 50 cm from the ECU (engine control unit).

TELEMATIC CONTROL UNIT: INSTALLATION

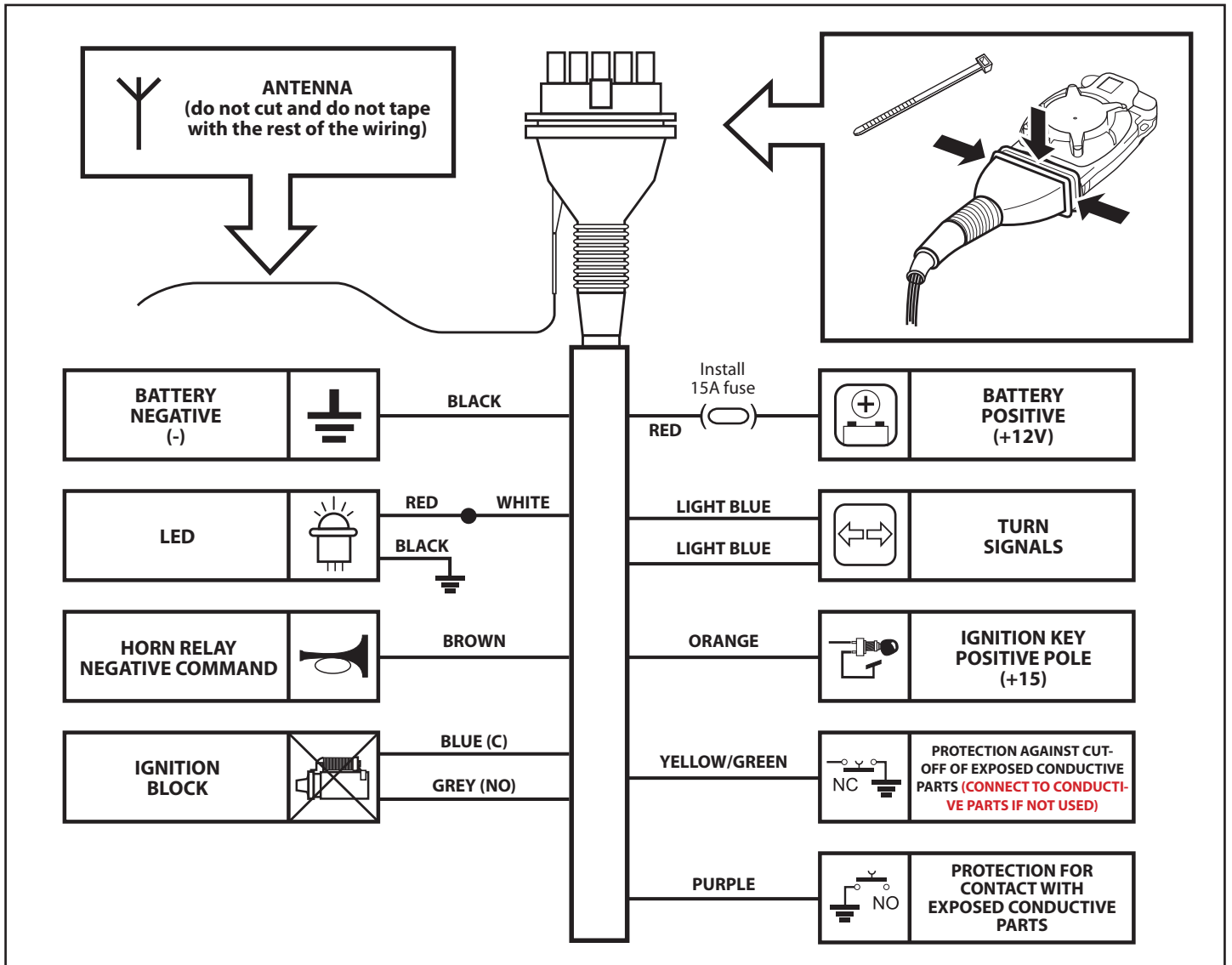
IN HORIZONTAL POSITION

Below is some information on positioning and mounting the telematic control unit:

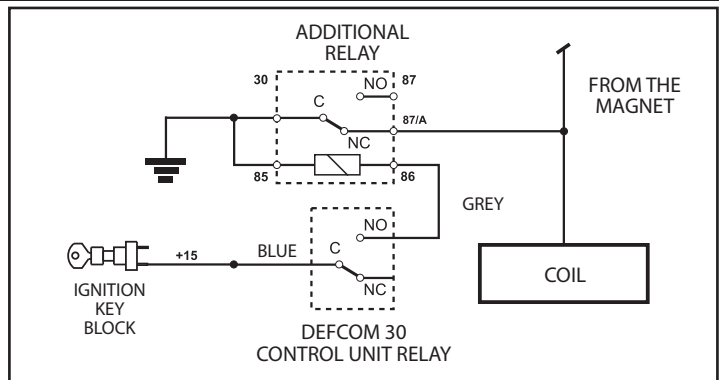
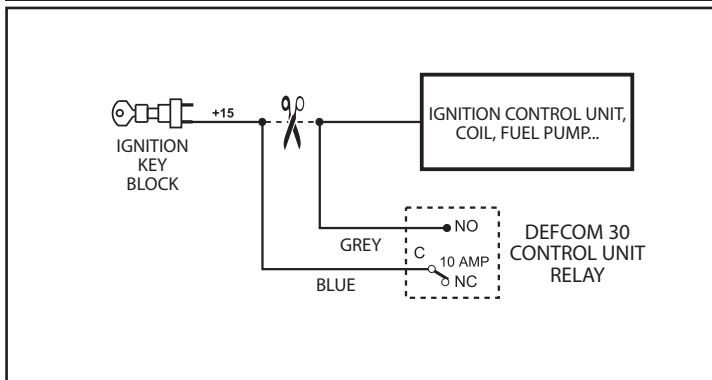
- Identify a flat area for mounting.
- Clean the area with the supplied detergent wipe and remove the adhesive film from the telematic control unit.
- Position and mount the telematic control unit by pressing for at least 10 seconds.



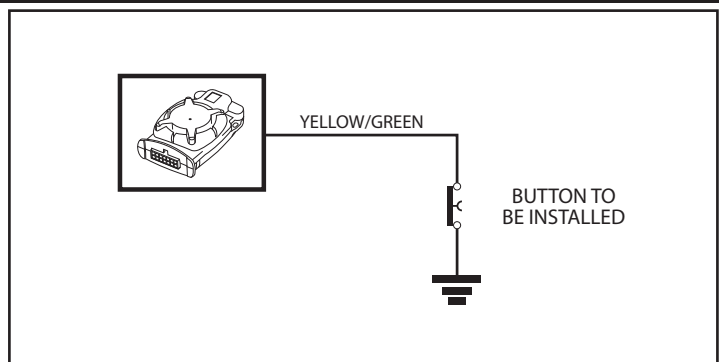
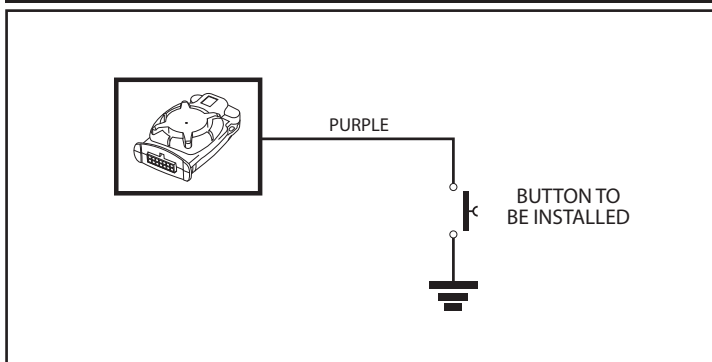
ALARM CONTROL UNIT: GENERAL DIAGRAM



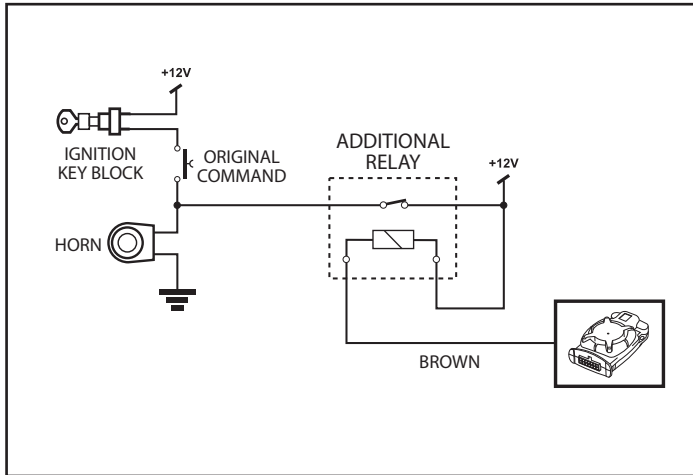
ALARM CONTROL UNIT: IGNITION BLOCK (FAIL SAFE SYSTEM)



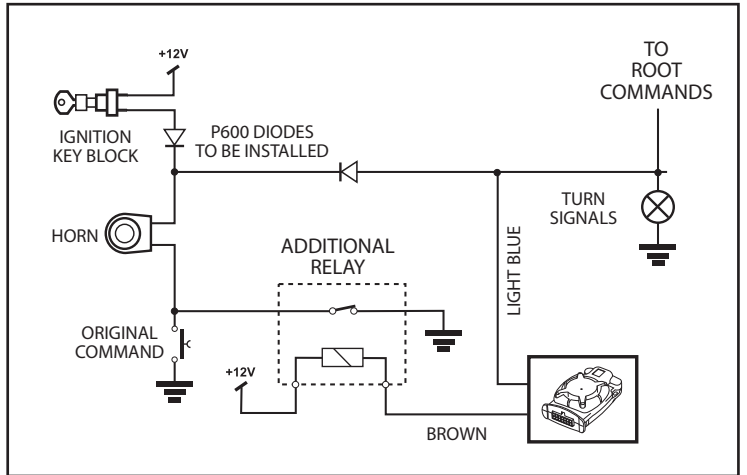
ALARM CONTROL UNIT: PERIPHERAL PROTECTION



CONTROL-OPERATED HORN POSITIVE - LOCKED



CONTROL-OPERATED HORN NEGATIVE - LOCKED

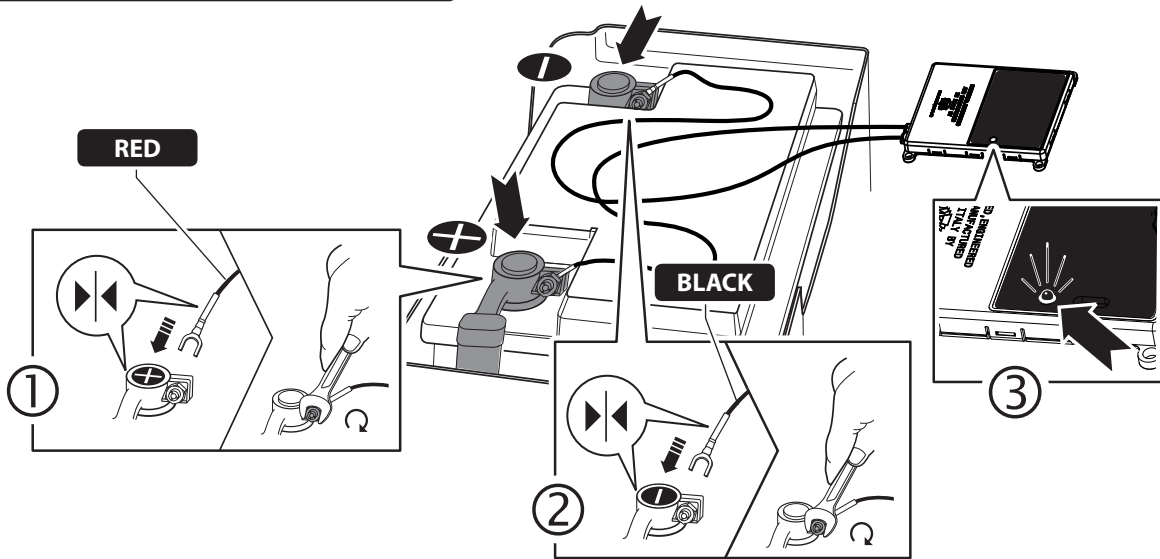


ALARM CONTROL UNIT: ELECTRICAL CONNECTIONS (connection to the battery)



ATTENTION: First connect the fork contact with **RED SHEATH** to the **POSITIVE POLE** of the battery and, subsequently, the fork contact with **BLACK SHEATH** to the **NEGATIVE POLE**.

Verify that the **led** on the device **flashes**; if not, check the connections and/or contact the after-sales service



TELEMATIC CONTROL UNIT: DIAGNOSTICS

The telematic control unit is equipped with a LED to provide diagnostic information and it is installed on top of the device. Based on the indications in the table below it is possible to verify the connectivity relative to the GSM to the GSM & GPRS.

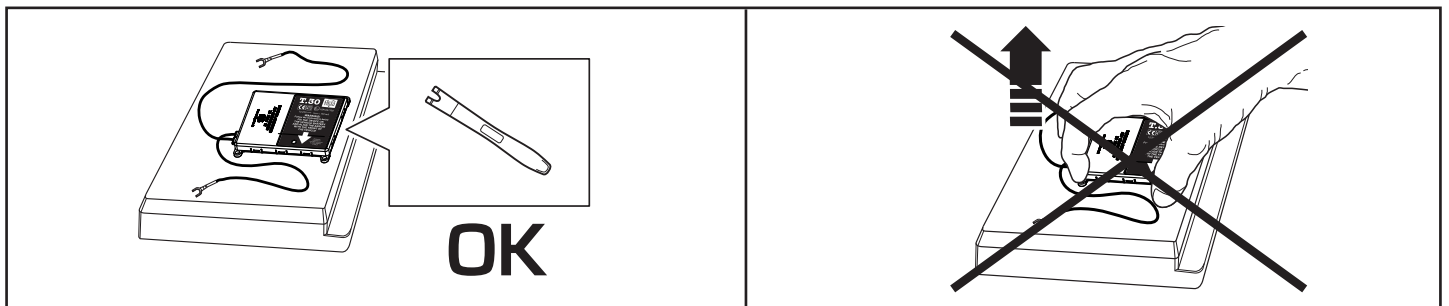
STATUS OF THE CONTROL UNIT DURING REGISTRATION ON THE NETWORK	STATUS OF THE CONTROL UNIT AFTER ACTIVATION	LED - RED	LED - GREEN
Registration in progress	Awake		1 fast flash
Registration completed	Awake		Always ON
Registration completed	Sleep Mode		1 slow flash
Registration denied	Awake	Alternate fast RED and GREEN flash	
Registration denied	Sleep Mode	Alternate slow RED and GREEN flash	

ALARM CONTROL UNIT: FINAL TEST

When installation is complete and the wiring connector is connected to the alarm control unit, do the following:

1. Restore the motorcycle's battery connection.
2. Turn the motorcycle key to ON and then OFF again.
3. After 50 sec. from this last step, the burglar alarm engine block is automatically triggered: the arrows will flash once briefly, the siren will sound 1 BEEP and the LED will start flashing very slowly.
4. Switch the burglar alarm off from the radio control: the arrows will flash once, the siren will BEEP 1 time and the LED will switch off.
5. Within 50 sec. start the motorcycle to make sure that the connections are working properly.
6. After turning off the engine and turning the motorcycle key to OFF, within 50 sec. turn on the burglar alarm from the radio control: the arrows will flash 2 times, the siren will BEEP 2 times and the LED will flash with brief off times.
7. During the initial 26 sec. immunity, perform the following test which need to produce a BEEP if the result is positive:
 - Turn the motorcycle key to ON.
 - Enable any protection buttons (seat compartment opening, bulkhead removal,...).
 - Move the motorcycle, enabling movement protection. With every BEEP the initial immunity time starts over from zero again.
8. When the initial immunity is over, the LED flashes at an inverted phase (long off times) and one of the protection contacts is enabled, turning the motorcycle key to ON or moving it will generate a 26 sec. alarm cycle: the siren makes its characteristic modulated sound, the turn signals flash and the horn, if connected, sounds intermittently. Check the correct operation of the engine block protections during the alarm cycle.
9. When the burglar alarm is switched off the LED will stay on and the siren will make 1 BOOP to signal the alarm memories: refer to the user manual to decode the signal and for all the other product characteristics/programming.

PROCEDURE FOR THE CORRECT DISMANTLING OF THE TELEMATIC CONTROL UNIT



SIMPLIFIED DECLARATION OF CONFORMITY

Hereby, Meta System S.p.A. with address in Via Galimberti 5, 42124 Reggio Emilia – Italy – declares that **Telematic Tracking device Moto Alarm T.30** and **Def-Com 30** models are in compliance with Radio Equipment Directive 2014/53/EU.

Frequency Bands and Power Supply in which the radio equipments operates:

T.30

880-960 MHz: 1710-1880 MHzGSM: class 4 (2W); DCS: Class 1 (1W)
 1575,42 – 1602 MHz (Rx only)
 863,1-864,6 MHz< 10 mW

DefCom30

863,1-864,6 MHz< 10 mW

The full text of the EU Declaration of Conformity is available at the following internet address:

<http://docs.metasystem.it>

Certificate Holder's Address:

Meta System S.p.A.
 Via Galimberti 5
 42124 Reggio Emilia
 Italy

