

MEGATRONIX

UPSS Add-On Shock Sensor Interface Module

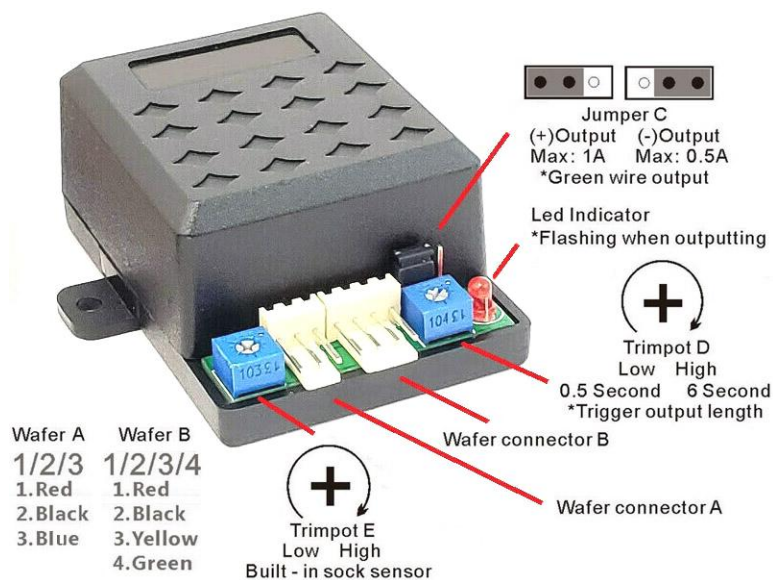
Overview

Unit is designed for upgrading vehicle's original factory car alarm system. Most factory systems are not equipped with any type of sensor. Unit receives trigger information from sensor and then supplies an output to trigger factory hood, trunk, or door pin. Besides interface's built-in shock sensor, an optional external sensor such as glass break, motion, or tilt, can be installed for added security.

Operational Notes

Unit operates only while vehicle is off and is disabled while vehicle is running to prevent false triggering of factory alarm system. When ignition key is switched off, sensor is automatically turned on and functioning. When ignition key is switched on, sensor is automatically turned off and disabled. On-board LED can be used for testing unit sensitivity when installing and confirming proper operation.

Wiring Diagram



Wiring Instructions

1. Red Wire (+): Connect to constant 12 volt power (Do not wire directly to car battery).
2. Black Wire (-): Connect to chassis ground (Do not wire to any existing ground wires).
3. Yellow Wire (+): Connect to vehicle's switched ignition source (Ignition key switch).
 - a. If ignition is in ON/RUN or START/CRANK position, wire should receive 12 volts.
 - b. If ignition is in OFF or ACCESSORY position, wire should receive 0 volts.
4. Green Wire (-/+): Connect to a trigger wire for factory alarm (Hood, trunk, or door).
 - a. Recommend to use hood or trunk open detection (If unavailable, then use door).
 - b. Depending on vehicle, trigger input may be grounding type or positive type pin.
 - c. Most vehicles use negative trigger, but if require positive trigger, adjust Jumper C.
5. Trimpot D: Adjusts trigger output pulse length from 0.5 second to 6 seconds.
 - a. Set trigger length to requirement of factory alarm system (Usually 0.8 ~ 1.0 seconds).

6. Trimpot E: Adjusts sensitivity of built-in shock sensor (Not for external sensors adjust).
7. Many vehicles are equipped with canbus/databus computer communication system.
 - a. For product compatibility, test the desired trigger input wire of the vehicle to verify.
 - b. If trigger wire is a canbus/databus wire, then you must use another trigger wire.
8. Test switched ignition input to ensure unit does not interfere with vehicle diagnostics.

Specifications

1	Operating Voltage	+9V ~ +15V DC
2	Standby Current	</=9mA
3	Working Current	<35mA (No-load current)
4	Operating Temperature	-20°C ~ +80°C
5	System On & Off	When yellow wire receives 12 volts, sensor function turns off. When yellow wire receives 0 volts, sensor function turns on and is detecting.
6	Output Timing	System will send trigger pulse when built-in shock sensor or external sensor is activated.
7	Wafer Connector A (External Sensor Wiring Harness)	Connector can be used to add a secondary sensor to detect glass break, motion, or tilt. *Only single stage/zone sensor can be used. 1) Red wire: Power 12 volt output (+) 2) Black wire: System ground output (-) 3) Blue wire: Sensor trigger input (-)
8	Wafer Connector B (Built-In Shock Sensor Wiring Harness)	1) Red wire: Power 12 volt input (+) 2) Black wire: System ground input (-) 3) Yellow wire: Ignition switched input (+) 4) Green wire: Sensor trigger output (-/+)
9	Jumper C (Trigger Polarity Selection)	Trigger output polarity can be set to negative or positive by adjusting Jumper C based on vehicle requirements.
10	Trimpot D (Trigger Output Length)	Adjusts length of trigger pulse output. Trigger output length can be adjusted from 0.5 second to 6 seconds (Usually 0.8 ~ 1 second). a) Turning clockwise extends trigger output. b) Turning counterclockwise shortens output.
11	Trimpot E (Built-In Shock Sensor Sensitivity Adjustment)	Adjusts sensitivity of built-in shock sensor. a) Turning clockwise increases sensitivity. b) Turning counterclockwise decreases sensitivity.

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