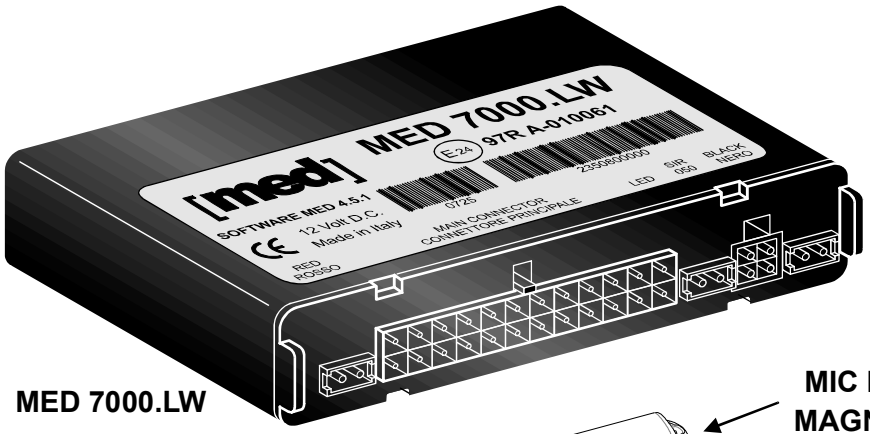
MED 7000.LW

AUTOMOTIVE SOLUTIONS

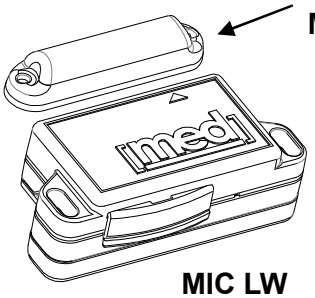
USER'S GUIDE ENGLISH

2017

PC PROGRAMMING ONLY WITH
SW MED 4.5.1
with serial number higher than
2414800000

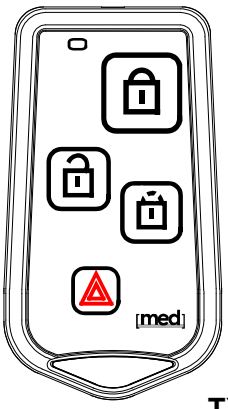


MED 7000.LW

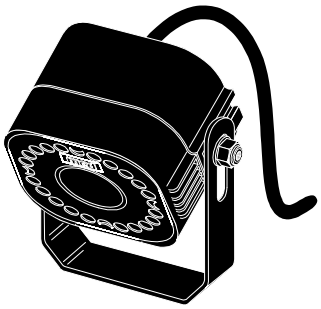


MIC LW MAGNET

MIC LW

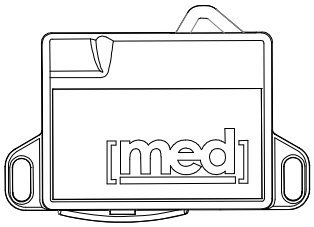


TX PAR LW

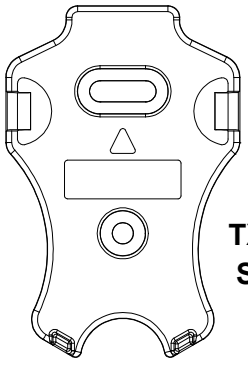


SIR 050

MIC MEC LW BUTTON



MIC MEC LW



TX PAR LW SUPPORT

CHD 400

ORIGINAL REMOTE CONTROL MODULAR ALARM

WITH BUILT-IN RECEIVER FOR WIRELESS MODULES

NEW REMOTE CONTROL MED TX PAR LW

COMPANY WITH QUALITY SYSTEM CERTIFIED BY BUREAU VERITAS ISO 9001:2008

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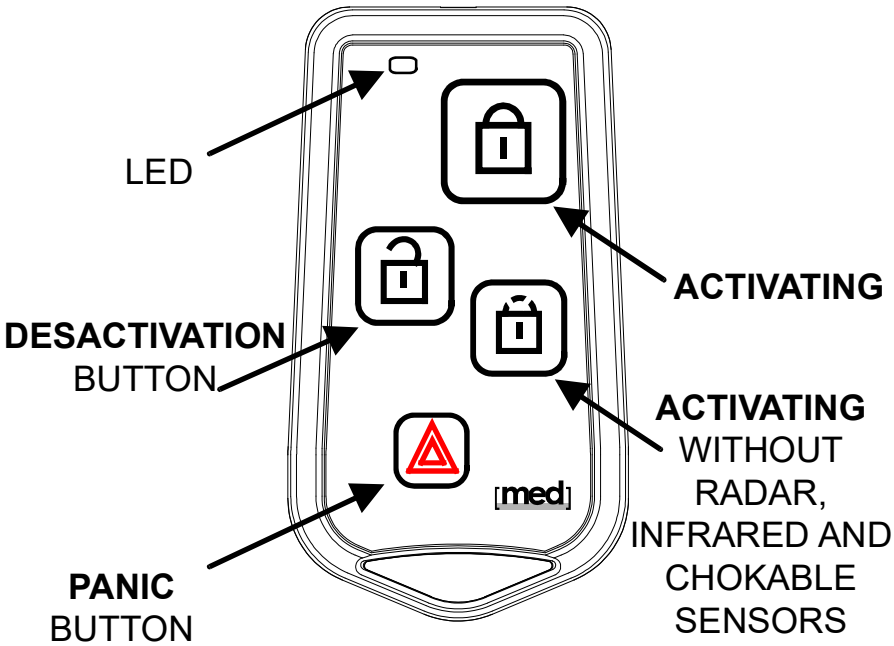
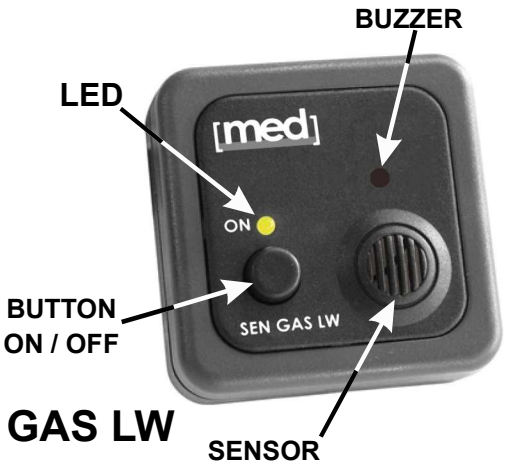
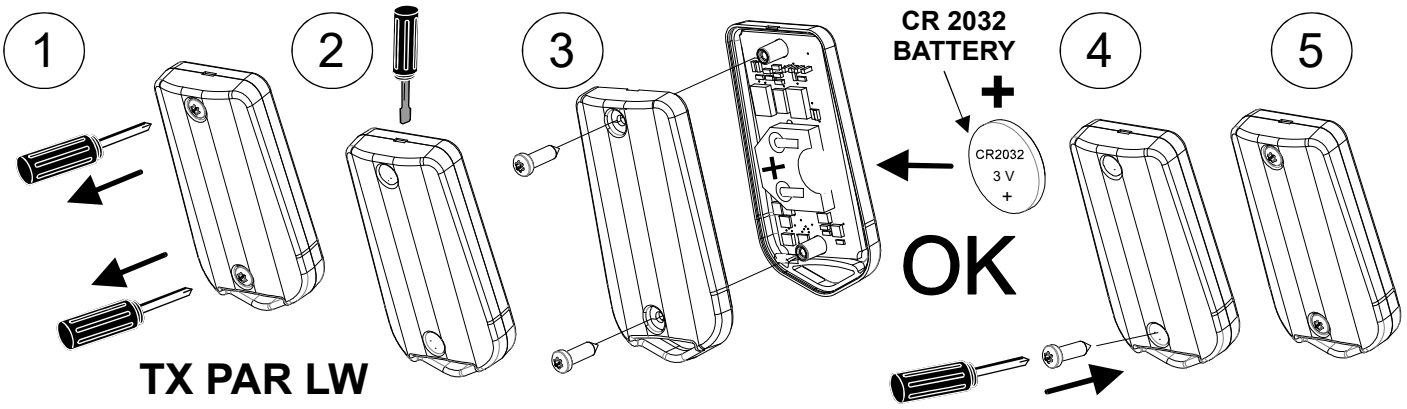


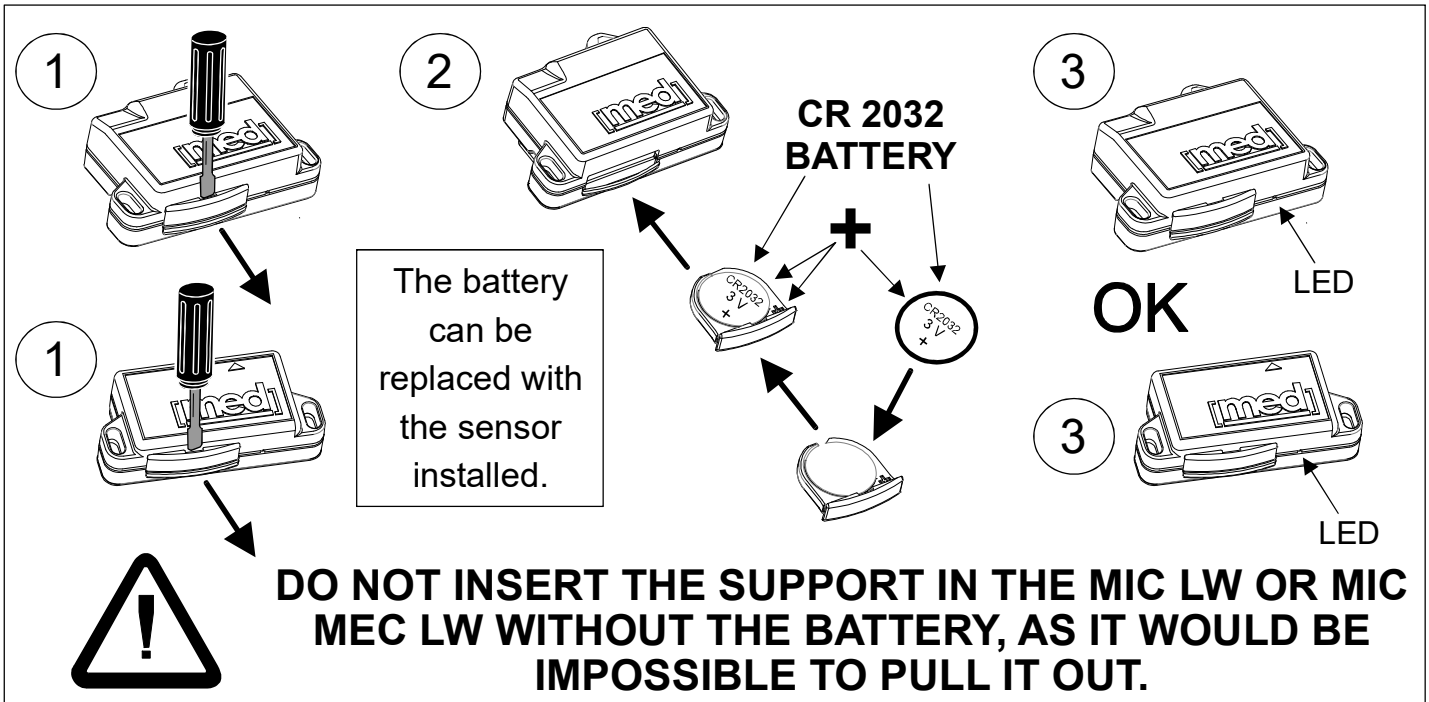
TX PAR LW



SEN GAS LW

BATTERY REPLACED





DO NOT INSERT THE SUPPORT IN THE MIC LW OR MIC MEC LW WITHOUT THE BATTERY, AS IT WOULD BE IMPOSSIBLE TO PULL IT OUT.

QUICK WORKING INSTRUCTIONS

ACTIVATING THE SYSTEM VIA REMOTE CONTROL WITH RADAR, INFRARED AND CHOKABLE SENSORS AND WINDOW CLOSING ENABLED:

Lock the vehicle using the original remote control, following the instructions of the vehicle manufacturer, or press the button on the remote control TX PAR LW with the symbol  once.

Confirmation: **2** direction indicators **flashings**, **2 two-tone signals** of the buzzer, windows closing, **LED lit fixed** (red pilot lamp), then flashing with active ultrasonic sensor and SEN INFRA LW on.

WARNING: **3 flashings**, **3 two-tone signals**, windows closing, **LED immediately flashing** indicate the activation without ultrasonic sensor (definitive cuttingout).

3 blinks, 3 two-tone signals, window closing, **LED lit steady and then blinking** mean that the system is activated with exclusion of the reading function of the buttons detected by the CAN line or those connected directly to the LIGHT BLUE/WHITE wire.

WITHOUT RADAR, INFRARED AND CHOKABLE SENSORS AND WINDOW CLOSING:

Turn the ignition key off or open a door with the ignition key turned off, then while the LED is lit, hold the button down until the two-tone acoustic confirmation signal is given (LED off with the button pressed). Then lock the vehicle with the original remote control.

As an alternative, using the **TX PAR LW**, press the button with the symbol  once.

Confirmation: **4 short flashings** of the direction indicators, **4 two-tone signals** of the buzzer, LED immediately flashing.

The LED / Button remains excluded until the ignition key is turned on again**.**

When the function is excluded using the remote control **TX PAR LW**, the condition remains valid until it is activated again**.**

SYSTEM DESACTIVATION

Open the vehicle with the original remote control, as indicated by the manufacturer of the vehicle. For the vehicles having a separate boot-opening button: usually even this button allows the alarm system desactivation; only for some vehicles, due to the original working, the doors need to be opened before, then the boot.

As an alternative, using the **TX PAR LW**, press the button with the symbol  once.

Confirmation: **Long blinking** of the turn signals, **1 long buzzer signal**, LED off (on some vehicles it may be on even if the doors, connected to the control unit on the LIGHT BLUE/WHITE wire, or detected by the CAN line, are closed).

WARNING:

- The TX PAR LW activates / deactivates the system.
  In some car models it controls also the central locking.
- The “original remote control” indication includes both the remote control with the keys to be pressed to open/close the vehicle and the latest generation devices with which you merely have to touch the handle of the vehicle to get in, or start the engine with the “START” button, defined by the vehicle manufacturers as KEY LESS GO, INTELLIGENT KEY, etc.
- The direction indicators can be connected to give the optical signals when the system alarms. In some vehicles they can give also the “service signals” and the system “activation / desactivation” signals in addition to the LED and the **SIR 050** or **SIR 050.NA** buzzer.

If any anomalies or alarms occurred, **the first alarm** is shown by some additional signalings (BEEPS) of the siren and by some LED flashings:

1 Doors, bonnet, boot openings detected on "CAN, VAN, K-BUS, CODE" line.
2 Contact key **[+15] ON**.
3 Ultrasonic sensor (it detects all kind of intrusions in the vehicle).
4 Opening the doors, bonnet or boot (connected to the Light Blue/White wire).
5 Anti-tampering of the ultrasonic sensor (anti-blinding / anti-masking).
6 Self-diagnosis of the system.
8 Activating the system with door, bonnet and boot buttons, connected to the Light Blue/White wire, excluded and configured as the instantaneous input, after refusal due to an open door.
9 Opening the doors, windows and storage compartments detected by wireless contacts MIC LW, MIC MEC LW.
10 Opening the doors, windows, storage compartments detected by chokable wireless contacts: MIC LW, MIC MEC LW, infrared sensors SEN INFRA LW, SEN INFRA 360 LW.

- **The alarm memory is repeated if the system is activated and desactivated without turning the contact key on** [+15] ON.
  It's cancelled only by turning the contact key [+15] ON.
- The PANIC function does not generate an alarm memory.

To simplify the use of the system, we always suggest the pairing of the electronic key CHD 400 (allowing the system activation / desactivation without the remote control and the vehicle start). The system is completed by the **SIR 050 SIREN** equipped with the internal buzzer to help in the use of the system, such as the activation / desactivation, the warning signalings, the alarm memories, the programs, etc.
We offer a complete range of accessories designed specifically to be paired with this alarm control unit, which prove useful to complete the camper van's protection system, such as the following for example: wireless sensors with magnetic contact MIC LW or mechanical contact MIC MEC LW for protecting doors, windows and storage compartments; infrared sensors SEN INFRA LW (mounted on sides) or SEN INFRA 360 LW (mounted on internal roof); wireless sensor that detects soporific gas or **LPG** (Liquefied Petroleum Gas or rather Butane and Propane): SEN GAS LW; auxiliary acoustic indicators and the telephone alarm repeater MED-CALL, the MedSky satellite protection systems controlled by both the Control Centre and also self-sufficiently by the vehicle owner. **Ask your MED installer for more.**

WARNING:

- These instructions are referred to the system completely installed.
- The other opening parts will also be indicated as doors, for example: hatch doors, windows, storage compartments, bonnet, boot, etc.
  The other versions are also indicated as **MED 7000.LW.**
- The installer has to give to the vehicle owner the **PIN CARD**, THESE **USER'S GUIDE** and the **INSTALLATION CERTIFICATE** duly filled out and signed, that is valid as product warranty (to keep on board).
- The central unit has to be installed by skilled personnel.
- Some functions may exclude others.
  Some depend directly on the equipment of the vehicle and on the accessories installed.
- The maximum transmission range of the wireless sensors (roughly 10 meters) is reduced in the presence of strong radiofrequency disturbance and also if the built-in battery should runlow.
- Follow the instructions below to replace the battery.
- A.E.B. S.p.A. declines all responsibility and suspends the warranty in case of any inappropriate use of the product, in case of tampering or pairing with inappropriate devices.
- Position the control unit and the wireless sensors inside the vehicle, away from heat sources and protected against the infiltration of liquids or condensate; the wires must lead up to the control unit from below.
- A.E.B. S.p.A. reserves the right to bring any kind of improvements without previous notice.
- The **MED 7000.LW** can be installed in **24 Vdc** vehicles with the **KIT 24V** potential divider**.**

DENIAL ON ACTIVATION

- With the ignition key turned on, all the remote controls and the electronic key are ignored.
- **3 Beeps** and **3 blinks** of the LED indicate that the door, bonnet or boot is open if connected to the **light blue/white** wire configured as **Instantaneous** input or detected by the CAN line.
  - Close the door and re-activate the system, otherwise if the buttons are connected to the Light Blue/White wire, the system will activate it self and exclude the control function on this line, also pointing out the condition when de-activating with 8 beeps of alarm memory.
  - With the buttons detected by the CAN line, if you hear a continuous acoustic sound, close the door and re-activate the system. Based on the settings made and on the type of vehicle involved, the system could activate itself self-sufficiently (even if the lock is not blocked).
  - With the input (Light Blue/White wire) configured as DELAYED, if the door is not closed the system ACTIVATES and then runs an alarm cycle after the set delayed time has elapsed (30 or 50 seconds). In this case the input remains active all the time.
- **5 BEEPS** and **5 flashings** of the LED mean that the system is OUT OF ORDER. PROGRAM the system to activate it again.

PANIC FUNCTION

Using the transmitter **TX PAR LW** you can activate an alarm cycle with the siren, turn signals and supplementary warning devices in the case of a dangerous situation.
With the ignition key turned off, press the button of the **TX PAR LW** with the symbol  for **2 / 3** seconds consecutively until the alarm cycle starts. The alarm is interrupted by pressing the panic button or the de-activation button of the **TX PAR LW**, using the electronic key **CHD 400** or by disabling the system with the original remote control of the vehicle.

THE FOLLOWING INSTRUCTIONS ALLOW A DEEPER KNOWLEDGE OF THE SYSTEM

ACTIVATION / DESACTIVATION SYSTEMS

REMOTE CONTROL TX PAR LW

The new TX PAR LW unit has 4 buttons: complete activation of the system, partial activation of just the perimeter protection MIC LW and MIC MEC LW (without volumetric sensors, or infrared sensors, or MIC LW or MIC MEC LW that can be choked), de-activation and PANIC FUNCTION. They are antiscanner, ROLLING CODE and self-learning. Those in the box are ready to use. It is possible to use up to 4 pieces simultaneously, cancel the lost and pair some other, new ones (please ask your installer). It has a replaceable lithium battery CR 2032.

CHD 400 ELECTRONIC KEY

It is used to completely activate the system, to partially activate just the perimeter protection MIC LW and MIC MEC LW (without volumetric sensors, infrared sensors, MIC LW or MIC MEC LW that can be choked by means of the LED/BUTTON) and to de-activate the system.
This is antiscanner, ROLLING CODE and self-learning. This is in the box is ready to use. It is possible to use up to 2 pieces simultaneously, cancel the lost and pair some other, new ones.

CHD 400 ELECTRONIC KEY OPERATION

Put and press the key on its key socket (the two metallic parts have to come in contact).
During the “contact” the LED switches on flashing quickly.

SYSTEM ACTIVATION BY THE CHD 400 ELECTRONIC KEY

Press it on its socket: the LED “vibrates” lightly, then detaching it, it remains lit steady and the buzzer sounds continuously, which ends with the usual indication that the system is activated, after approximately 15 seconds.

- The procedure is stopped by placing the key on its socket again, by switching the vehicle ignition key on or using a remote control.
- The system activates completely but does not pilot door closing.

Close the doors with the vehicle's original system (original remote control or key).

CHOKED ACTIVATION OF THE SYSTEM BY MEANS OF THE CHD 400

1) Turn the ignition key OFF or, with the ignition key OFF, open a door connected to the LIGHT BLUE/WHITE wire or detected by the CAN line; while the LED is lit steady, press the button of the LED right down until the two-tone acoustic confirmation signal is given (LED off with button pressed).
2) Press the electronic key on its socket: the LED switches on and "vibrates" lightly; take it off the socket and the LED remains lit steady and the buzzer sounds continuously, which ends with the usual indication that the system is partially activated with just the perimeter protection MIC LW and MIC MEC LW (without volumetric sensors, infrared sensors, MIC LW or MIC MEC LW choked sensors), after approximately **15 seconds**.

- The procedure is stopped by placing the key on its socket again, by switching the vehicle ignition key on or using a remote control.
- The system activates completely but does not pilot door closing.

Close the doors with the vehicle's original system (original remote control or key).

SYSTEM DESACTIVATION BY THE CHD 400 ELECTRONIC KEY

Open the door using the original vehicle's system.

- If the system was activated by the remote control, the system alarms.
- If it was activated using the **CHD 400** key, it is possible to desactivate it within 10 seconds avoiding the alarm from the buttons, the ultrasonic sensor and the additional modules.
- When turning the ignition key **[+15] ON**, the system alarms immediately.

Press the key on its key socket: the LED starts "vibrating" slightly, followed by the doors opening with the usual system desactivation signaling, followed by the "alarm memory", if any alarms or anomalies have occurred.

PIN CARD

It is the card supplied in the box, showing the serial number of the central unit and the EMERGENCY CODE, with the relevant use procedure. It allows the system desactivation without remote control or electronic key. It allows the **CHD 400** electronic keys and **TX PAR LW** self-learning, either to add some others or to cancel the lost ones. Duplicates available on request at the installer's place giving him the "serial number" of the central unit.

PAIRING / CUTTING OUT OF THE TX PAR LW REMOTE CONTROLS

1) With the system in off position, enter the EMERGENCY CODE as shown on the PIN CARD.
2) When the confirmation BEEPS end and the LED is switched on fixed again, within **20 seconds** press for **three times** consecutively one button of each remote control to be activated or to keep working, waiting each time the LED relighting and the BEEP from the buzzer. Confirmation:
   - **2 Beeps** close together and **2 blinks** of the LED confirm that the remote control has been saved.
   - **4 Beeps** close together and **4 blinks** of the LED indicate that this remote control has already been enabled.
   - **6 Beeps** close together and **6 blinks** of the LED indicate that the 4 remote controls foreseen are already enabled. No others can be added.
3) Once activated the last one, turn **ON / OFF** the ignition key one time or wait for 30 seconds.

WARNING:

- With the **TX PAR LW** you can use any one of the **4** keys available and press different keys of the same remote control for the **3 times** requested.
- The remote controls that are not used in this operation are disabled; **they can be re-enabled by repeating the operation.**
- Once activated the procedure, it is possible to learn the electronic keys.

PAIRING / CUTTING OUT OF THE CHD 400 ELECTRONIC KEYS:

1) With the system in off position, enter the EMERGENCY CODE as shown on the PIN CARD.
2) When the confirmation BEEPS end and the LED is switched on fixed again, within **20 seconds** press on the key socket for **3 close times** the metallic part of each **key CHD 400 to be activated or to keep working, waiting each time the LED relighting and the BEEP from the buzzer.** Each time pressed, the system reacts with the following indications:
   - **1 Beep** and **LED switching back ON**, means that the procedure is progressing correctly, which is confirmed after the key is pressed for the third time by **3 BEEPS** close together and **3 blinks** of the LED.
   - **2 Beeps** close together and **2 short blinks** of the LED mean that the 2 keys foreseen have already been enabled. No others can be added.

   WARNING:
   If the contact is not close enough, although the confirmation signal, it could be necessary to press the key again: **only 3 close BEEPS and 3 LED flashings** indicate the correct read in.
3) Once activated the last one, turn **ON / OFF** the ignition key one time.

WARNING:

- The unused keys during this operation **are desactivated; they can be activated again by repeating the procedure.**
- Once activated the procedure, it is possible to learn the remote controls.

EMERGENCY DESACTIVATION

The system can be desactivated without the remote control using the following procedure shown on the **PIN CARD** too, or using the emergency electronic key **CHD 400**.

USE OF THE EMERGENCY CODE

1 Remove the PIN CARD label: the EMERGENCY CODE is now shown.

2 Insert the ignition key and turn it one time [+15] ON/OFF to switch the LED ON (red pilot light).

3 Before the LED is switched OFF, press its button as many times as the first number of the code; each time the LED switches OFF and 1 Beep to confirm.

4 Wait until the LED is OFF and ON again.

5 Repeat the 3-4 steps for each remaining code numbers.

The usual desactivation signal confirms the operation has been completed successfully.

PRESS THE BUTTON ONLY WHEN THE LED IS ON

ALARM FUNCTIONS

When the system is activated the alarm is given/signalised by the siren, the direction indicators, the LED and the additional warning horns.
Cycles of about 25 seconds, with cut off by the remote control or the emergency procedure.

OPENING OF DOORS, HATCH DOORS, BONNET OR BOOT:
Connected to the LIGHT BLUE/WHITE wire, which can be configured in two different ways:

- **Instantaneous** on the system activation.
- **Delayed** by **30** or **50** seconds on activation, then instantaneous.

- The alarm is not repeated if the door is left open.
- 3 alarm cycles if the door is left open, 1 if it is opened and closed again.
  You can set just 1 alarm cycle instead of the 3 standard cycles, with the door open.
- The alarm is repeated only if the door is closed and opened again after the current cycle is terminated.
- Unlimited alarm cycles.

OPENING OF DOORS, HATCH DOORS, BONNET OR BOOT: Detected by means of the original data transmission line of the vehicle: “CAN, VAN, K-BUS and CODE”:

- The alarm cycle is not repeated if the door remains opened.
- 3 alarm cycles if the door is left open, 1 if it is opened and closed again. You can set just 1 alarm cycle instead of the 3 standard cycles, with the door open.
- The alarm is repeated only if the door is closed and opened again after the current cycle is terminated.
- Unlimited alarm cycles.

OPENING OF DOORS, HATCH DOORS, WINDOWS AND STORAGE COMPARTMENTS
Detected via radio by the wireless sensors of series: MIC LW, MIC MEC LW:

- **Instantaneously** when the system is activated: opening the door, the windows, storage compartment, etc.
- If, when the system is activated, the door, bonnet, windows, storage compartment, etc. is / are already open, the sensor does not send the alarm.
  To activate the alarm it / they must be closed and opened again.
- The alarm cycle is not repeated if the door, the windows, storage compartment, etc. is / are left open.
- The alarm is repeated only if the door is closed and opened again after the current cycle is terminated.
- For the whole time the system is activated, 10 overall alarm cycles at the most are possible from the wireless sensors of the series: MIC LW, MIC MEC LW.

INTRUSION FROM INFRARED SENSOR
Detected by the wireless sensors of the series: **SEN INFRA LW, SEN INFRA 360 LW:**

- There must be a lapse of 2 / 3 minutes between 2 subsequent detections, therefore if you get out of the vehicle and the system activates immediately, the sensor will only be operational at the end of the 2 / 3 minutes.
- The alarm is only repeated after the set 2 / 3 minutes if there is another intrusion or if the person in the vehicle makes other movements.
- For the whole time the system is activated, 10 overall alarm cycles at the most are possible among all the wireless sensors: SEN INFRA and MIC LW, MIC MEC LW choked.

IGNITION KEY (for at least 2 seconds):

- The starting attempt causes an alarm cycle.
- The alarm is not repeated if the key is in the **ON** position (instrument panel lit).
- The alarm is repeated only if the key is turned back in the **OFF** position and then let in the **ON** position for at least 2 seconds.
- Unlimited alarm cycles.

INTRUSION FROM ULTRASONIC RADAR SENSOR:

- The alarm cycle is repeated with a break of 5 seconds, if the alarm cause persists continuously.
- The blinding/masking of the sensors, if detected on the system activation, causes some warning signalings (LED, direction indicators, siren).
  If it is detected with the system activated, it is able to generate 10 alarm cycles.
- As long as the system is activated a maximum of 10 alarm cycles is possible from the ULTRASONIC sensor.

DETECTS SOPORIFIC GAS OR or **LPG:** Detected by the wireless sensors: **SEN GAS LW**

- 1 alarm cycle if the ignition key [+15] OFF even if it is de-activated, providing it is not in the OUT OF ORDER status.
- The alarm / warning control is made directly, by the internal buzzer.
- To re-activate it, the module must be switched OFF and ON again using its switch.

WARNING:

- If an alarm occurs during another one, this last one will be not considered.

ULTRASONIC SENSOR

The internal microprocessor monitors the vehicle continuously, constantly adapting its working parameters to the environment where it is installed to better understand and identify the real alarms from false signalings. Only activate if there is nobody and no animal in the vehicle; all the windows have to be closed; there must be no mobile objects or sunshades in order to avoid false alarms.

The **ANTI-TAMPERING** (anti-masking and anti-blinding) function constantly controls the efficiency of the sensors and of their wirings, warning in case of any attempts. On its activation it checks its correct working conditions and its own parameters in full, then it start the vehicle surveillance (flashing LED). The anomalies, if any, are signalised by the siren and by the direction indicators flashing for some seconds, followed by 5 BEEPS subsequent to the desactivation of the system.

PROGRAMMINGS

The system can be customised or wireless sensors can be added through programming.

To enter into the PROGRAMMING mode:

1 With doors, bonnet and boot closed, turn the ignition key **[+15] ON** and **OFF** once to switch the LED ON.

2 During the **2 seconds** in which the LED is lit, start to briefly press the LED button to:

- **11 times** consecutively (**program USER / VEHICLE functions**).
  Confirmation: short, low tone BEEP of the buzzer, followed by a very long BEEP and by some LED flashings. When the LED is fixed, we are in the programming phase.
- **12 times** (**pair / test / delete wireless sensors**).
  Confirmation: short two tone BEEP of the buzzer, followed by some BEEPS combined with some LED flashings. When the LED is fixed, we are in the programming phase.
  Every time the led switches OFF for confirmation and the buzzer of the siren gives 1 BEEP.

  WARNING: Pressing the LED button the BEEP of the buzzer confirms the signal has been recognized by the central unit.
- If the LED switches off autonomously within 2 or 3 seconds, wait for 30 seconds and repeat the procedure again from point 1.

3 With the LED lit fixed press its button as many times as the chosen programming (consult the relevant tables on the pages that follow).

- On every valid pulse the LED switches off temporarily and the buzzer gives 1 BEEP.

4 Once terminated the sequence, after some seconds the system signals the programming has been accepted giving a two tone signal, a series of BEEPS or a musical sequence and the LED is now lit fixed again.

- Short BEEPS and very quick flashings of the LED indicate a denial: the made programming does not exist.

5 End the procedure, switch the ignition key **[+15] ON** and **OFF** once.

WARNING:

- The procedure can be started only if the system is desactivated.
- Once entered into the programming mode it is possible to set up in succession more functions belonging to the same category.
- The completed and confirmed programmings remain active also when the central unit is not fed.
- The installer can select the vehicle “to be loaded” into the central unit to interface the original system (line) and make all the **program USER / VEHICLE functions** programmings by means of the special SK KIT and a Personal Computer (office or laptop), using the specific MED SOFTWARE, **4.5** or following versions.

USER'S PROGRAMS (11 TIMES)

	DIRECTION INDICATORS'S FLASHING ACTIVATION / DESACTIVATION
3	Cutting out / **Activation - standard setting**
	ACOUSTIC SIGNALINGS ACTIVATION / DESACTIVATION
4	Cutting out / **Activation - standard setting**
5	Out of order / **On duty - standard setting**

INSTALLER SECTION PAIRING WITH THE VEHICLE AND WITH THE INSTALLED ACCESSORIES

WARNING: Every change in these parameters can Compromise the correct working of the system.

	BUTTON INPUT CUTOFF / ACTIVATION FROM CAN SERIAL LINE
6	Cutting out / **Activation - standard setting**
	BUTTON INPUT CUTOFF / ACTIVATION FROM ANALOGICAL LINE (Light Blue/White wire)
7	Cutting out / **Activation - standard setting**
	ALARM OUTPUT
8	Fixed / **Intermittent - standard setting**
	ALARM ACTIVATION ON DOORS CLOSING
9	Activation / **Cutting out - standard setting**
	PRE-ALARM
10	Activation / **Cutting out - standard setting**
	FIXED / TIMED STATUS SIGNAL
11	Timed (10 sec. Standard) / **Fixed - standard setting**
	TIME OF THE STATUS SIGNAL IF TIMED
12	**10 seconds - standard setting**
13	30 seconds
14	50 seconds
	DELAYED TIME ON ACTIVATION BUTTONS (Light Blue/White wire)
15	**Simultaneous (0 second) - standard setting**
16	30 seconds
17	50 seconds
	READ [+15] BY CAN LINE (only preset vehicles)
18	Cutting out / **Activation - standard setting**
	ANTI-TAMPERING OF THE ULTRASONIC SENSOR
19	Cutting out / **Activation - standard setting**
	ULTRASONIC SENSOR
20	Cutting out / **Activation - standard setting**
	ULTRASONIC SENSOR SENSITIVITY
22	Low
23	**Medium - standard setting**
24	High
	DIRECTION INDICATORS CONTROL
25	With 2 wires by relays separated channels (right/left side separated) - "USUAL CONNECTION"
26	**Single negative control with starting and final blinking IMPULSE - standard setting**
27	Single negative CONTINUOUS control
	ALARM CYCLES NUMBER FROM BUTTONS INPUTS
28	3 alarm cycles / **1 alarm cycle - standard setting**
	CENTRAL DOORS LOCKING / NEGATIVE OUTPUT POSSIBLE TO BE CUT OUT
30	Negative output possible to be cut out / **Central doors locking - standard setting**
	RESET OF THE INITIAL CONDITIONS PROGRAMMED AT DEFAULT
35	Standard values setting

The central unit works even without the a.m. Programmings.

DIRECTION INDICATORS FLASHING ON THE SYSTEM ACTIVATION / DESACTIVATION
To activate them just in the case of an alarm; further indications just using the original remote control.

ACOUSTIC SIGNALINGS ON ACTIVATION / DESACTIVATION
The exclusion function just keeps the service indications enabled: alarm memory, input of emergency code, input refusal, and programming.

OUT OF ORDER OF THE SYSTEM
Suggested in case the vehicle has to stay in the repair shop, garage, or when the vehicle does not need to be protected. See PROGRAMMINGS. When OUT OF ORDER, the system cannot be activated and any attempt gives 5 BEEPS and 5 LED flashings. It cuts out all the central unit functions. It excludes all the functions of the control unit, including the PANIC function.
Repeat the programming to activate the system completely again.

BUTTONS INPUT DESACTIVATING
It is used to disable the detection function of the door, bonnet and boot buttons separately for the analogue input (Light Blue/White wire) or detected by the CAN line, leaving the other protection systems activated: starting, volumetric radar sensor, wireless sensors.
It may also disable supplementary modules, if connected to the Light Blue/White wire.
WARNING:
To use only in case one button or one additional sensor is broken waiting for their repair.

ALARM OUTPUT
It has to be kept intermittent only if it's used to control the vehicle klaxon otherwise fix in case of an additional siren.

ALARM ACTIVATION ON DOORS CLOSING
It can be activated only with the instantaneous buttons input (Light Blue/White wire) and with the buttons detected by the original data transmission line of the vehicle: CAN, K-BUS and VAN (depending on the original system of the vehicle). By pressing the locking button of the original remote control with an open door, the system signals the denial on activation giving 3 BEEPS and 3 LED flashings followed by a continuous hiss from the buzzer. Only the door closing stops the signal and activates the alarm system, even if the door is not locked.

PRE-ALARM
Needed to avoid short unwanted alarms with vehicles where the alarm system desactivation in security requires some seconds, to complete all the necessary checks.
When activating this function, all the intrusion as well as doors, bonnet and boot opening alarms are preceded by a hiss from the buzzer. If the system is not correctly desactivated within 5 / 10 seconds, the normal alarm signaling is activated.

STATUS OUTPUT - TIMED STATUS SIGNAL
With vehicles having a “comfort” equipment (simultaneous windows closing by turning the original key in the door lock block), it is possible “to automate” the windows closing on the system activation using the status output as timed, according to the vehicle's features

STAND-BY TIME OF THE INSTANTANEOUS / DELAYED BUTTONS INPUT
When the system is activated, the analogue input of the Light Blue/White wire may be instantaneous or delayed by 30 or 50 seconds (for the initial seconds and then it becomes instantaneous). It must be delayed when the signal is taken by the delayed switching off internal roof lamp or if are used the additional modules (anti lifting, high frequency, infra red etc).
The set up depends on the vehicle model and on the paired accessories).

NOT ENABLED RECOGNITION [+15] BY CAN
It avoid the **[+15]** read by the original vehicle CAN line. If the function is not enabled or if the vehicle is not preset connect the central unit ORANGE wire as stated in the wiring diagram.

NUMBER OF ALARM CYCLES FROM THE BUTTONS INPUTS
It is used to execute 3 alarm cycles from the analogue and CAN buttons lines (rather than just 1), if the alarm condition persists (for example: opening and leaving a door open; if it is closed again before the end of the 3 cycles, the alarm stops at the end of the current cycle).
The alarm cycles are repeated if the door is subsequently opened again.

RESETTING OF THE INITIAL CONDITIONS PROGRAMMED AT DEFAULT
It allows to restore the original condition of the central unit, resetting all the default programmings.

WIRELESS SENSORS PROGRAMS (12 TIMES)

	PAIRING WIRELESS SENSORS: MIC LW, MIC MEC LW, SEN INFRA LW, SEN GAS LW
5	It adds new sensors.
	FORCED PAIRING OF CHOKED WIRELESS SENSORS
7	It adds new sensors of series **MIC LW**, **MIC MEC LW** as **choked** sensors.
	TESTING WIRELESS SENSORS MIC LW, MIC MEC LW, SEN INFRA LW, SEN GAS LW
12	It activates the operational test for all the sensors of series.
	ELIMINATING WIRELESS SENSORS
20	It deletes all the paired sensors of series: **MIC LW, MIC MEC LW, SEN INFRA LW, SEN GAS LW**

The wireless sensors supplied in the pack are already paired with their control unit.

PAIRING WIRELESS SENSORS MIC LW, MIC MEC LW, SEN INFRA LW, SEN GAS LW
The procedure is used to manage the sensors of series MIC LW and MIC MEC LW, which are always enabled when the system is activated, up to a maximum number of **30**, and the infrared sensors SEN INFRA LW and SEN GAS LW.

You are recommended to carry out the procedure on a workbench, or in any event near the alarm control unit before fitting the sensors on the vehicle, making sure to install the power supply batteries in them beforehand.

The **LED / BUTTON** and the siren **SIR 050** must be connected when the control unit is powered.

The battery-holder supports can only be fitted in the MIC LW and MIC MEC LW if they are already complete with the battery CR 2032, otherwise it will be impossible to take them out again.

1) Once in programming mode (button of the LED pressed **12 + 5 times**) according to the procedure just described, which is confirmed by the signals indicated, the LED is now lit steady. You can now add new sensors in addition to those supplied in the pack (which do not have to be paired again), as follows:

2) **MIC LW** = Rest the magnet for **2 seconds** and move it away from the arrow over the MED mark, until confirmation is given **3 times** consecutively.

MIC MEC LW = Press the built-in button of the sensor for **2 seconds** and release it, until confirmation is given **3 times** consecutively.

SEN INFRA LW / **SEN INFRA 360 LW** - The infrared sensors are supplied in TEST mode, therefore after pairing them and testing them on the vehicle, they have to be set in standard service mode, following the instructions below.

Pass in front of the sensor until its LED switches on and the control unit provides confirmation **3 times** consecutively, or simply open and close the casing, again **3 times** consecutively (the anti-sabotage button trips).

SEN GAS LW = Press the push button behind the **SEN GAS LW** sensor **3 times** consecutively (hold down for **2 seconds** and release for 2 seconds).

Control unit confirmation:

- **2** Beeps close together and **2** blinks of the LED confirm that the sensor has been stored.
- **4** Beeps close together and **4** blinks of the LED indicate that this sensor has already been enabled.
- **6** Beeps close together and **6** blinks of the LED when all sensors envisaged have already been enabled.

To add others, delete those already paired via the specific program and teach-in just those really in use again.

3) End the procedure, switch the ignition key **[+15] ON** and **OFF** once.

WARNING:

- Perform the teach-in procedure slowly and always make sure the confirmation signals are given:
  - **1 Beep**, LED **OFF** and **ON** after each transmission;
  - **2, 4** or **6 Beeps** and **blinks** of the LED after the **3** sequential transmissions for each sensor.

  Without the final indication (2, 4 and 6 BEEPS), after 5 seconds, repeat the saving procedure again.
- Once in programming mode, or between the pairing procedures of 2 different sensors, no more than **2 minutes** must lapse, otherwise exit and access the procedure again to complete the pairing procedure.
- The paired sensors remain stored even if the control unit is not powered until they are deleted via the specific program.
- The infrared sensors are recognised by the system and are always managed as choked sensors.
- The gas sensors are managed as always active, also when the system is not armed (engine switched off).

FORCED PAIRING OF WIRELESS SENSORS AS CHOKED

The procedure is used to manage a part of the sensors of series MIC LW and MIC MEC LW as choked, or rather that can be excluded together with the radar and infrared sensors, up to a maximum of 10, including infrared sensors of series SEN INFRA LW.

Following the instructions, the procedures and the warnings given for the teach-in function of the wireless sensors explained earlier, with the only difference being that of accessing the programming function by pressing the button of LED **12 + 7** times to force them as “choked”.

WARNING:

- If the same sensor MIC LW or MIC MEC LW is enabled as both standard and choked, the control unit will consider it to be “**choked**”.
- When a sensor MIC LW or MIC MEC LW is saved as choked, if you want to reset it as a standard sensor, you have to delete all of them and teach them in again.

TESTING WIRELESS SENSORS

The procedure is used to quickly test the correct transmission of the wireless sensors, to check which group they belong to and which of them sent the last alarm signal.

1) Program by pressing the button of the LED **12 + 12** times.
2) After the confirmation signal is given, while the LED is lit steady, activate all the sensors to be tested individually; for each activation, the buzzer and the LED will provide the following indications:

   1 Beep and **1** blink = standard wireless sensor;

   2 Beeps and **2** blinks close together = choked wireless sensor and SEN INFRA LW;

   3 Beeps and **3** blinks close together = wireless sensor SEN GAS LW;

   5 Beeps and **5** blinks close together = wireless sensor that sent the last alarm.
3) Turn the ignition key **[+15] ON** and **OFF** once to end the TEST.

WARNING:

- The test can be carried out as many times as you like.
- During the test phase, you can interrogate the same sensor a number of times; the indication does not change.
- If you exit test mode or the power supply is disconnected from the control unit, the indication of the last wireless sensor that sent the alarm is deleted.
- The indication of the last wireless sensor that generated the alarm is not affected by other alarm causes: ignition key, radar sensor, buttons of doors detected by the light blue/white wire or by the CAN line, therefore the last alarm encountered may not depend on these sensors.

  When an alarm triggers, after de-activating the system, always check the alarm memory.
- During the test phase, if nothing is done for 3 / 4 minutes, the test exits automatically.
  Turn the ignition key **[+15] ON** and **OFF** once all the same.

DELETING WIRELESS SENSORS

The procedure is used to simultaneously delete all the paired wireless sensors of series:

MIC LW, **MIC MEC LW**, **SEN INFRA LW**, **SEN INFRA 360 LW, SEN GAS LW**.

1) Program by pressing the button of the LED **12 + 20 times**.
2) After the confirmation signal is given, when the LED is lit steady, turn the ignition key **[+15] ON** and **OFF** once. All the wireless sensors are now deleted.

WARNING: Repeat the pairing procedure for ALL the sensors in use.

SELF - DIAGNOSIS

The system has the self-diagnosis, that is it constantly checks its good and correct working.

6 BEEPS and **6 short flashings** of the LED after the desactivation of the system indicate some anomalies in the system.

Contact your fitter as soon as possible.

REDUCTION OF THE CURRENT CONSUMPTION

To reduce at the maximum the current consumptions and protect the vehicle's battery life, the central unit cuts the ultrasonic sensor out and the warning LED after 8 “on duty” days without any alarms.

The ultrasonic sensor activates itself again on any alarm detection from the buttons or from the ignition key.

LOW BATTERY

If the vehicle's battery slowly gets down (due to some lamps or other devices left on), the siren desactivates itself without causing any alarms, with the central locking always blocked and the immobilizer remaining active.

Charge the vehicle battery again following the specific instructions, then desactivate the system by the remote control, the electronic key or the emergency code.

Feeding the system, short confirmation signal from the buzzer of the siren.

MAINTENANCE

The central unit does not need any maintenance.

The sensors MIC LW, MIC MEC LW and infrared sensors have to be installed inside the vehicle, protected against the infiltration of liquids and condensate and away from heat sources.
The lens of the infrared sensors must not be knocked.
The sensors can be cleaned using a dry cloth. Do not use solvents or paint thinners.

The sensors MIC LW, MIC MEC LW, SEN INFRA LW, SEN INFRA 360 LW and the TX PAR LW have an indicator LED to check the efficiency of the internal battery. When the battery runs low, it can be replaced with the following types of batteries:

- MIC LW, MIC MEC LW and TX PAR LW **3V lithium** batteries, type **CR 2032**
- SEN INFRA LW and SEN INFRA 360 LW **3V lithium** batteries, type **CR 123 A**

When replacing the battery, do not touch the circuit or the battery with wet hands.

Do not attempt to charge dead batteries. Do not throw on the fire. Do not swallow.

Dead batteries are to be disposed of in dedicated waste battery containers according to laws currently in force in the individual countries.

Strictly keep the sensors and the batteries out of children's reach.

WARNING:

- **The BATTERY HOLDER can only be fitted in the MIC LW and in MIC MEC LW with the battery CR 2032 actually inserted, otherwise it will be impossible to take it out again.**
- **When washing the engine, protect the electronic siren adeguately.**

DISCHARGED BATTERY SIGNALIZINGS FROM MIC LW, MIC MEC LW, TX PAR LW, SEN INFRA LW

TX PAR LW pressing one of the four buttons of the remote control**:**

- **1 LED blinking** = internal battery working;
- **2** closed LED linking = the battery is quite low : replace it as soon as possible.

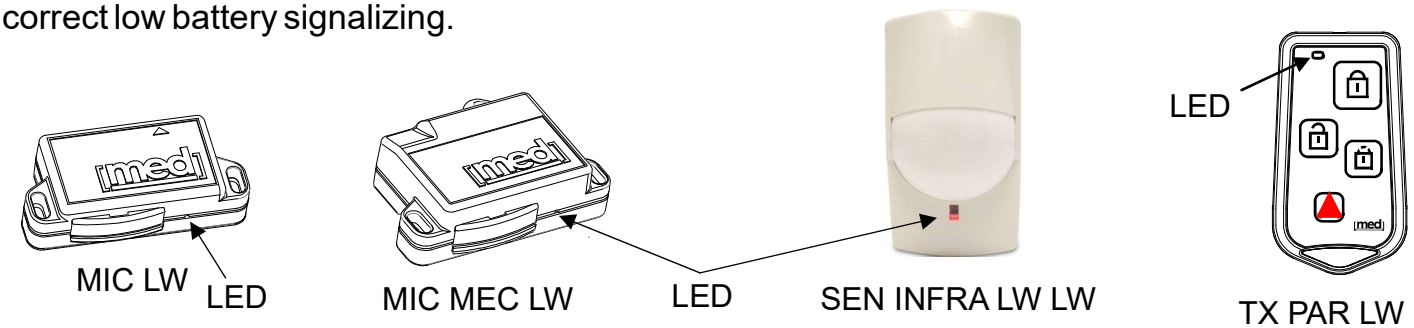
MIC LW and **MIC MEC LW** opening the window, the door or the peak:

- **1 LED blinking** = internal battery working;
- **2 closed LED linking** = the battery is quite low : replace it as soon as possible.

SEN INFRA LW / **SEN INFRA 360 LW** passing the sensor after at least two minutes that none passed (with the LED active; if it is desactivated the only possible test is to trigger the alarm):

- **LED blinking**= internal battery working;
- **any blinking** = low battery: replace it.

WARNING: The high / low temperature, humidity or the sporadic use can interfere with the correct low battery signalizing.



WARRANTY CONDITIONS

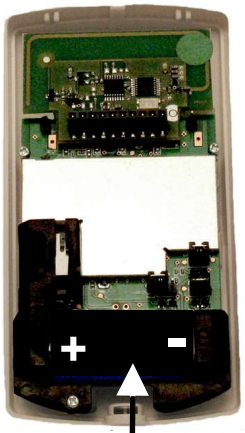
The technical warranty has a duration of 24 months from the date of installation, ex-works, and covers those parts considered as defective only by A.E.B. S.p.A.
Any other external labor or extra costs are excluded.

SEN INFRA LW

1

2

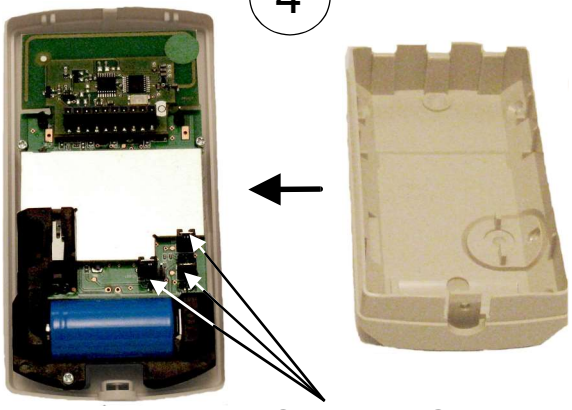
3



CR 123 A
3V
BATTERY

The battery can be replaced with the sensor installed.

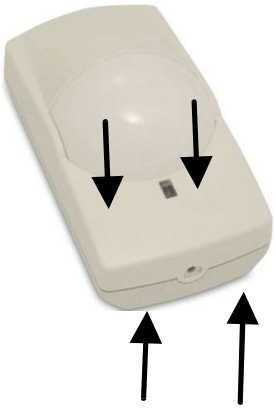
4



SETTING JUMPER

5

6



WALK TEST
OPEN
CLOSED
ON / OFF LED
PULSE COUNT 2/4

FACTORY JUMPER SETTING FOR THE INITIAL TESTS

7

8

LED

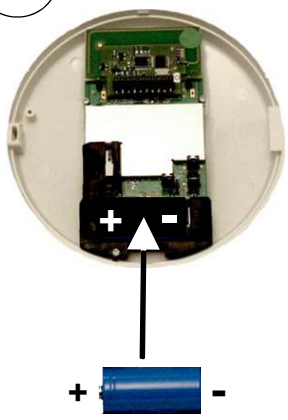
WALK TEST
CLOSED
OPEN
ON / OFF LED
PULSE COUNT 2/4

JUMPER SETTING FOR CORRECT OPERATION

SEN INFRA 360 LW

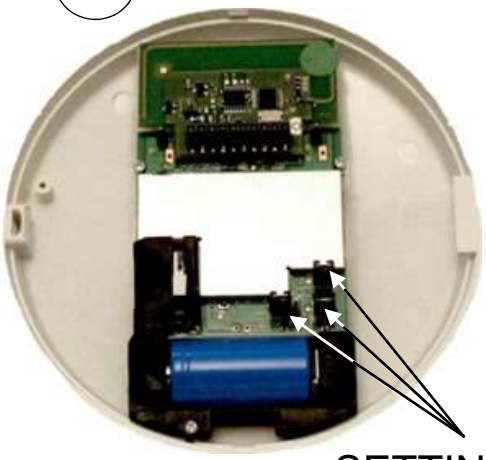
1

2



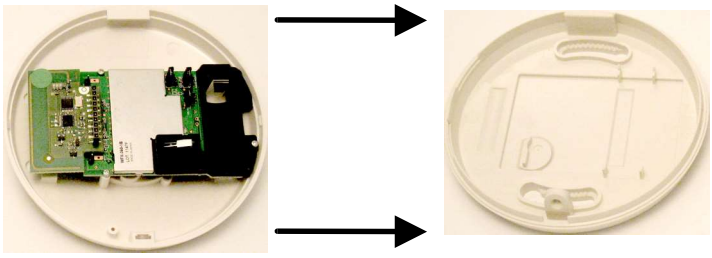
CR 123 A
3V
BATTERY

3

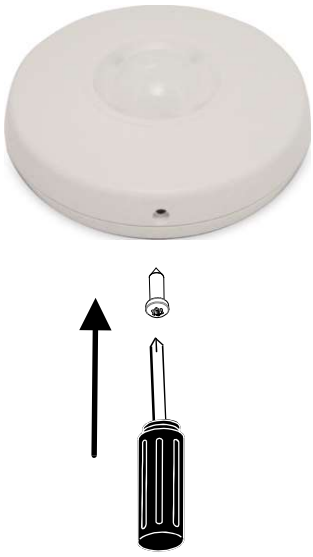


SETTING
JUMPER

4



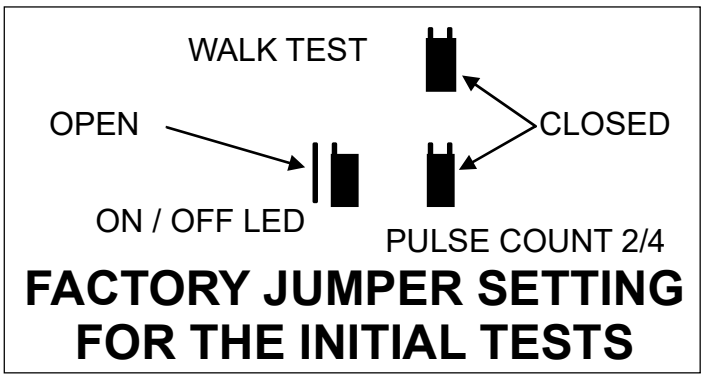
5



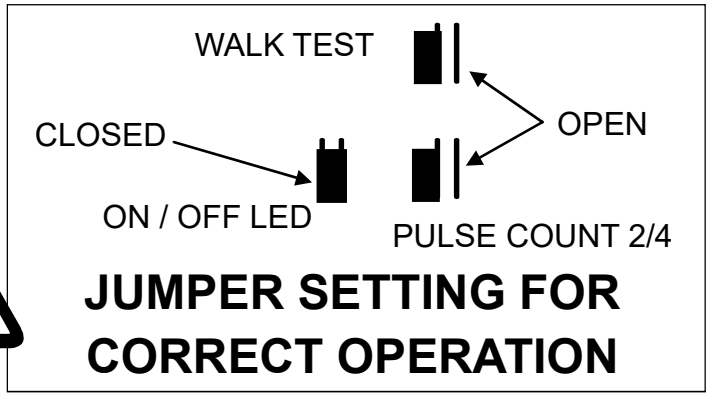
6

LED

The battery can be replaced with the sensor installed.



FACTORY JUMPER SETTING FOR THE INITIAL TESTS



JUMPER SETTING FOR CORRECT OPERATION

HOMOLOGATIONS

The **MED 7000.LW** central unit is type-approved as an ALARM system according to **Regulation ECE / ONU** no. **R97** with the number: n. (E24) **97R A - 010061**

The **ECE / ONU Regulation** no. **97**, referring to functioning and safety of alarm systems is equivalent to the European Directive 95/56/EC and is also recognised in non EEC countries such as, for example, Russia, Japan, etc.

This regulation includes immunity to interference tests and the EMC tests in accordance with the **ECE / ONU Regulation** no. **10**.

Type approval also includes the electronic siren **SIR 050**, the wireless sensors of series **MIC LW**, **MIC MEC LW**, **SEN INFRA LW** and **SEN INFRA 360 LW.**

The sirens **SIR 050 - SIR 050.NA** are homologated in compliance with the **European Directive2006/28/EC** concerning the electromagnetic compatibility (interferences and noises) under the following approval n. **e24 03 1793**

SEN GAS LW: We declare that the product complies with the CE marking requisites and meets the provisions of directive **2004/108/EC** related to electromagnetic compatibility.

WARNING:

The **MED 7000.LW** central unit is been designed and developed according to the technical specifications detailed in the product's Technical File and listed in the Declaration of Conformity and Operating Instructions.

Tampering with this product, altering the aforementioned characteristics or intervening on the operation and connection in any way that differs from the installation instructions in the manual could invalidate the type-approvals obtained with the consequent refusal of any liability by A.E.B. S.p.A.

DECLARATION OF CONFORMITY

CE

Standard of reference ISO/IEC Guide 22 and EN 45014

Number of conformity: 001-2012/E

Name of the manufacturer: **A.E.B. S.p.A, antitheft division**
Address: via dell'Industria, 20
Corte Tegge
42025 Cavriago (RE) Italy

HEREBY STATES THAT THE ELECTRONIC UNIT

Product: Camper alarm system 7000.LW

Control unit	Transmitter	Siren	Magnetic/ mechanic sensor	Infrared volumetric sensor
MED 7000.LW MED 6000.LW MED 7000.BLW MED 6000.BLW	TX PAR LW	SIR 070	MIC LW / MIC MEC LW	SEN INFRA

WAS TESTED IN ACCORDANCE WITH THE FOLLOWING PRODUCT STANDARDS OR OTHER PRODUCT SPECIFICATIONS IN ORDER TO BE IN COMPLIANCE TO THE ESSENTIAL REQUIREMENTS OF THE DIRECTIVE 1999/5/CE (R&TTE):

Requirements	Standards applied
Human exposure to electromagnetic fields (art. 3.1a):	**EN 62479:2010**
Safety (art. 3.1a):	**Relevant test mentioned in the ECE R97 Regulation Rev.1**
EMC (art. 3.1b):	**ECE R10 Regulation Rev.3**
Radio spectrum (art. 3.2)	**EN 300-220 (02-2010)**

THE PRODUCT IS MARKED WITH CE MARK AND NOTIFIED NUMBER ACCORDING TO THE DIRECTIVE 1999/5/CE

CE 0678

Place of issue: **Cavriago (RE) Italy**

Date of issue: **19/01/2012**

CEO of A.E.B. S.p.A.
Fiaccadori Antonia

TECHNICAL FEATURES:

MED 7000.LW central unit

Feeding voltage:	**12 Vdc** (nominal) 8 / 16 Vdc
Current absorption:	< **15 mA** (at rest)
(average values)	< **20 mA** (activated system, first 8 days)
	< **12 mA** (following days)
Temperature range:	from **- 40 °C** to **+ 85 °C**
Place:	**cockpit**
Protection:	**IP 40** (IEC 529 1989) - DIN 40050 - EN 60529
Direction indicators output with relay on 2 wires:	**10 A** + **10 A**
Direction indicators output on a single wire:	**Negative** impulse - **0,7 A**
Relay for electrical cut off:	**10 A** continuously - **30 A** for **30 seconds**
Timed / fixed status output:	**0.7 A**
Additional alarm output:	**0.7 A**
Doors closing / exit possible to be cut out output:	**Negative**, **0.7 A**
Doors opening output:	**Negative**, **0.5 A**
Dimensions:	**98** x **71** x **30 mm**

TX PAR LW REMOTE CONTROL

Lithium batterie life:	about **2 years**
Lithium battery:	n. **1** - **CR 2032** - **3Vcc** (nominal)
Temperature range:	from **- 20 °C** to **+ 85 °C**
Protection:	**IP 54** (IEC 529 1989) - DIN 40050 - EN 60529
Rolling-Code combinations	more than **18 billions of billions**
Dimensions:	**70** x **39** x **14 mm**

CHD 400 KEYS - OPTIONAL

Life:	**unlimited**
Temperature range:	from **- 40 °C** to **+ 85 °C**
Protection:	**IP 40** (IEC 529 1989) - DIN 40050 - EN 60529
Rolling-Code combinations:	more than **18 billions of billions**

SIR 050 - SIR 050.NA SIREN

Feeding voltage:	**12 Vdc** (nominal)
Current absorption:	**1 mA** (at rest)
	1 mA (activated system) - (average values)
Temperature range:	from **- 40 °C** to **+ 85 °C**
Protection:	**IP 67** (IEC 529 1989) - DIN 40050 - EN 60529

MIC LW - MIC MEC LW - OPTIONAL

Lithium batterie life:	about **1 year**
Lithium battery:	n. **1** - **CR 2032** - **3Vcc** (nominal)
Temperature range:	from **- 20 °C** to **+ 85 °C**
Protection:	**IP 40** (IEC 529 1989) - DIN 40050 - EN 60529
Rolling-Code combinations:	more than **18 billions of billions**
MIC LW - Dimensions:	**60** x **30** x **16 mm**
MIC MEC LW - Dimensions:	**60** x **44** x **18 mm**

SEN INFRA LW - SEN INFRA 360 LW - OPTIONAL

Lithium batterie life:	about **1 year**
Lithium battery:	n. **1** - **CR 123A** - **3Vcc** (nominal) **- 1300 mA h**
Temperature range:	from **- 20 °C** to **+ 50 °C**
Protection:	**IP 40** (IEC 529 1989) - DIN 40050 - EN 60529
Rolling-Code combinations:	more than **18 billions of billions**
SEN INFRA LW - Dimensions:	**115** x **62** x **50 mm**
SEN INFRA 360 LW - Dimensions:	**120** x **120** x **40 mm**

SEN GAS LW - OPTIONAL

Power supply:	**12 V** (nominal value)
Power consumption:	**10 mA** - In alarm: **12 mA**
Alarm output:	**negative**, max **50 mA**
Temperature range:	from **- 10° C** to **+ 40° C**
Humidity:	from **30 to 95 %**
Operation threshold:	**300 PPM** within **3 minutes**. **Reference EN50291**
Heating time:	**90 sec.**
Protection:	**IP 40** (IEC 529 1989 - DIN 40050 - EN 60529)
Detector life:	**10 years**
Dimensions:	**60 x 60 x 20 mm**

CERTIFICATO DI INSTALLAZIONE - INSTALLATION CERTIFICATE

Il sottoscritto, Thendersigned:_____

Installatore CERTIFICA di aver eseguito PERSONALMENTE il montaggio del DISPOSITIVO descritto qui di seguito, conformemente alle istruzioni del fabbricante.
Installed CERTIFIES that the fitting of the DEVICE described below was carried out by him PERSONALLY, in accordance with the instructions of the manufacturer.

Descrizione del VEICOLO - Description of the VEHICLE:

MARCA, TRADEMARK:_____MODELLO, TYPE:_____

NUMERO di SERIE, SERIAL NUMBER:_____

NUMERO di IMMATRICOLAZIONE, REGISTRAZION NUMBER:_____

Descrizione dell'ALLARME secondo la Norma ECE 97 R (Equivalente alla Direttiva Europea 95/56/CE):
Description of the ALARM as for European Standards 97 R (Equivalent to European Directive 95/56/EC):

Modello, Type Matricola, Registration	MED 7000.LW	SIR 050 / SIR 050.NA
SENSORE RADAR, RADAR SENSOR	Yes - Sì ☐ No - No ☐	ALTRO / OTHER

Applicare nei riquadri le etichette adesive fornite in confezione con i dati indicati e completare il modulo.
Apply the supplied labels with the relevant data and complete the form.

Installato a, Installed at: _____ Il, On: _____

Indirizzo completo dell'installatore,
Full address of installer:

_____

_____

_____

FIRMA DELL'INSTALLATORE, SIGNATURE:

_____

TIMBRO, STAMP

AVVERTENZE GENERALI PER L'UTENTE: DA CONSERVARE A BORDO DEL VEICOLO

- L'INSTALLAZIONE deve essere eseguita da PERSONALE QUALIFICATO, secondo le istruzioni specifiche.
- L'INSTALLATORE DEVE rilasciare al PROPRIETARIO del veicolo il presente CERTIFICATO DI INSTALLAZIONE completamente compilato e firmato, **valido anche per la GARANZIA del prodotto**.
- L'INSTALLAZIONE di un DISPOSITIVO di ALLARME per veicoli secondo la Norma **97 R** comporta:
  1. Il collegamento di TUTTI i pulsanti di porte, cofano e baule, aggiungendo quelli mancanti.
  2. Il collegamento di un AVVISATORE ACUSTICO.
  3. Se è previsto il SENSORE RADAR, deve essere indicato nel presente modulo.

A.E.B. S.p.A. declina ogni responsabilità e sospende la GARANZIA in caso di utilizzo improprio del prodotto o di parte di esso, di manomissione o di abbinamento a dispositivi non previsti.

GENERAL WARNINGS FOR THE USER: PRESERVE INSIDE THE VEHICLE

- INSTALLATION must be conducted by QUALIFIED PERSONNEL and according to the instructions.
- The INSTALLED MUST provide the OWNER of the vehicle with the present INSTALLATION CERTIFICATE, completed in full and signed. **Valid also for the guarantee of the product**.
- INSTALLAION of an ALARM DEVICE for vehicles in accordance with the **European Standard 97 R** requires:
  1. The connection of ALL the door, hool, and boot buttons, adding those that are missing.
  2. The connection of an ACOUSTIC SIGNALER.
  3. If the alarm system includes a RADAR SENSOR this must be indicated in the present form.

A.E.B. S.p.A. declines all responsibility and withdraws the GUARANTEE / WARRANTY in cases of: the improper use of the product or part there of, tampering with the product, its combination with devices for which it was not specifically designed.

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SI PREGA DI SCRIVERE IN STAMPATELLO - PLEASE WRITE IN BLOCK LETTERS