SPYBALL® 6808-9/6828-9

MANUALE UTENTE
USER INSTRUCTIONS
NOTICE D'EMPLOI
BEDIENUNGSANLEITUNG

VEHICLE SECURITY

Thank you for choosing Spyball by Cobra. We recommend you to read this guide carefully and keep it for future reference.

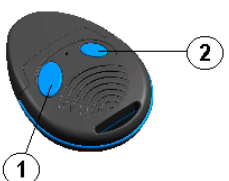
Table of contents

1. KIT COMPOSITION

The kit includes

- A control unit
- One or two remote control transmitters with *Biker Recognition* function
- A set of fitting accessories
- Installation and operation manuals.

2. FEATURES OF THE RADIO TRANSMITTER



The radio transmitter (p/n 8742) has two buttons with different functions and a small LED in the middle, that flashes during transmission. It is protected against the use of code scanners and grabbers.

It is powered by a Lithium CR 2032 3V-battery. When the battery is close to flat, the user is warned by an additional flash of the turn indicators upon disarming. Replace it as soon as possible and dispose of it at the appropriate collection

points. Do not delay the replacement of the battery, especially if you are using the *Biker Recognition* function, because the system activates automatically when it does not receive any signals from the transmitter!
Remark: to ensure good contact, take the new battery out of its package and place it into the transmitter without touching it directly with your fingers (use a soft cloth to manipulate it).

2.1. Realignment of a transmitter

The transmitters that come with the kit are *paired* originally, therefore they are already operating. Realignment is needed when a *paired* transmitter gets desynchronised from the receiver.
This can happen if e.g. the transmitter is operated repeatedly outside the range of the receiver, because the transmitted code is incremental, that is it changes every time the alarm is turned on/off thanks to an advanced method of random encryption (anti-scanning / anti-grabbing protection).
To realign, just press and hold down push-button n. 1 of the transmitter for at least 7 seconds. A sequence of flashes of the turn indicators will confirm the success of realignment. If the system is armed, it wil disarm.

2.2. *Pairing* of new transmitters

In the event of loss of failure, one or two new transmitters can be *paired* as follows:

- If the security system is armed, disarm it with the remaining transmitter (if it is available) or enter your *emergency disarming PIN code* (see procedure in paragraph 16).
- Turn ignition on and wait 20 seconds. ➔ The dashboard LED illuminates and remains on about 3 seconds.
- Before the dashboard LED extinguishes, turn ignition off and then on again. ➔ A short and sharp sound signal confirms that the system is ready for *pairing*. The LED switches off. You have 6 seconds at your disposal to complete the operation as described below.

- Press push-button n. 1 of a transmitter (or press both transmitters in turn, if you want to *pair* two).➔ The LED illuminates shortly, to confirm that *pairing* has been successful.
- Once the operation is completed, turn ignition off. If ignition remains on, the system will quit the *pairing* procedure anyway. In both cases the exit from the procedure is confirmed by a short sharp audible signal.

Important:

1) For security reasons, every system can accept a maximum of two remote transmitters.
2) Every *pairing* procedure disables the transmitters which the receiver had previously been paired with. Therefore: if you have lost a transmitter and you wish to *pair* a spare one, do not forget that the one which has remained in your possession has to be re-*paired* too (or it will stop working). If you do not wish or you cannot *pair* a spare transmitter in a short time, re-*pair* the transmitter which has remained in your hands: so doing you will disable the one you have lost.

3. *BIKER RECOGNITION* FUNCTION

Besides its operation as a conventional remote control key, the transmitter can be used in *Biker Recognition* mode.This function is selectable.
When the *Biker Recognition* function is enabled, the transmitter sends a coded signal at regular intervals (1,5 secs). The small LED on the transmitter flashes at the same rate. In this configuration the security system activates automatically as the transmitter goes beyond the range of the receiver, that is when the biker walks away from the parked motorcycle with the transmitter in his/her pocket more than about 3 meters. Similarly it deactivates when the biker returns to his/her vehicle and the transmitter signal reaches the receiver. For more details regarding arming and disarming in *Biker Recognition* mode, please see also the information provided in the paragraphs below.

3.1. Selection of the *Biker Recognition* function

This selection shall be made on both the control unit and the transmitter.
For the setting of the control unit, please refer to the chart included in paragraph 14, which provides general information about the possible configurations of the system (5 selectable functions).

Additionally, the *Biker Recognition* function shall be activated/deactivated from the transmitter:
To activate, press and hold down both push-buttons at the same time until the small LED located on the transmitter starts to flash quickly for about 2 seconds. (*)
To deactivate, press and hold down both push-buttons until you get a long flash from the LED (*).
If you expect to leave this function unused for a long time, it is recommended to deactivate it at least from the transmitter, because this reduces the current consumption rate conspicuously and makes the battery life longer.
(*): to avoid accidental arming or activation of the *panic* function (which may occur if the two buttons are not pressed exactly at the same time), carry out this operation at a distance from the motorcycle, outside the range of the receiver.

4. ARMING / DISARMING OF THE SECURITY SYSTEM

4.1. Arming / disarming <u>without</u> *Biker Recognition* function (use as a conventional transmitter)

To activate the system, press push-button n. 1 of the transmitter once.
Arming is confirmed by:

- Three short flashes of the turn indicators.

- Three sharp sound signals (if this function is enabled – see paragraph 14) (*)
- The dashboard LED lights up.

The LED remains on with constant light for about 60 seconds. This is the *arming period,* which allows for the stabilisation of the control unit (first 20 seconds) and subsequently for the testing of the functions (40 secs) – see paragraph 8.2., *"Check control* function".
Once this period has elapsed, the LED starts flashing, to indicate that the system is fully active. The immobiliser is operational already during the arming period.

To deactivate the system press push-button n. 1 of the transmitter once.
Disarming is confirmed by:

- A long flash of the turn indicators (**)
- A deep sound signal (if this function is enabled – see paragraph 14)
- The dashboard LED extinguishes.

(*) Three additional sound signals in quick succession indicate that there is an irregularity in peripheral protection (e.g. the seat is open, the side stand is up), which will be disabled during that arming cycle.
(**) A short additional flash indicates that the battery is getting flat and needs replacement.

4.2. Arming/disarming with *Biker Recognition* function

Once ignition is turned off, the security system activates automatically within 21 seconds after the transmitter has quit the operating range of the receiver (about 3 meters).
Arming is confirmed by:

- Three short flashes of the turn indicators.
- Three sharp sound signals (if this function is enabled – see paragraph 14) (*)
- The dashboard LED lights up.

The LED remains on with constant light for about 20 seconds. This is the *short arming period,* which the unit needs to stabilise. Once this period has elapsed, the LED starts flashing, to indicate that the system is fully active. The immobiliser is operational already during the arming period.

If the *Biker Recognition* function is activated, disarming is also automatic as the biker returns to the protected vehicle and the transmitter signal reaches the operating range of the receiver.
It is confirmed by:

- A long flash of the turn indicators (**)
- A deep audible tone (if this function is enabled – see paragraph 14)
- The dashboard LED extinguishes.

(*) Three additional sound signals in quick succession indicate that there is an irregularity in peripheral protection (e.g. the seat is open, the side stand is up), which will be disabled during that arming cycle.
(**) A short additional flash indicates that the battery is getting flat and needs replacement.

5. PROTECTION FUNCTIONS

Dual engine immobilisation (models 6828-9). Arming the system causes the immediate activation of the engine immobiliser (= no 20 or 60-sec. inhibition delay). Starting becomes impossible. This function prevents the motorcycle from being driven under its own power by an unauthorised person.
Peripheral protection. The system has a negative instantaneous alarm trigger input for contact switches (not supplied). These can be fitted to e.g. the seat or the topcase. Any attempt to gain access to the protected area will trigger the alarm. The trigger polarity is selectable (positive or negative), so that the storage compartment under the seat can be protected also by sensing the positive signal that controls the lighting up of the courtesy light.
Movement detection. Triggers the alarm in the event of e.g. lifting, towing, forcing the steering lock**.** It is

ensured by a revolutionary sensor (Spyball® patent) that detects changes in the motorcycle position over 360 degrees.
Ignition lock tamper protection. Triggers the alarm if ignition is turned on while the system is armed.
Anti-sabotage protection (see also paragraph 11). In the event that the normal power supply is interrupted (e.g. in the event that the cables of the motorcycle battery are cut), the integrated back-up battery allows the alarm system to sound (if armed) and thus signal the sabotage.

6. TEMPORARY DEACTIVATION OF THE MOVEMENT SENSOR

The system can be armed without activating the movement sensor.
This facility may be useful to prevent false alarm when anti-theft protection is required but the motorcycle is subject to movement (for example on a ferry).
Procedure:

- Press push-button n. 1 to arm the system.
- Within 20 seconds press also push-button n. 2.
- A sharp audible signal will confirm that the sensor has been deactivated.

The cancellation is temporary, that is valid for an arming period only. The movement detection function is reinstated the next time the system is armed.

7. ADJUSTMENT OF MOVEMENT DETECTION SENSITIVITY

The movement detector can be adjusted to **8 different levels of sensitivity to displacement + 8 different levels of sensitivity to shock**. Normally it is fine-tuned for optimal performance by the installer during the final testing, but the procedure is simple and sensitivity can be modified by the user if required.

1. While the system is disarmed, turn ignition on. ➔ 20 seconds later the LED lights up and remains on for 3 seconds.
2. During this lapse of time, press push-button n. 1 of the transmitter. ➔ A sharp audible signal confirms you have entered the **procedure of adjustment of the sensitivity to displacement** (e.g. towing / lifting).
3. Press push-button n. 1 to increase sensitivity. ➔ A short sharp audible signal confirms the success of the operation.
   Press push-button n. 2 to decrease sensitivity. ➔ A short deep audible signal confirms the success of the operation.
   The minimum and the maximum sensitivity levels are signalled by 3 audible signals in sequence.
4. Once the appropriate sensitivity level has been selected, turn ignition off, then turn it on immediately again. ➔ A deep audible signal confirms you have entered the **procedure of adjustment of the sensitivity to shock.**
5. Operate as described at pos. 3).
6. Once the appropriate sensitivity level has been selected, turn ignition off. ➔ A sharp audible signal confirms you have quit the selection procedure.

To test the movement sensor and determine the optimal sensitivity level more easily, you can simulate displacement / shock before quitting the procedure; if the sensitivity is sufficient to trigger the unit, you will get a sharp audible signal (instead of a full alarm cycle).

Remarks:

- To ensure accurate adjustment, avoid generating shocks while selecting the level of sensitivity to displacement.
- It is recommended to evaluate the optimal sensitivity levels once both adjustments have been set, before quitting the procedure.

8. ALARM CYCLE

Any irregularity being detected:
- by the peripheral protection circuit (e.g. the opening of a protected storage compartment or case)
- by the movement sensor (e.g. an attempt to drag the motorcycle away)
- by the ignition lock tamper protection circuit (e.g. an attempt to force the lock)

generates a 30-sec. alarm cycle.
The alarm condition is signalled by the 114dB piezoelectric siren that is integrated in the device (sound warning) as well as by the flashing of the turn indicators (visual warning).
After that the device automatically returns to the set condition.
During the alarm condition pressing the remote control button n. 1 once will simply silence the siren and stop the indicators, leaving the system armed and ready to detect further irregularities. In order to disarm the system it is necessary to press the push-button twice.
In order to minimise environmental disturbance, the alarm cycles in an activation period are limited to a maximum of 10/sensor trigger input.

8.1. Reduction of audible alarm power

The sound alarm can be weakened when the motorcycle is parked in areas where unnecessary noise has to be avoided. When arming, keep push-button n. 1 of the transmitter pressed for about 7 seconds. Upon arming, keep push-button n. 1 pressed for about 7 seconds. The reduction of the sound power is confirmed by two deep short audible signals. This setting is valid for one arming period only.

8.2. *Check control* function

During the arming time the protection functions of the system can be tested without generating an alarm cycle. Arm the system, wait 20 seconds to allow for stabilisation, then test the protection functions as appropriate during the remaining 40 seconds:

a) If the instantaneous alarm trigger input has been used to protect a case or the storage compartment under the seat, simulate the removal / opening. ➔ If the simulation is detected correctly, it is signalled by sharp audible signals.
b) Test the movement sensor, by e.g. simulating an attempt to force the steering lock, dragging the motorcycle or tilting it up from the side-stand to vertical. ➔ If the simulation is detected correctly, it is signalled by sharp audible signals. If required, adjust sensitivity.
c) Turn ignition on. ➔ If the ignition lock tamper protection circuit works properly, you will hear a sequence of sharp audible signals.

8.3. Alarm memory

If the security system has been triggered during your absence, upon disarming you will be warned by different audible signals, depending of the nature of the alarm cause:

a) 1 audible signal = tampering with the ignition lock, unauthorised access to a protected compartment / case (instantaneous trigger input), cut of power supply
b) 2 audible signals = lifting or dragging the motorcycle
c) 3 audible signals = a + b

The warning signal remains stored until the end of the inhibition time (60 secs) that follows the subsequent arming.

9. *PANIC* FUNCTION

Sound and audible alarm can be triggered deliberately, e.g. with the purpose of deterring a “suspected thief” buzzing around the motorcycle. To do so, press push-button n. 2 of the transmitter. *Panic* alarm can be stopped by pressing push-button n. 1. This function is selectable (see paragraph 14).

10. *ANTI-HIJACK* FUNCTION

This function has been studied in response to the fast growing phenomenon of hi-jacking, that is the forceful seizure of control aboard a vehicle, which takes place typically while the driver is waiting before a stop sign or the traffic lights.
The system switches to anti-hijack mode if the stolen motorcycle is running and the victim of the seizure is still in possession of the remote control transmitter with enabled *Biker Recognition* function.
After the coded signal from the transmitter has been absent for 2 minutes, the siren starts to sound – first with weakened sound power, subsequently with full sound power – and the turn indicators flash in an uninterrupted sequence of alarm cycles. When the motorcycle ignition is turned off, the complete security system arms itself automatically and starting becomes impossible. Disarming is only possible via the remote control or the emergency disarming PIN code.
Remark: the same will happen if you get out of the transmitter range while the ignition of your motorcycle is on.
Important: to be able to benefit from this function if required, **do not forget to ALWAYS keep the transmitter with yourself. NEVER attach it to the ignition key of the motorcycle.**
This function is also selectable, that is it can be enabled or disabled as chosen by the user. Please refer to the table included in paragraph 14, which provides general information about the possible configurations of the system (5 selectable functions).

11. BACK-UP BATTERY SUPPLY

The 6800 is equipped with internal Ni-MH back-up batteries that recharge with the run of the motorcycle.
In the event that the normal power supply is interrupted (e.g. in the event that the cables of the motorcycle battery are cut), the integrated back-up battery will allow the alarm system to sound (if armed) and thus signal the sabotage. When the power supply is reinstated, the system sets itself to the same status (armed/disarmed) as it was before the interruption.

12. *SERVICE MODE*

If you are using the transmitter in *Biker Recognition* mode and you need to have your motorcycle serviced but you prefer not to leave the transmitter with it, this quicker procedure will allow you to temporarily disable automatic arming / disarming and the anti-hijack function without entering the selection procedure (*Service* set-up).
Turn ignition on and press push-button n. 2 of the transmitter. ➔ The system sets itself to *service mode.* This is confirmed by a short sharp audible signal.
The *Biker Recognition* operation mode will be reinstated the first time push-button n. 1 is pressed again. In the meantime you will hear four short sharp audible reminder signals every time ignition is turned off.

13. *"TURN INDICATOR ON"* AUDIBLE WARNING SIGNAL

This ancillary function does not relate to anti-theft protection, but it can make riding easier and safer. If you enable it, the system will remind you with audible warning signals after a turn indicator has been flashing for more than 24 seconds.
The procedure of selection is described in paragraph 14.

14. SELECTABLE FUNCTIONS – ENABLING AND DISABLING PROCEDURES

The functions listed below are selectable, that is they can be enabled or disabled as chosen by the user. The set-up is stored until the next time a different configuration is selected.

- *Biker Recognition* (see paragraph 3)
- On/off audible signals (see paragraph 4) and *panic* function (see paragraph 9)
- *"Turn indicator on"* audible warning signal (see paragraph 13)
- *Anti-hijack* function (see paragraph 10)
- Polarity of instantaneous alarm trigger input (this selection shall be operated by the installer and shall not be altered by the user after the security system has been fitted).

Procedure:
While the security system is disarmed, turn ignition on, press and hold down push-button n. 1 of the transmitter about 7 seconds, until the LED lights up, then release. ➔ The LED remains on about 3 seconds. ➔ During this lapse of time, press push-button n. 1 again. ➔ A short sharp audible signal confirms the procedure has been entered. The LED switches off shortly, then it provides five different visual indications that relate to the five selectable functions. Please refer to the chart below:

VISUAL INDICATION	SELECTABLE FUNCTION	TO SELECT	TO DESELECT
		CONFIRMATION SIGNAL	CONFIRMATION SIGNAL
1 flash	*Biker Recognition*	Press push-button n. 1 of the transmitter after the first flash Three (3) sharp audible signals follow	Press push-button n. 2 of the transmitter after the first flash One (1) sharp audible signal follows
2 flashes	Arming and disarming audible signals + *panic* function	Press push-button n. 1 of the transmitter after the second	Press push-button n. 2 of the transmitter after the second

		flash Three (3) sharp audible signals follow	flash One (1) sharp audible signal follows
3 flashes	*"Turn indicator on"* audible warning signal	Press push-button n. 1 of the transmitter after the third flash Three (3) sharp audible signals follow	Press push-button n. 2 of the transmitter after the third flash One (1) sharp audible signal follows
4 flashes	*Anti-hijack* function	Press push-button n. 1 of the transmitter after the fourth flash Three (3) sharp audible signals follow	Press push-button n. 2 of the transmitter after the fourth flash One (1) sharp audible signal follows
5 flashes	Polarity of the instantaneous alarm trigger input **(this is a DEALER operation !!!)**	Press push-button n. 1 of the transmitter after the fifth flash Positive polarity	Press push-button n. 2 of the transmitter after the fifth flash Negative polarity

Once the selections are finalised, a long low audible sound will confirm that they have been entered successfully.
Remark 1): it is sufficient to operate when you come to the functions that you wish to modify. It is not necessary to re-confirm those selections that are already appropriate.
Remark 2): in the event of a mistake, turn ignition off to quit without making any changes.
Remark 3): do not alter the polarity of the instantaneous alarm trigger input (5 flashes) as set up by the installer, or this protection function will stop working.
Remark 4): the audible on/off signals and the "panic" function are not allowed by the Road Rules in some Countries. Please check your local regulations and set up the system accordingly.

15. AUTOMATIC TIMED SWITCH-OFF FUNCTION (*SLEEP* FUNCTION)

Although the current consumption rate of Spyball security systems is extremely low, another special feature has been implemented with the purpose of protecting the battery of your motorcycle: the radio receiver that is integrated in the unit switches off automatically after the motorcycle has been unused for 7 days and the current consumption rate drops considerably. When it is in *sleep* condition, the alarm system does not therefore react to the radio transmitter.

In order to reinstate the normal functions of the device:

- If the system is disarmed, turn ignition on;
- If the system is armed, turn ignition on and press push-button n. 1. If the transmitter is not available, enter the emergency disarming *pin code* as described in paragraph 16. If turning the ignition on is not followed by pressing the transmitter on/off button or the *pin code* is not entered correctly, the siren will sound.

16. EMERGENCY DISARMING VIA *PIN CODE*

In the event of loss or failure of the radio remote control, you can deactivate the security system by means of the procedure below, using the *PIN code* you can find on the last page of this manual or the code that you have possibly entered in replacement (see paragraph 16.2.). The last page of this manual includes also a quick description of the disarming procedure; we recommend that you record or apply the *PIN code* there, then cut the card away and keep it in your wallet for future reference.

1. Turn ignition on. ➔ *The alarm starts to sound.*

2. Wait. ➔ *The alarm stops. The LED switches off, then it starts to flash slowly.*
3. Count the number of flashes. As soon as the number of flashes equals the first number of your *PIN code*, turn ignition off (for example, if the first number of your code is 3, then wait for the LED to flash 3 times before turning the ignition OFF). ➔ *The LED switches off.*
4. Within three seconds, turn ignition on again. Count the number of flashes. As soon as the number of flashes equals the second number of your *PIN code*, turn ignition off (for example, if the second number of your code is 10, then wait for the LED to flash ten times before turning the ignition OFF). ➔ *The LED switches off.*
5. Enter the remaining numbers of the *PIN code* using the same procedure. ➔ *In the event of a mistake, an alarm cycle will follow. At the end of the alarm cycle it will be possible to restart the procedure.*

ONCE ALL THE DIGITS HAVE BEEN ENTERED CORRECTLY, THE SYSTEM DISARMS WITH A LONG BLEEP FOLLOWED BY FOUR SHORTER AUDIBLE SIGNALS, THEN IT SWITCHES TO *SERVICE MODE* (see paragraph 12).

16.1. Reading the *PIN code*

If you have lost the *PIN code* but you have a working transmitter, you can recover the code with this simple procedure:

- While the system is disarmed, turn ignition on then press and hold down push-button n. 1 of the transmitter about 7 secs. ➔ The LED illuminates about 3 seconds, then it switches off for a short time and subsequently it displays 4 strings of flashes.
- Count and note the number of flashes in each string. Those are the numbers of the *PIN code*.
- The end of the reading is confirmed by a short sharp audible signal.

16.2. Changing the *PIN code*

If you wish, you can replace the original *PIN code* by a new one. The procedure is described below:

- While the system is disarmed, turn the ignition on then press and hold down push-button n. 1 of the transmitter about 7 seconds. ➔ The LED illuminates about 3 seconds.
- During this lapse of 3 seconds, press push-button n. 2. ➔ A short sharp audible signal confirms you have entered the procedure. The LED extinguishes, then it starts to flash slowly.
- Count the flashes. As soon as you reach the number you have chosen as the first number of your *PIN code*, turn ignition off.
- Turn ignition on again and follow the same procedure to select the 3 remaining numbers. ➔ A short sharp audible signal will confirm that the procedure has been completed successfully.
- Read the code you have entered (see paragraph 16.1.) to make sure it is correct, then record it.

Remark 1): You can select figures between 1 and 18. Once the LED has flashed 18 times, the procedure stops and needs to be repeated:
Remark 2): To quit the procedure without making any changes, turn ignition off before the new code is completed.

17. TROUBLESHOOTING GUIDE

Malfunction	Recommended inspections / operations
The alarm does not respond to the	- Make sure the system has not entered the sleep condition (see

transmitter.	paragraph 15) - Operate the transmitter closer to the unit (the area might be affected by noises interfering with the radio signal) - Replace the transmitter battery - Realign the transmitters (see paragraph 2.1.) - If none of these operations is successful, contact a Spyball dealer (in the meantime, if the system is armed, disarm it with the PIN code (see paragraph 16)
The alarm/immobiliser is disarmed, but the motorcycle will not not start (6828-9)	- Make sure the motorcycle is in neutral gear - Make sure the kill switch is in the RUN position - Make sure the main ignition fuse in the motorcycle is intact - Make sure the motorcycle battery is charged - Some models will only start with the side stand up or the clutch lever pulled in – please check - If none of these operations is successful, contact a Spyball dealer
The system is not triggered by moving/lifting the bike	- Has the inhibition time elapsed? - Is the movement detector activated (not deselected)? - If necessary, please adjust the movement detector (see paragraph 7.) - If none of these operations is successful, contact a Spyball dealer

18.TECHNICAL DATA

Power supply (control unit)	Nom. 12V Max 17V Min. 9V
Current consumption rate	< 1 mA OFF; 1mA ON (including the LED)
Back-up battery	Rechargeable 7,2V 170mAh NiMH battery
Capacity of engine immobilisation circuit (6828-9)	Max 6A
Operating temperature	-20°C / +85°C
Siren sound power	114dB@1m
Size of the control unit	90x67x30mm
Size of the transmitter	50x37x12,5
Transmitter battery	3V CR2032
Transmitter battery life	Min.12 months (with *Biker Recognition* function on)

RECOMMANDATION!

Although designed to be resistant to water ingress (IPX5), this electronic equipment might be damaged by steam cleaning / high pressure washing.
Never direct the jet at the unit and protect it to prevent water infiltration.

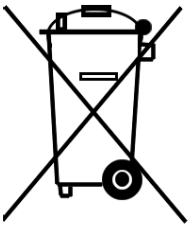
Diagrams, descriptions and features are only indicative. The manufacturer reserves the right to modify them without notice. The manufacturer will not be responsible for malfunctions/damages resulting from the negligence of the the supplied installation and operation instructions. The system must only be considered as a deterrent against theft attempts.

Condizioni di garanzia

Il prodotto è coperto da garanzia di 24 mesi a partire dalla data di acquisto certificata dallo scontrino di cassa o da una fattura. La garanzia non si applica se il prodotto risulta danneggiato da montaggio/utilizzo non corretti, danni dovuti a caduta o trasporto, a negligenza e comunque a cause non imputabili a difetti di fabbricazione. Inoltre decade se il dispositivo viene aperto da un tecnico non autorizzato da COBRA AT. In caso di montaggio/utilizzo inadeguati, il costruttore non darà alcun indennizzo per danni – di qualunque natura e diretti o indiretti – verso persone o cose. Per beneficiare della garanzia, occorre rivolgersi al rivenditore autorizzato con la prova di acquisto che riporti la relativa data.

Conditions of guarantee

This product is guaranteed for 24 months from the date of purchase certified by a receipt or an invoice. The warranty will become null and void if the failure appears to be caused by inadequate fitting/misuse, by fall or transportation, by neglect or anything else than a manufacturing fault. Moreover it will not apply if the unit is opened by personnel not authorised by COBRA AT. In the event of incorrect fitting/misuse, the manufacturer will not be liable for any kind of direct or indirect damage to persons or things. Claims under this warranty shall be made through an authorised retailer.



Rispettiamo l'ambiente e la salute pubblica! Le batterie CR 2032 contenute nei trasmettitori non devono in nessun caso essere smaltite con i rifiuti urbani ordinari. Devono fare oggetto di raccolta differenziata e quindi essere smaltite presso i punti di raccolta predisposti dalle amministrazioni locali o presso i rivenditori.

Let's respect the environment and public health! Under no circumstances shall the CR 2032 batteries of the transmitters be disposed as part of ordinary household waste. At the end of their useful life, take them to an appropriate collection site as arranged by your local administration or by a retail store in your area.

Respectons l'environnement et la santé publique ! En aucun cas les batteries CR 2032 des télécommandes ne doivent être jetés avec les déchets ménagers non triés. A la fin de leur vie utile, déposez-les dans un site de collecte agréé. Vous pouvez consulter Votre administration locale en charge de la gestion des déchets pour connaître la liste des points de collecte les plus proches. Ou bien Vous pouvez Vous adresser à un revendeur dans Votre ville.

Schützen Sie Umwelt und Gesundheit! Die CR 2032 Akkus der Funkfernsteuerungen dürfen auf keinen Fall mit dem normalen Haushaltsmüll entsorgt werden. Sie müssen getrennt gesammelt und an den von den Lokalverwaltungen oder bei den Vertragshändlern eingerichteten Sammelstellen entsorgt werden .

cobra

Declaration of Conformity

The manufacturer hereby declares, at its sole responsibility, that the:

TRANSMITTER
Model 8742

Is conforming with the essential requirements of the Radio and Telecommunication Terminal Equipment Directive 1999/5/EC, in accordance to the following relevant standards and Directives:

Radio:	**EN 300 220 (06/2007)**
EMC:	**EN 301 489-1 (09/2005)**
	EN 301 489-3 (08/2002)
Health & Safety:	**EN 60950 (2006)**
	EN 50371 (2002)

The products are marked with the following CE marking and Notified Body number according to the Directive 1999/5/EC : CE 0678

30 September 2008

Dario Parisi
Products Homologation Engineer

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PIN: ……

DISINSERIMENTO D'EMERGENZA TRAMITE *CODICE PIN*

1. Accendere il quadro. ➔ *Il sistema entra in allarme.*
2. Attendere. ➔ *L'allarme si arresta. Il LED si spegne, poi inizia a lampeggiare lentamente.*
3. Lasciare il quadro acceso fino ad ottenere un numero di lampeggi corrispondente al primo numero del *codice PIN*, poi spegnerlo (se, ad esempio, il primo numero del Vostro codice è 3, spegnere il quadro dopo 3 lampeggi). ➔ *Il LED si spegne.*
4. Entro 3 secondi, riaccendere il quadro e mantenerlo acceso fino ad ottenere un numero di lampeggi del LED corrispondente al secondo numero del *codice PIN*, poi spegnerlo (se, ad esempio, il secondo numero del Vostro codice è 10, spegnere il quadro dopo 10 lampeggi). ➔ *Il LED si spegne.*
5. Avanzare e comporre i numeri restanti del *codice PIN* utilizzando la medesima procedura. ➔ *In caso di errore, si avrà un ciclo d'allarme all'arresto del quale si potrà riavviare la procedura.*

UNA VOLTA COMPOSTI CORRETTAMENTE TUTTI I NUMERI, IL SISTEMA SI DISINSERISCE CON UN SEGNALE ACUSTICO LUNGO SEGUITO DA QUATTRO SEGNALI BREVI E SI PONE IN *SERVICE MODE* (v. paragrafo 12).

PIN: ……

EMERGENCY DISARMING VIA *PIN CODE*

1. Turn ignition on. ➔ *The alarm starts to sound.*
2. Wait. ➔ *The alarm stops. The LED switches off, then it starts to flash slowly.*
3. Count the number of flashes. As soon as the number of flashes equals the first number of your *PIN code*, turn ignition off (for example, if the first number of your code is 3, then wait for the LED to flash 3 times before turning the ignition OFF). ➔ *The LED switches off.*
4. Within 3 seconds, turn ignition on again. Count the number of flashes. As soon as the number of flashes equals the second number of your *PIN code*, turn ignition off (e.g., if the second number of your code is 10, then wait for the LED to flash ten times before turning the ignition OFF). ➔ *The LED switches off.*
5. Enter the remaining numbers of the *PIN code* using the same procedure. ➔ *In the event of a mistake, an alarm cycle will follow. At the end of the alarm cycle it will be possible to restart the procedure.*

ONCE ALL THE DIGITS HAVE BEEN ENTERED CORRECTLY, THE SYSTEM DISARMS WITH A LONG BLEEP FOLLOWED BY FOUR SHORTER AUDIBLE SIGNALS, THEN IT SWITCHES TO *SERVICE MODE* (see paragraph 12).