



INSTALLATION MANUAL CARAVAN/CAMPER

RVsecure



PROTECTORX GEN2 PLATINUMX GEN2 SKU: RVS_C2 & RVS_C3

This installation guide assumes that you already have experience in RV installations. Installing any system in any vehicle requires a level of knowledge of your vehicles electrical systems prior to starting. If in doubt please have a professional installer complete the installation for you.



Mounting the Control Unit

The control unit can be mounted in any location within the vehicle and with any physical orientation as long as one face of the unit is aligned in to the front and another face to the side of the vehicle (ie square). It is recommended that the alignment be within +/- 5 degrees of square. Ensure that you have the ability to run cables to and from the control unit as required. Both the ProtectorX and PlatinumX have the same footprint and the same wiring.

The Control unit is attached with 3x suitable screws on the top/bottom plates. Mounting the control unit outside or to the underside of the vehicle is not recommended.

Installing the PIR

The RV PIR can be mounted in a variety of positions due to its unique ability to work through multiple planes. It is good practice to firstly test the operation of the PIR in the chosen position before a final decision is made to install, ensuring suitable operation.

To install the PIR

1. Open the battery compartment at the rear and install the batteries
2. Mount the bracket in the chosen position
3. Clip the PIR on the bracket
4. When ready, power up, add sensor to control unit and then test.

Installing Reed switches

The reed switches are installed so that opening the door will break the contact. They do not need to be touching, a distance of 1~3cm will generally be suitable however it is important to test this before permanent mounting with the double sided tape (supplied). Remove cover and install battery. The light can be seen activating when the connection is broken allowing easy test.

When mounting remember that the sensor will require occasional change of batteries (the light goes dim / flashes when battery low) so do not bond the outer cover in place.

Installing Emergency Switches – PlatinumX only

The emergency switches can be easily installed in any location with either screws or double sided tape (supplied). With a screwdriver carefully prize the top cover off and insert battery.

Installing the Siren

It is recommended that the siren be mounted near to the control unit. Its operation will not interfere with the unit. The siren is waterproof so it can be mounted outside of the vehicle however it is perfectly OK to mount inside. Once a position has been chosen screw the siren bracket into the surface and plug the siren into the control unit to the port marked Siren.

Wiring – (also see wiring diagram page 5)

The control unit only requires 3 connections plus power and is wired to the barrier terminal block at the base of the unit. The terminals are marked + - 3 4 5 and the connections for Caravans/Campers are as follows.

A note about earthing: Some vans do not have a direct earth connection between the house battery and chassis (or white from trailer plug). If using the brake locking this will need to be added as it provides the 'return path'.

| Pin | Description | Normal Wire Colour |
|-----|-------------|--------------------|
| 1 | 12v+ | Red |
| 2 | 12v- | Black |
| 3 | Brake | Blue |
| 4 | Stop | Red |
| 5 | Park | Brown |

Electric over Hydraulic brakes

To use electric over hydraulic brakes please see the supplementary section, page 6.

Testing the brake circuit operation - Electric Brakes

The PlatinumX has a brake test function in the programming menu. Please refer to the operating instructions.

Motion Settings

There are many factors that can effect the required motion sensitivity. Mounting position, vehicle weight, weight distribution, suspension type and position, tyre type and pressure as well as many environmental factors including road surface, wind and other conditions. To ensure the best operation of the unit please follow the guide in the operating manual to set up the correct operation of the system.

Installing LED Flasher (optional)

Please see LED Flash manual. LED Flasher is plugged into the port market Flash.

Installing GPS and Communications Hub (optional)

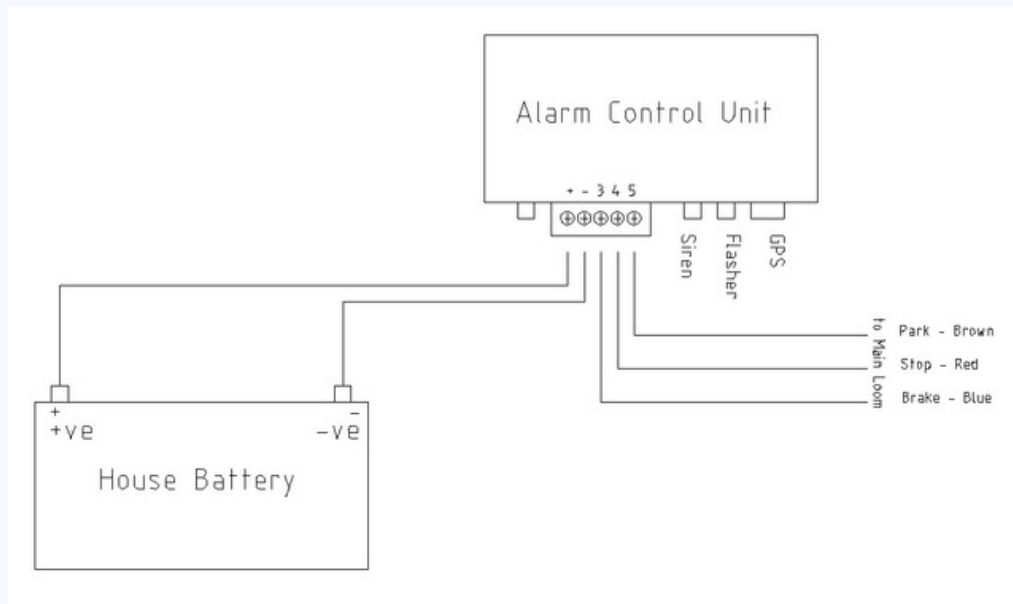
The GPS and Communications Hub connects to the alarm system via a 6 pin loom (supplied with GPS kit) and is plugged into the port marked GPS. Install the 4G and GPS antennas in a convenient position. Please see GPS Communications Hub manual for further information.

Liability

1/ tech7/RVsecure accepts no liability for damage done either to the unit itself, its sub components or to the vehicle due to owners incorrect wiring. If in doubt please consult a professional.
2/ tech7/RVsecure accepts no liability for any theft of any property, vehicle or other.
3/ tech7/RVsecure accepts no liability for any damage to any property, vehicle or other due to the operation of the braking circuit (if connected) at any time or under any condition.

Installation Notes

- As with any plastic material it is recommended that if drilling any holes they be slightly larger than the screw to avoid cracking the plastic.
- When using double sided tape it is advisable to first clean the surface. Prepsol or IPA are suitable cleaners however caution is suggested when using these on wood (or wood lookalike) surfaces.
- If using bonding agents be careful to follow the manufacturers advice.
- Although not shown in the diagrams for simplicity, the use of a 20A inline fuse from the battery or connection to an un-switched fuse box is recommended at all times.
- Average braking current for a single axle van is 7~8 Amps, and 14~16 Amps for a tandem.



Control Unit Wiring

| Automotive Wiring Gauge Table | | | | | | | |
|-------------------------------|----|----|----|-----|-----|-----|-----|
| AMPS | 3' | 5' | 7' | 10' | 15' | 20' | 25' |
| 0 to 7 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| 8 | 18 | 18 | 18 | 18 | 18 | 16 | 16 |
| 10 | 18 | 18 | 18 | 18 | 16 | 16 | 16 |
| 11 | 18 | 18 | 18 | 18 | 16 | 16 | 14 |
| 12 | 18 | 18 | 18 | 18 | 16 | 16 | 14 |
| 15 | 18 | 18 | 18 | 18 | 14 | 14 | 12 |
| 18 | 18 | 18 | 16 | 16 | 14 | 14 | 12 |
| 20 | 18 | 18 | 16 | 16 | 14 | 12 | 10 |
| 22 | 18 | 18 | 16 | 16 | 12 | 12 | 10 |
| 24 | 18 | 18 | 16 | 16 | 12 | 12 | 10 |
| 30 | 18 | 16 | 16 | 14 | 10 | 10 | 10 |
| 40 | 18 | 16 | 14 | 12 | 10 | 10 | 8 |
| 50 | 16 | 14 | 12 | 12 | 10 | 10 | 8 |
| 100 | 12 | 12 | 10 | 10 | 6 | 6 | 4 |
| 150 | 10 | 10 | 8 | 8 | 4 | 4 | 2 |
| 200 | 10 | 8 | 8 | 6 | 4 | 4 | 2 |



SUPPLIMENTARY FOR ELECTRIC OVER HYDRAULIC BRAKING SYSTEMS



This is a supplimantary guide for installing RVsecure alarm systems on vehicles using Electric over Hydraulic braking.

PlatinumX version 2.49 up - RVS_C3

ProtectorX version 1.34 up - RVS_C2

Both PlatinumX and ProtectorX can be used on either electric brakes or electric over hydraulic. When installing on hydraulic braking systems the brake tamper detection must be isolated (zone 15). Please refer to the Operating Manual for the respective units.

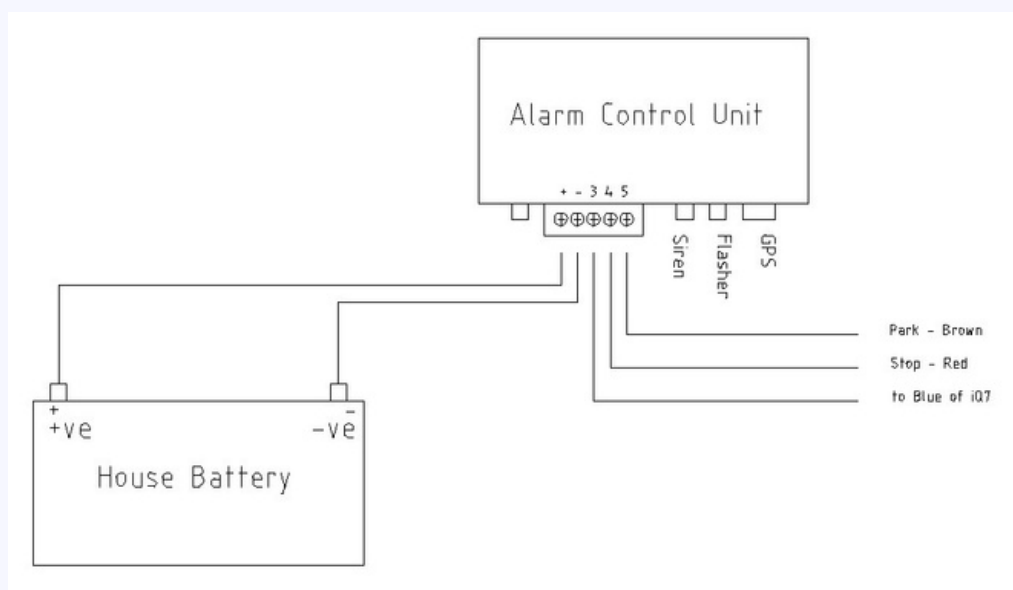
There are currently three common Hydraulic braking systems on the Australian market and they operate slightly differently.

1. Alko iQ7
2. Dexter DX series
3. Deutsche Hydrapro

Alko iQ7



When the Alko iQ7 is fitted as per the Alko manual the alarm brake is wired by connecting output 3 of the alarm system to the blue wire of the iQ7.

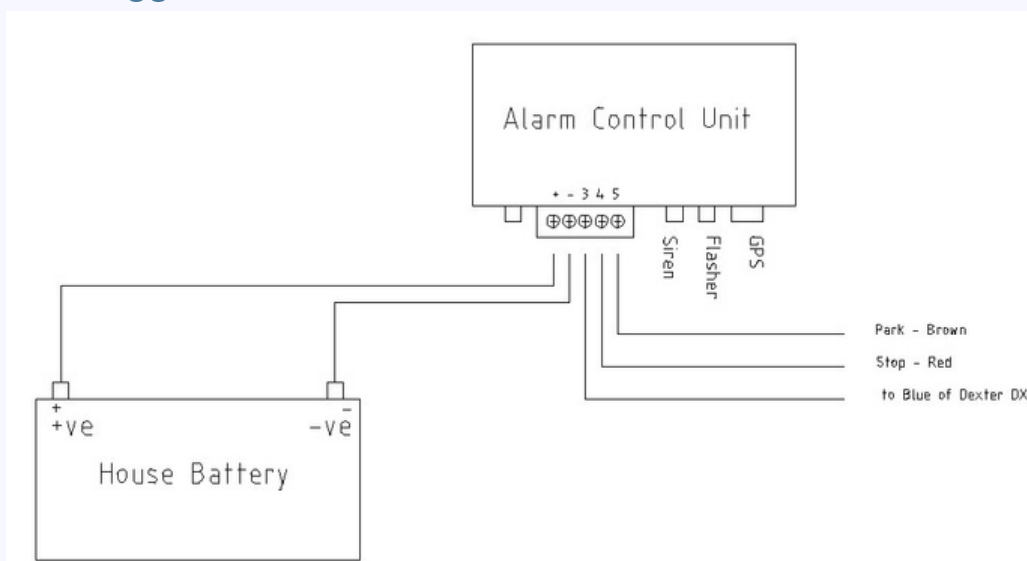


Dexter DX

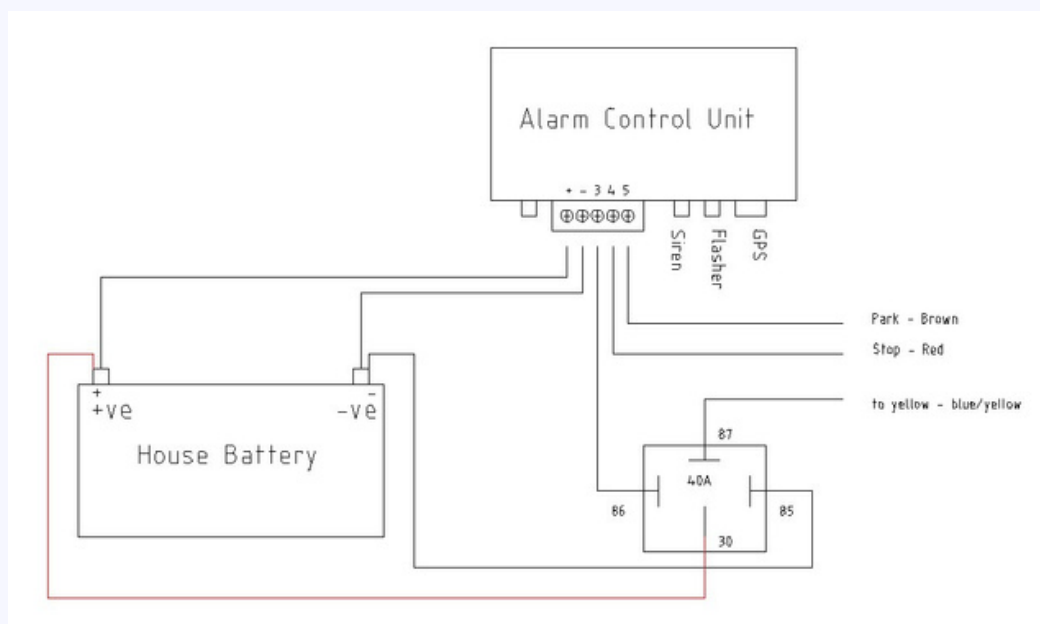


When the DX is installed as per the Dexter manual there are a couple of ways to wire the unit.

1. Connecting output 3 directly to the blue Pin 5 of the braking system. This serves as a trigger wire for the brakes.



2. Using output 3 to control a relay that runs to the yellow or blue/yellow wire of the breakaway. This provides power and signal to the controller.

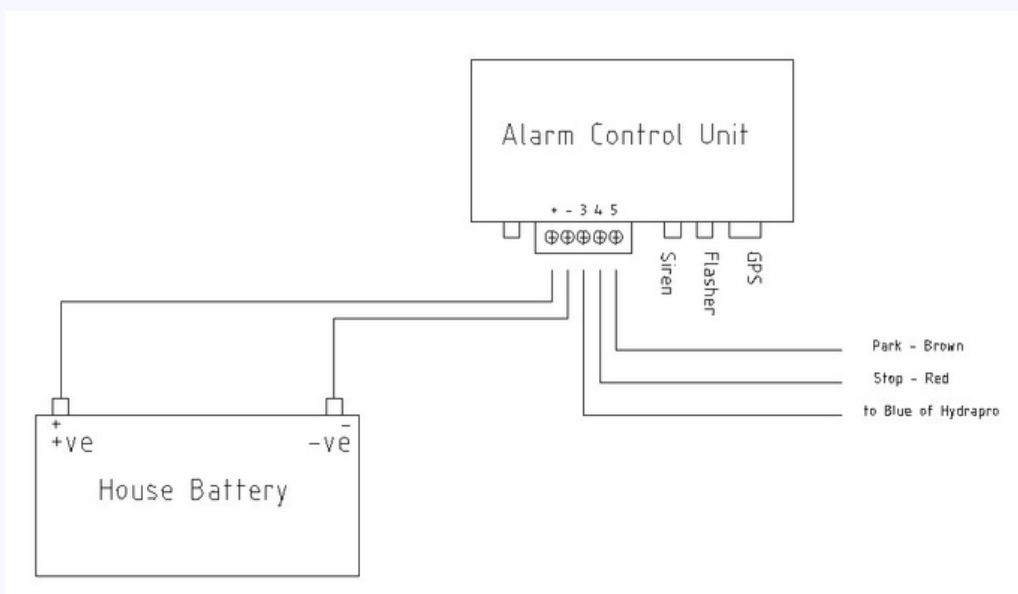


Deutsche Hydrapro



When the Hydrapro is installed as per the Hydrapro manual there are a couple of ways to wire the unit.

1. Connecting output 3 directly to the blue Pin 5 of the braking system. This serves as a trigger wire for the brakes.



2. Using output 3 to control a relay that runs parallel to the yellow or blue/white wire of the breakaway. This provides power and signal to the controller.

