

NP0044-W: Install Guide

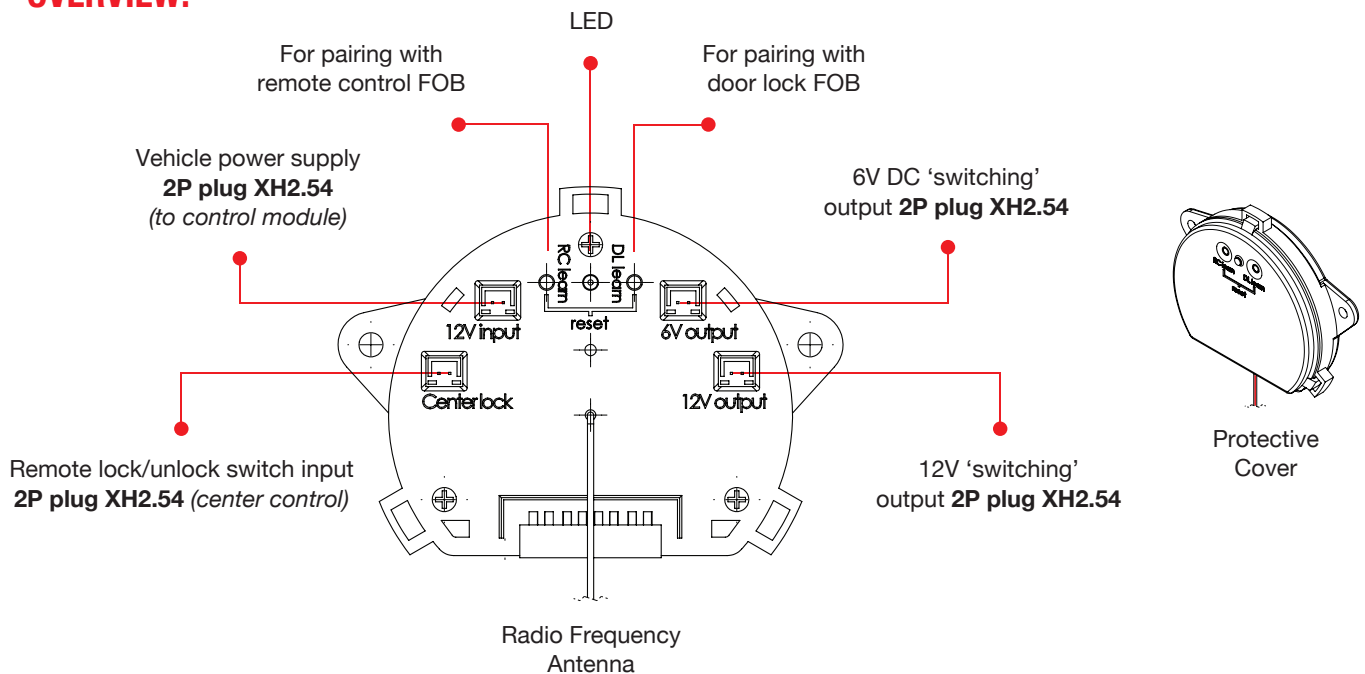
ELS COMPRESSION LATCH AND/OR FOLDING-T HANDLE

QUICK INSTALL GUIDE (NP0044-007-W / IP65 ELS CONTROL BOX)

(Please take the time to also read the user manuals & datasheets!)

Refer the following guide as an installation cheat sheet for running electronic central locking systems incorporating the; NP0044 Series: ELS Compression Latches (6v) and/or ELS Folding-T Handles (12v & 24v) via the Control Box Module, Remote Fob & Shunt Connector (distribution block), & Power Supply Cable.

OVERVIEW:



REMOTE PAIRING: The sequence for programming the Remote FOB is as follows.

1. Press and HOLD the RC learn button.
2. When you hear the beep from the control box unit (red LED will start flashing), press and HOLD the lock or unlock button on the FOB. (Ensure you are still pressing the RC Learn button.)
3. When you hear the control unit beep again, release the RC Learn button and the FOB button.
4. The FOB is now programmed.

Trouble Shooting:

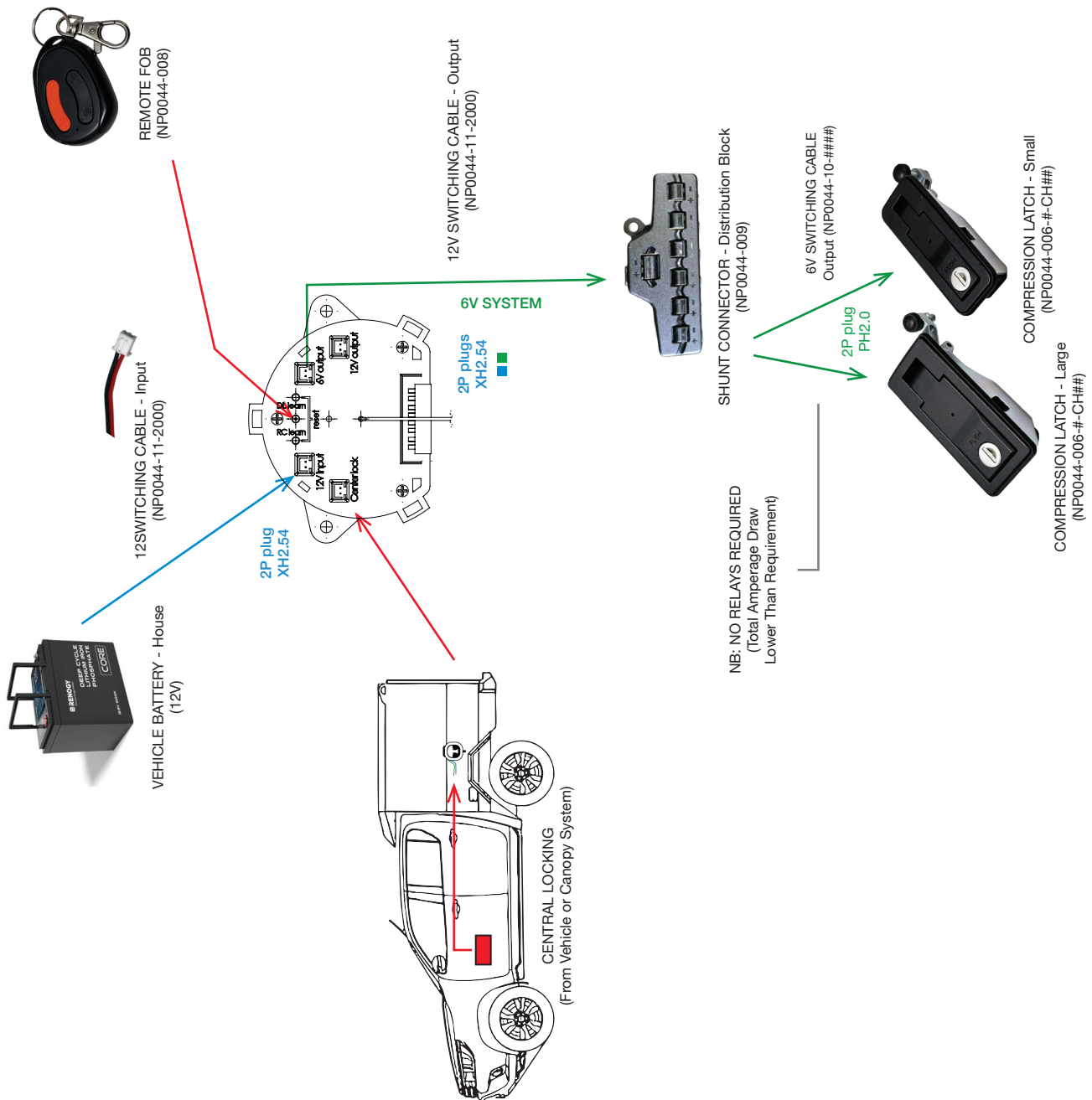
If you have made a mistake. Simply reset the control unit by pressing and holding the DL learn and RC learn buttons simultaneously until you here a Beep.

PLEASE REFER NEXT PAGE FOR INSTALLATION SCHEMATIC!

NP0044: 12V into 6V

ELS COMPRESSION LATCHES

QUICK INSTALL GUIDE (INTEGRATED VEHICLE ELECTRONIC LOCKING SOLUTION)



NP0044: 12V (Only)

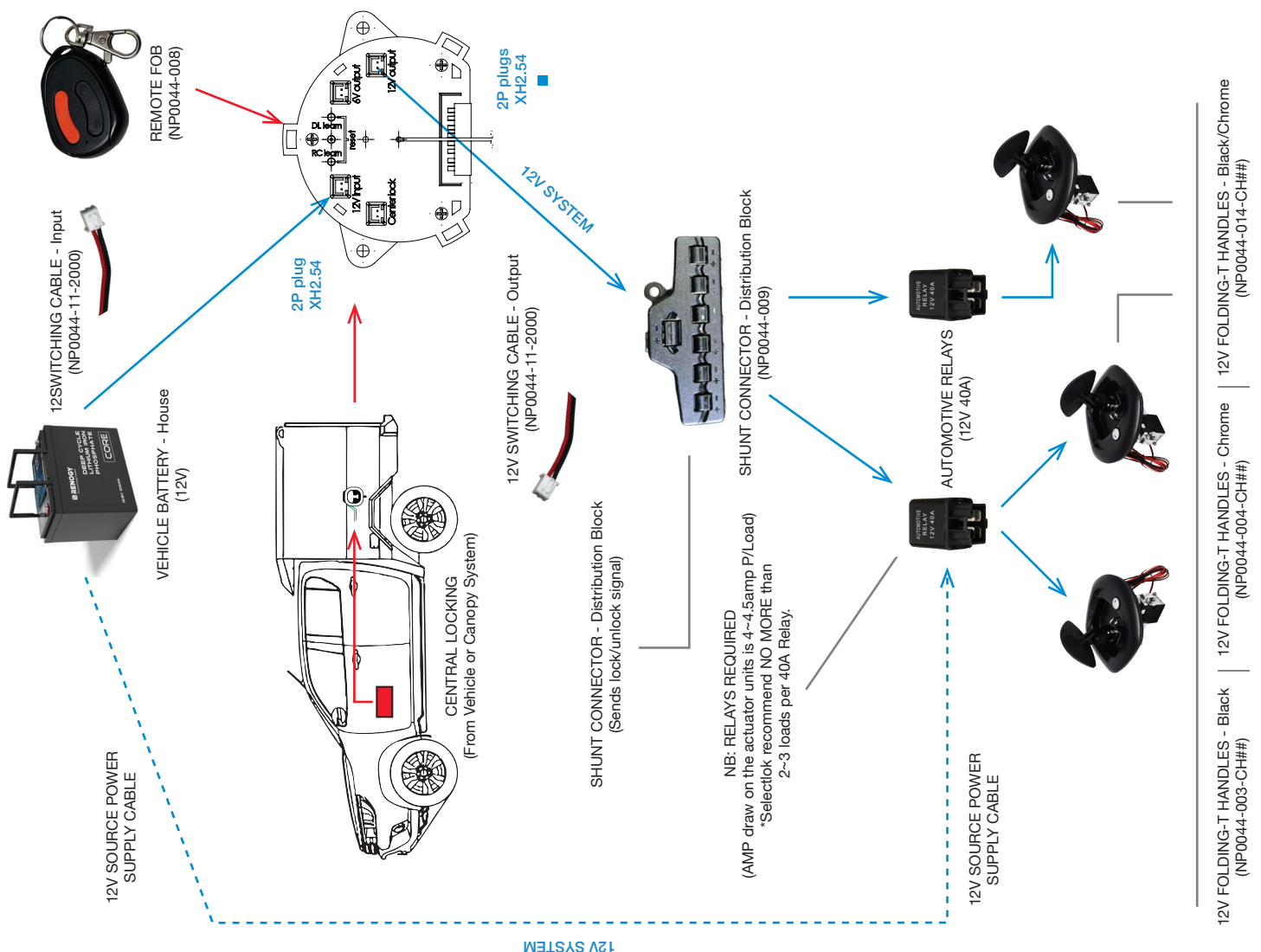
ELS COMPRESSION FOLDING-T HANDLE

QUICK INSTALL GUIDE (INTEGRATED VEHICLE ELECTRONIC LOCKING SOLUTION)

Refer below guide for installation and running of; ELS Folding-T Handles (only) as part of a standard central locking system via the Control Box Module *(using the vehicle/house/4WD's 12V or 24V battery power only)*, Remote Fob & Shunt Connector (distribution block), & Power Supply Cables. Either as an independant central locking circuit or via the vehicles central locking module.

Notes:

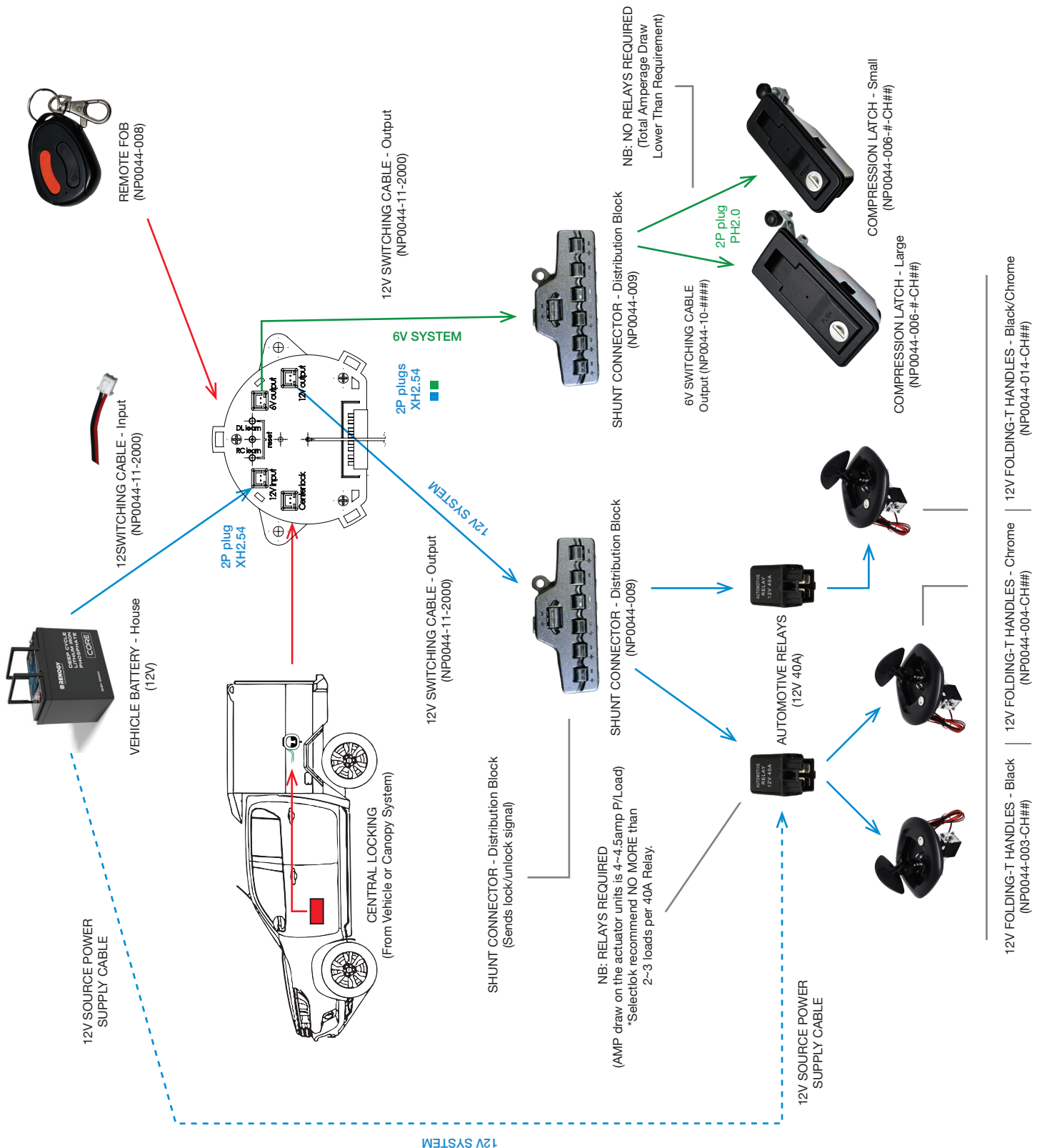
- Whilst the Compression Latches require the control box to operate. The Folding-T's can be configured to either the NP0044 module or a standard (vehicle or aftermarket) central locking system. *(The same as with our current Midnight whale tails & central locking actuator kits.)*



NP0044: 6V and 12V

ELS COMPRESSION LATCH AND/OR FOLDING-T HANDLE

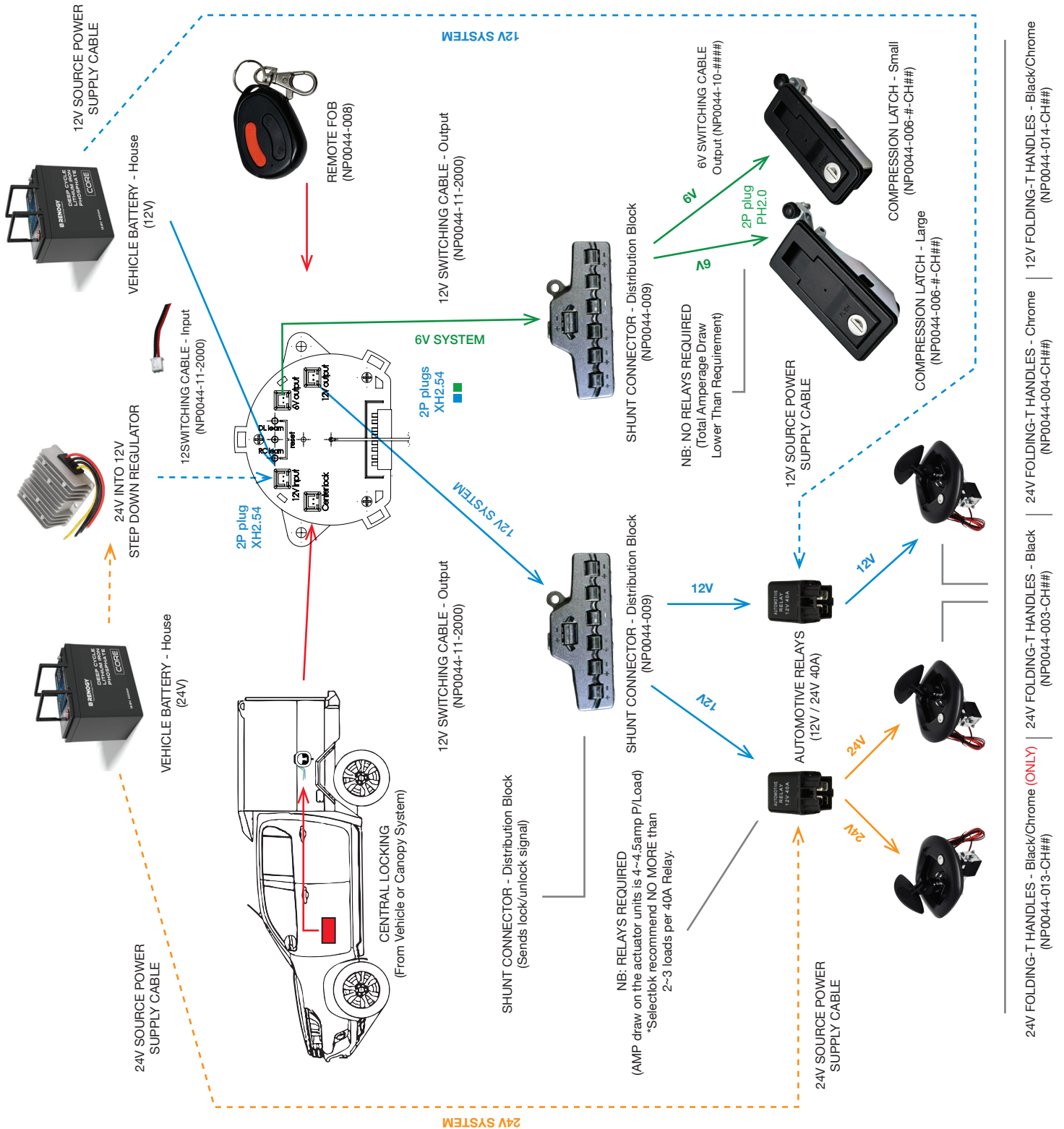
QUICK INSTALL GUIDE (INTEGRATED VEHICLE ELECTRONIC LOCKING SOLUTION)



NP0044: 6V, 12V &/or 24V

ELS COMPRESSION LATCH AND/OR FOLDING-T HANDLE

QUICK INSTALL GUIDE (INTEGRATED VEHICLE ELECTRONIC LOCKING SOLUTION)



NP0044: Center Control

OEM VEHICLE ELS SYSTEM CONNECTIVITY

QUICK INSTALL GUIDE (INTEGRATED NP0044 / OEM CENTRAL LOCKING SYSTEMS)

Refer the following guide as an installation cheat sheet for connection between OEM vehicle central locking systems to NP0044 ELS systems via the center control input.

PLEASE NOTE:

The reference material below is directly relevant to installation on both PX2 and PX3 model Ford Rangers. - Other model vehicles and/or manufacturers may vary slightly!

Most late model Ford Utility Vehicles (Rangers, F-Trucks, Transits) should have the output sockets mentioned here after. - It is also likely the majority of other major manufacturers would have something similar available.

- In the PX model Ford Rangers there is a hidden socket located near the tailgate or fuel filler cap which has the two outputs from this switch.

Alternatively, you can just splice the two wires into the existing door lock actuators

- Typically a blue and green wire on after market actuators.

INSTALLATION REMARKS:

General advice on what is required to integrate and operate the system via this input:

- Applying 12V to one of the center control pins will send an output pulse in the same way as if you pushed a button on the FOB.
 - One of the pins corresponds to the lock button.
 - The other corresponds to the unlock button.
 - 12V should only be applied to one pin at a time.
- It doesn't matter how long the 12V is applied. (The system appears to go into a low power mode after 5 -10 seconds, so it's unlikely to drain the vehicles battery.)
 - 6V on this input will not activate the outputs. - IT MUST BE 12V.

The idea is that these two wires can be connected to the lock/unlock button found inside your car.

- Plugging the two wires into this output connector or by splicing the two wires into an existing door lock actuator means:
 - The central locking system should then work in perfect sync with the vehicles door locks as well as allowing the OEM key FOB to integrate and work with the NP0044 ELS system. (No programming required.)
 - Additionally, you can use the NP0044 key FOB and it should only unlock the units connected to the NP0044 kit. (It will not unlock the car.)

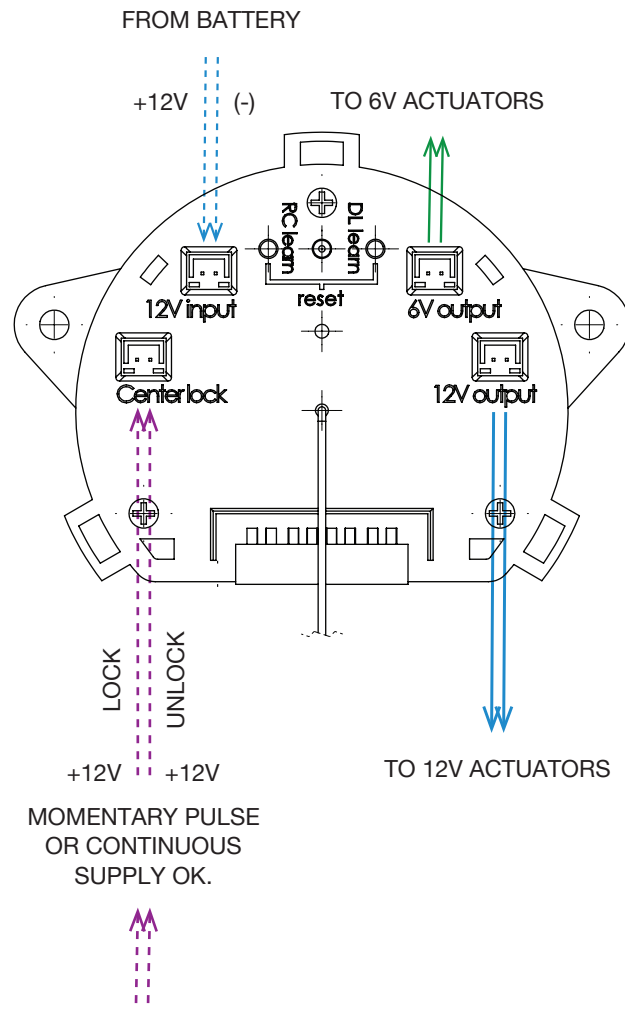
PLEASE REFER NEXT PAGE FOR INSTALLATION SCHEMATIC!

NP0044: Center Control

SELECTLOK®
PREMIUM HEAVY-DUTY HARDWARE SOLUTIONS

OEM VEHICLE ELS SYSTEM CONNECTIVITY

QUICK INSTALL GUIDE (INTEGRATED NP0044 / OEM CENTRAL LOCKING SYSTEMS)



DOOR LOCK
BUTTONS IN CAR



+12V FROM BATTERY