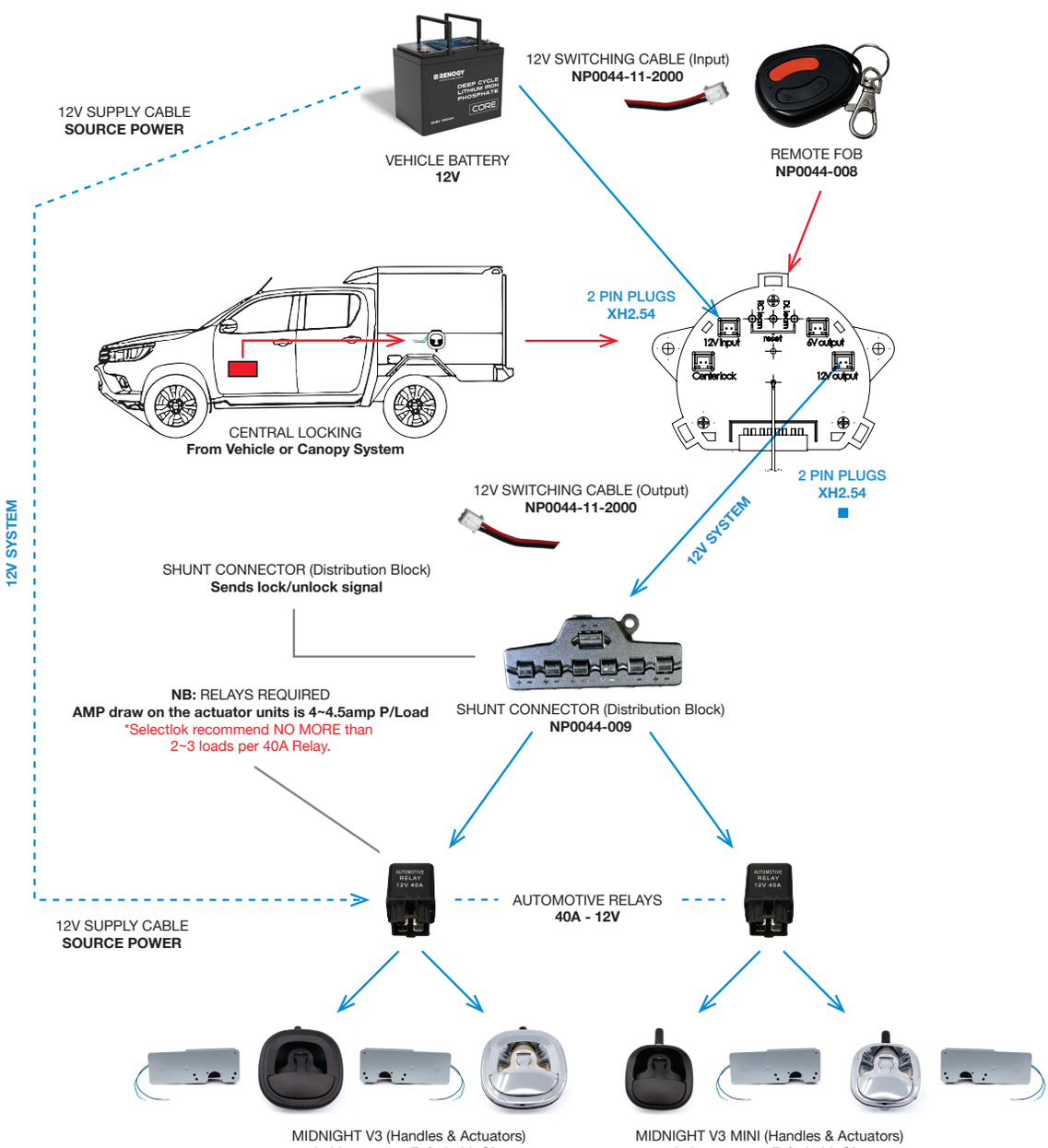
MIDNIGHT V3/NP0044

12V ELS SYSTEM

QUICK INSTALL GUIDE (INTEGRATED VEHICLE ELECTRONIC LOCKING SOLUTION)

Refer below guide for installation and running of; Midnight V3 & V3 MINI handles in conjuction with the NP0044 range of **ELS products** as part of a standard central locking system. (Either as an independant central locking circuit or via the vehicles OEM central locking module.)

Notes: The Midnight V3 series whale tails can be configured as part of either the NP0044 control module ELS and/or the vehicle's OEM central locking system.

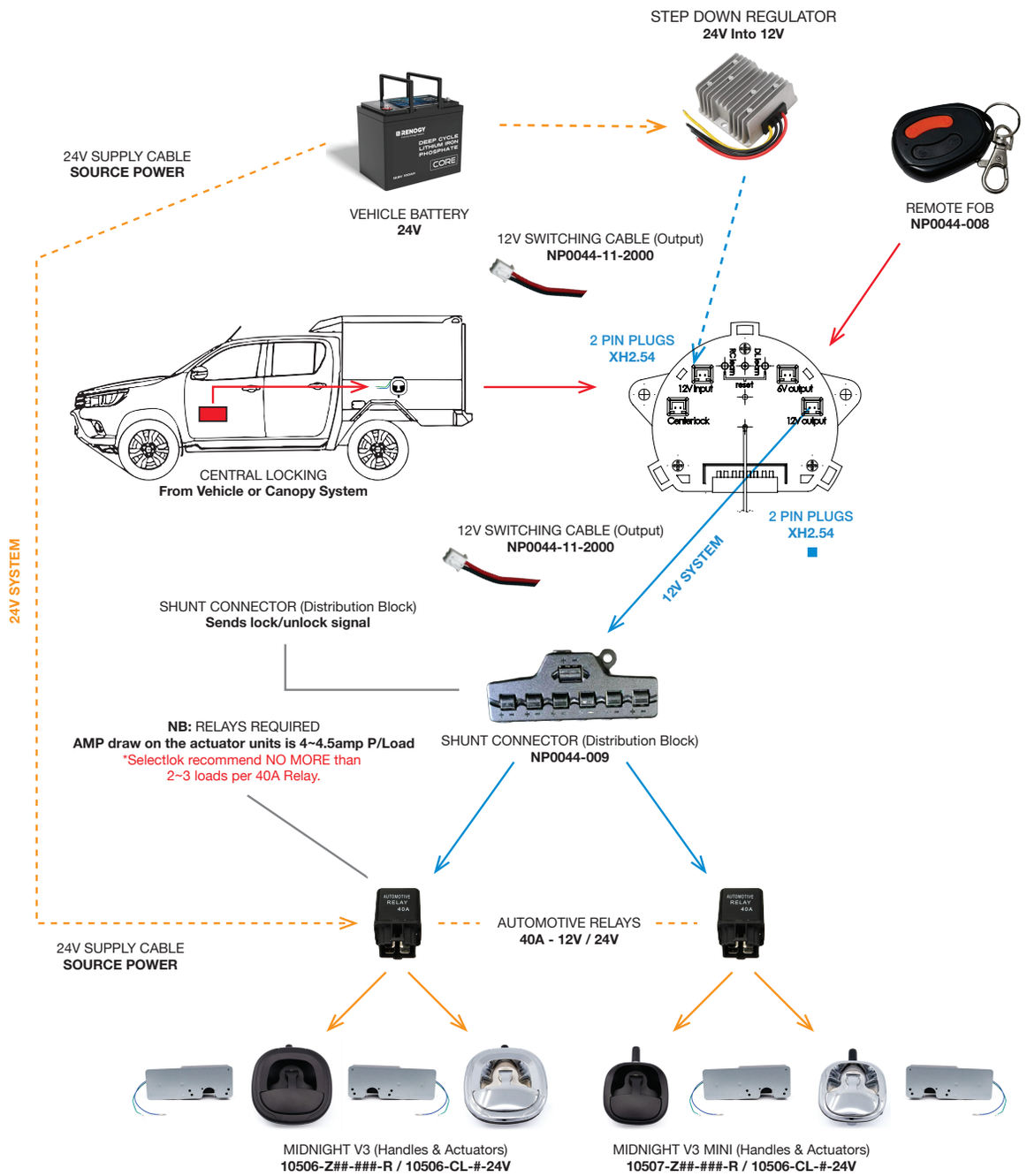


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www.selectlok.com.au

MIDNIGHT V3/NP0044

24V ELS SYSTEM

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 relevent 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 the 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.)

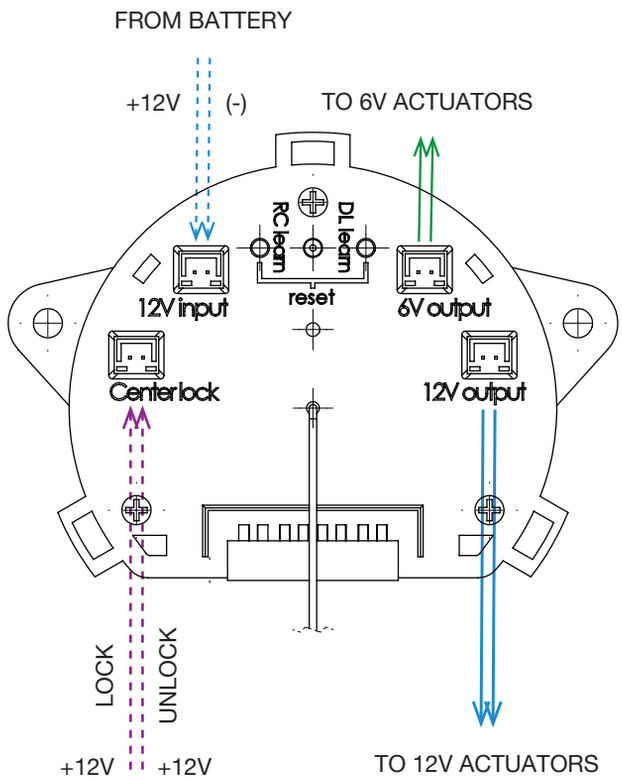
PLEASE REFER NEXT PAGE FOR INSTALLATION SCHEMATIC!

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NP0044: Center Control

OEM VEHICLE ELS SYSTEM CONNECTIVITY

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



MOMENTARY PULSE
OR CONTINUOUS
SUPPLY OK.



DOOR LOCK
BUTTONS IN CAR



+12V FROM BATTERY

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