

1 GENERAL

1.1 Make (trade name of manufacturer):
Valeo

1.2 Type:
PS2M-C1

General commercial description(s):
Power Smart ECU

1.3 Means of identification of type, if marked on the component/separate technical unit:
Approval number

1.3.1. Location of that marking:

N/A

1.4 Name and address of manufacturer:
VALEO INTERIOR CONTROLS (SHENZHEN) CO., LTD.
North Junyi Ind. Park, Huaide Vil. Fuyong Town, Baoan Dist, Shenzhen China

1.5 In the case of components and separate technical units, location and method of affixing of the EC approval mark:
N/A

1.6 Address(es) of assembly plant(s):
VALEO INTERIOR CONTROLS (SHENZHEN) CO., LTD.
North Junyi Ind. Park, Huaide Vil. Fuyong Town, Baoan Dist, Shenzhen China

2. DESCRIPTION OF THE DEVICE

2.1 A detailed technical description of the vehicle immobilizer and of the measures taken against inadvertent activation:
See Annex 2

2.2 The vehicle system(s) on which the vehicle immobilizer acts:
This Type is power control for ACC, IGN and Engine Start and controls the door open after the key is authorized.

2.3 Method of setting/unsetting the device:
Setting: Key switched from Off to IGN or Engine Start.
Unsetting: Key switched from IGN or Engine Start to Off.

- 2.4 Number of effective interchangeable codes, if applicable:
Rolling code (also called SIR) is used to change data contents every time, The switch is operated in order to prevent illicit copying of key codes. The rolling code has a size of 32 bits.
- 2.5 List of main components comprising the device and, if applicable, their reference marks
N/A

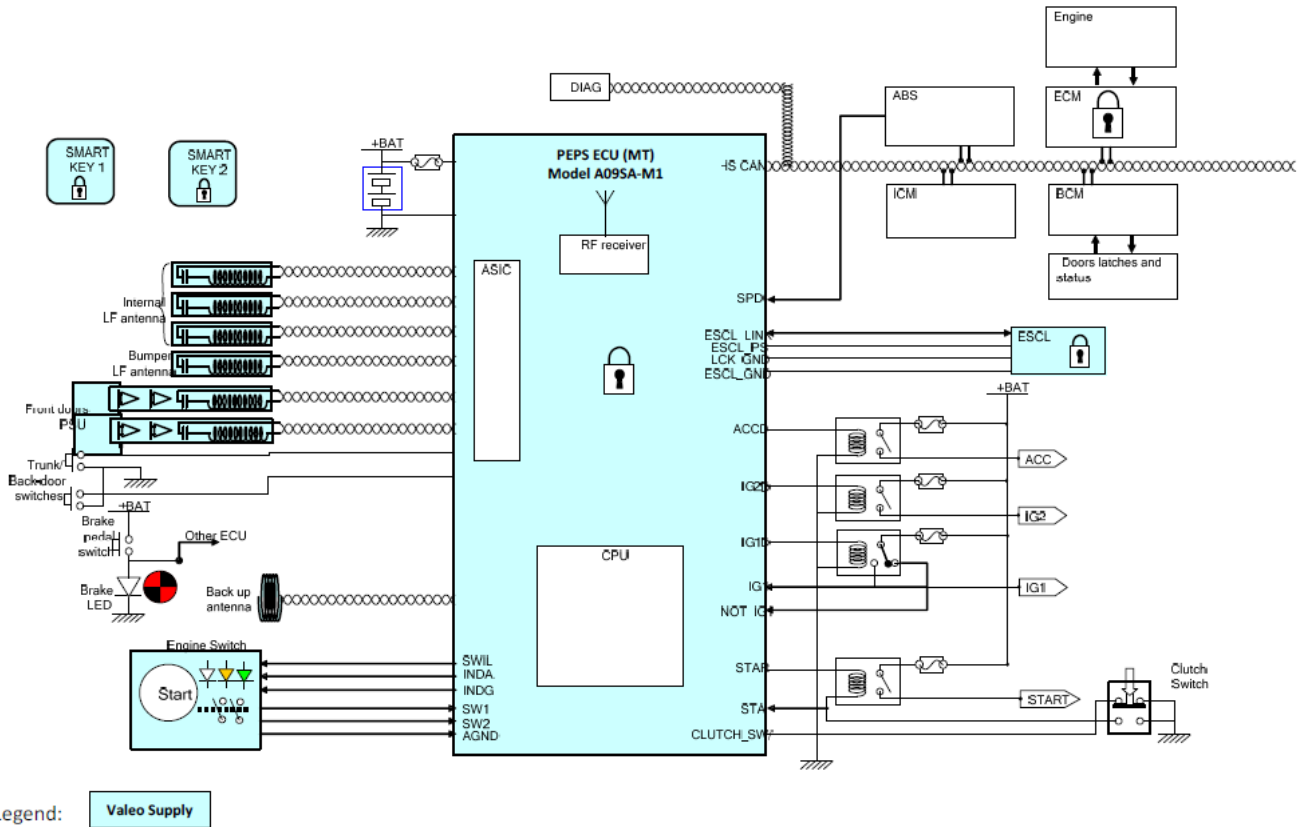
3. DRAWINGS

- 3.1. Drawings of the main components of the device (the drawings must show the intended space for ECE type-approval mark or reference mark, as applicable):
N/A

4. INSTRUCTIONS

- 4.1 List of vehicles to which the device is intended to be fitted:
CHERY CHERY MT.
- 4.1.1 Description of the method of installation illustrated by photographs and/or Drawings:
N/A
- 4.3. Instructions for use :
The PEPS (Passive Entry & passive start) system makes the door opening/closing and the ignition of the engine very convenient. It is no longer necessary to operate any control switch from a conventional remote control. It is just sufficient to push a switch integrated in the driver door handle to unlock the vehicle, or push the same switch to safely lock the doors. In a similar way, the PEPS systems allows to ignite the engine once entered into the car by pressing the dedicated start switch. The PEPS system consists of a portable radio transmitter (smart key) and a PSE (Power smart ECU) driving several LF Antennas dispatched in the vehicle body (Cabin, Luggage compartment, Door Handles and Bumper). All radio communications are highly secured (ciphered) in order to prevent any theft attempt of the vehicle.
Entry: push the switch on the Door Handle and the Doors unlock automatically.
Start: press the Start switch and the Engine is automatically ignited.
- 4.4. Instructions for maintenance, if any
N/A

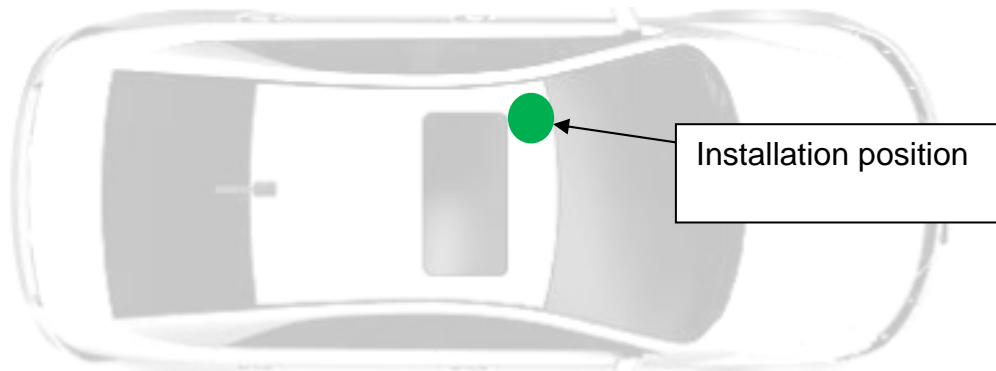
Annex 2 Working principle



Function Description:

The Power Smart ECU, called also PEPS ECU, is an electronic control unit for functionalities “Passive Entry & Passive Start”. The ECU communicates with the “smart key” (replacing the mechanical key) which implements LF/RF frequency communication. It allows the wireless access into vehicle and engine start with pushing the start stop button inside the car.

It can judge different kind switch input signal .then output the driver signal to let the corresponding function work. It also an communication with car other module through CAN ,LIN Bus.



FCC and IC Statement

FCC Regulatory Information:

NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instruction, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try and correct the interference by one or more of the following measures:

- a) reorient or relocate the receiving antenna,
- b) increase the separation between the equipment and receiver,
- c) connect the equipment into an outlet on a circuit different from that to which the receiver is connected.

Consult the dealer or an experienced radio/TV technician for help.

IC Regulatory Information:

This Class B digital apparatus meets all requirements of the Canadian Interference Causing Equipment Regulations. Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation of the device. Cet appareillage numérique de la classe B répond a toutes les exigences de l'interférence canadienne causant des règlements d'équipement. L'opération est sujette aux deux conditions suivantes: (1) ce dispositif peut ne pas causer l'interférence nocive, et (2) ce dispositif doit accepter n'importe quelle interférence reçue, y compris l'interférence qui peut causer l'opération peu désirée.

WARNING: Changes or modifications to this receiver not expressly approved by RTCOA void the user's authority to operate this equipment.

FRONT

This device complies with Industry Canada's licence-exempt RSSs. Operation is subject to the following two conditions:

- (1) This device may not cause interference; and
- (2) This device must accept any interference, including interference that may cause undesired operation of the device.

Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes :

- (1) l'appareil ne doit pas produire de brouillage;
- (2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

This radio transmitter (11313A-PS2MC1) has been approved by Industry Canada to operate with the antenna types listed below with the maximum permissible gain indicated. Antenna types not included in this list, having a gain greater than the maximum gain indicated for that type, are strictly prohibited for use with this device.

Immediately following the above notice, the manufacturer shall provide a list of all antenna types approved for use with the transmitter, indicating the maximum permissible antenna gain (1.5 dBi).

Le présent émetteur radio ((11313A-PS2MC1) a été approuvé par Industrie Canada pour fonctionner avec les types d'antenne énumérés ci-dessous et ayant un gain admissible maximal. Les types d'antenne non inclus dans cette liste, et dont le gain est supérieur au gain maximal indiqué, sont strictement interdits pour l'exploitation de l'émetteur.

Immédiatement après l'énoncé ci-dessus, le fabricant doit présenter une liste de tous les types d'antenne approuvés pour l'exploitation de l'émetteur, en indiquant dans chaque cas le gain admissible maximal(1.5 dBi).