





User manual _PKE

1. PKE Car Alarm User Manual


Transmitter button functions:

		
lock	unlock	Trunk unlock


1.1 LOCK:

Press the button "" on the PKE once, the siren would chirp once, the flash lights would gleam once, the central lock would lock up automatically. Then the LED indicator would gleam, ACC ON, side doors and footbrake would be detected and the shock sensor would start detecting.

1.2 Unlock:

Press the button "" on the PKE once. the siren would chirp twice, the flash lights would gleam twice, the central lock would unlock automatically, the system enters into disarming mode.

1.3 Trunk unlock:

The trunk can be opened by pressing the trunk open button "" of the PKE.

2. PKE functions:

The Passive Entry Passive Start (PEPS) subsystem provides enhanced customer convenience and security via a customer carried, passively enabled User Identification Device (UID). A valid UID allows access to the vehicle's passenger compartment, access to the vehicle's cargo compartment, and use of the vehicle's start / ignition interface.

The PEPS subsystem is responsible for authenticating the vehicle user through communication between the vehicle and the UID. Proper authentication in the presence of other customer inputs will then allow the user to control access to the vehicle as well as provide authorization to the Vehicle State Manager and Vehicle Theft Deterrent subsystems to control vehicle operation.

The primary method of determining authorization to perform Passive Entry or Passive Start operations is through Low Frequency (125 kHz) transmissions from the vehicle to the User Identification Device with subsequent Radio Frequency (433.92 MHz&433.369MHz) transmissions from the User Identification Device to the vehicle. When the driver walks close to his car with UID, when he pull the exterior door handle, PEPS will detect the action, and activate the UID, BCM will finish the authentication, and if valid will unlock the door.

2.1 General Performance Requirements

RF:433.92 MHz&433.369MHz

LF frequency: 125kHz

Data rate: RF:4-20kBaud, LF: 2 kBaud

Battery life time: >2 Years

LF range: Less than 2. 0m (calibratable) car side and behind trunk

Inside/outside detection tolerance: typical +/- 5 cm at windows

Anti-collision detection

Integrated emergency key blade for lock/unlock

Emergency start via immobilizer

RF Transceiver sensitive level >=-105 dBm

2.2 Passive Entry Timing

This includes switch debounce, all LF and UHF communication with the maximum number of learned UIDs present, UID authorization, and activation of unlock actuator.

In addition to the total time for passive entry, the following must be measured/characterized:

Duration of LF/UHF Communication with maximum number of learned passive keys.

Duration of LF/UHF Communication with a single learned passive key.

Time for passive key Authorization and activation of unlock actuator.

2.3 Back-Up Method for Vehicle Entry

The PEPS Subsystem shall provide a means of entering the vehicle in the event of RF interference, dead Passive Key battery, or dead vehicle battery.

If used, back-up key (both blade and key head) must not interfere with the door handle.

2.4 BACK-UP METHOD FOR VEHICLE START

The PEPS Subsystem shall provide a means for starting the vehicle in the event of RF interference or dead battery in the Passive Key.

2.5 EXTERIOR PASSIVE ENTRY (LOCK/UNLOCK) RANGE

For locking and unlocking, the operating range must not exceed 2.0 meters from any point around the perimeter of the vehicle.

Safety information:

1: This product contains a button cell battery. Do not swallow button cell. If you swallow the battery, please seek medical attention immediately, otherwise it will cause great harm to human body.

2: Keep new and used batteries away from children.

3: If the battery is dead, please replace the battery of the correct model .Risk of fire or explosion if the battery is replaced by an incorrect type.

FCC compliance statement:

This device complies with Part 15 of the FCC Rules. 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.

Caution: The user is cautioned that changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

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 instructions, 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 to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- 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.

FCC ID: 2BAVO11179443