

CERTIFICATO DI INSTALLAZIONE.

Il sottoscritto, installatore, certifica di aver eseguito personalmente l'installazione del dispositivo di allarme del veicolo descritto qui di seguito, conformemente alle istruzioni del fabbricante.

INSTALLATION CERTIFICATE

The undersigned, qualified installer, attests to have personally fitted the here described Vehicle Security system following the manufacturer instructions.

CERTIFICAT D' INSTALLATION

Je soussigné, installateur, certifie d'avoir fait personnellement l'installation du dispositif d'alarme du véhicule ci décrit, conforme aux instructions du constructeur.

EINBAUBESCHEINIGUNG

Der Installateur bestätigt mit seiner Unterschrift, daß die Alarmanlage in dem genannten Fahrzeug nach Vorgaben Des Herstellers eingebaut wurde.

CERTIFICADO DE INSTALACION

El que suscribe, instalador, certifica el haber seguido personalmente la instalación del dispositivo de alarma del vehículo descrito a continuación, de acuerdo con las instrucciones del fabricante.

By :
Da :
Par :
Von :
Por :

Sold on :
Venduto il :
Vendu le :
Verkauft am :
Vendido el :

Type of product :
Tipo di prodotto : ☐ 7057
Produktartikel : ☐ 7056
Type de dispositif:
Dispositivo ciclo :

Auto
Car
Véhicule
Fahrzeug
Veículo

Signature, Firma, Assinatura, Unterschrift



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7057
7056




GEMINI
CAR ALARM SYSTEMS



AC 2506 - REV. 00 / 04 / 01

DESCRIPTION

Gemini 7057

Gemini 7057 is a compact, self-powered alarm with sensors and siren. Studied for vehicles equipped with original transmitter and direction indicator lights flashing while opening and closing the vehicles door.

Gemini 7056

As Gemini 7057 without self-power and engine immobilisation.

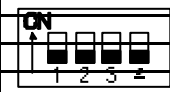
FUNCTIONS

- Control for alarm arming/disarming through the direction indicators lights and controls for the vehicles lock actuators.
- Blinker and electronic siren.
- Perimetrical protection and volumetric protection only for Kit 7057US and Kit 7056US.
- Positive and negative control for vehicles equipped with “Pack-comfort” system.
- Engine immobilisation (only 7057).
- Negative control external additional siren.
- Automatic arming.
- Absorption sensor.
- LED’s memory.

The alarm system is supplied with two mechanical keys for the emergency release.

INSTALLATION INSTRUCTIONS *(for the installer).*

- It is necessary to memorise the arming/disarming sequence controls through the direction indicator lights after the wiring connections.
- The alarm wiring harness must be positioned away from the vehicle high voltage wires in order to avoid interference which could generate wrong working of the system.
- On vehicles with catalytic converter, the engine immobilisation must be carried out on the fuel pump.
- For systems with volumetric sensors (art. 7057US e 7056US), the transducers must be installed at the top of each windscreen pillar, far from the ventilation or the conditioning air outputs.
- **Note**: to obtain the correct working of the automatic arming and perimetrical protection functions, connect the GREEN -BROWN wire to the boot/door switches.

DIP SWITCHES PROGRAMMING TABLE			
1	ON	Current absorption sensor ON	
1	OFF	Current absorption sensor OFF	
2	ON	Passive arming ON	
2	OFF	Passive arming OFF	
3	ON	Arming/disarming acoustic signalling OFF	
3	OFF	Arming/disarming acoustic signalling ON	
4	ON	Arming/disarming control through the direction indicator lights and the vehicle lock actuators.	
4	OFF	Arming/disarming control through the direction indicator lights.	
ATTENTION: SELECT THE DIP-SWITCHES BEFORE TURNING THE EMERGENCY KEY TO ON. ACCORDING TO THE RULES POSITION THE DIP-SWITCH N.1 TO OFF.			

WIRING CONNECTIONS

(DISCONNECT THE NEGATIVE TERMINAL OF THE BATTERY AND ONLY RE-CONNECT AFTER THE INSTALLATION IS COMPLETE)

FUNCTIONS		WIRE COLOURS
Earth	↔	BLACK initialled M
Battery positive terminal	↔	BLACK initialled R
Engine immobilisation	↔	2x GREY initialled H
Ignition live	↔	YELLOW
Door pin switch	↔	GREEN-BROWN
Boot/bonnet pin switch	↔	BLACK initialled V
Positive alarm armed	↔	PINK
Sensors inlet	↔	GREEN-BLACK
Negative comfort control additional siren	↔	YELLOW-BLACK
Positive Comfort control	↔	RED-BLACK
Negative Comfort control	↔	WHITE-BLACK
Arming/disarming control through the direction indicator lights + Blinker.	↔	2 x ORANGE
Arming Synchronism control	↔	YELLOW-BLUE
Disarming Synchronism control	↔	GREEN-BLUE

NOTE: connect always the synchronism controls (YELLOW-BLUE and GREEN-BLUE wires) to the two polarity reversal wires of the L.H.S. actuators lock.
The wiring harness is supplied with two connectors; connect the 4 pin connectors to the ultrasonic module and the two pin connector to the LED.

SELF-LEARNING FUNCTION OF THE DIRECTION INDICATOR LIGHTS FLASHING SEQUENCES.

IMPORTANT: BEFORE ACTIVATING THE SELF-LEARNING FUNCTION, IT IS NECESSARY TO SELECT CORRECTLY THE DIP-SWITCHES AND TO CARRY OUT THE WIRING CONNECTIONS. DO NOT USE THE TRANSMITTER BEFORE HAVING ACTIVATED THE SELF-LEARNING FUNCTION.
THIS FUNCTION ALLOWS MEMORISING THE SEQUENCE OF THE DIRECTION INDICATOR LIGHTS FLASHING WHILE OPENING OR CLOSING THE DOOR.

To activate the self-learning function proceed as follows:

- Position the alarm key to **OFF**.
- Turn the ignition key to **ON**.
- Position the alarm key to **ON**.
- The LED of the alarm lights.
- Turn the ignition key to **OFF**.
- Close the vehicle door with the original transmitter. The LED stops lightning at the first direction indicator lights flashing. One audible tone signals the door closure.
Note: wait always till the audible tone before learning the door opening.
- Open the vehicle door with the original transmitter. The LED stops lightning at the first direction indicator lights flashing. Two audible tones signal the end of the self-learning operation of the 7057 or 7056 system.

THE ACOUSTIC SIGNALLING CAN BE OBTAINED ALSO WITH THE DIP-SWITCH N. 3 TO ON.

WORKING DESCRIPTION

- **ALARM ARMING WITH ORIGINAL TRANSMITTER:** push on the closure button of the vehicle original transmitter. The arming and the vehicles locks closure are signalled by the original flashing of the direction indicator lights and by one beep of the alarm system (dip-switch 3 to OFF). During the first 30 seconds from the alarm arming, the LED lights fix to show the neutral time when all inputs are isolated. At the end of the neutral time, the LED will flash to show the inlets activation.

NOTE: if the vehicle emergency switch is pushed it is not possible to arm the alarm. The alarm will arm only if the direction indicator lights original system stops the emergency flashing.

- **ALARM PERIOD:** the alarm phase is generated from the excitation of one or more inlets. The alarm period is 30 seconds for each alarm cycle. The direction indicator lights flashes 5 seconds after the alarm cycle for 4 consecutive times, followed by a 5-sec. interval. The alarm system can be disarmed with the original transmitter during the 5-sec. interval or at the end of the alarm cycle.

- **ALARM DISARMING WITH THE ORIGINAL TRANSMITTER:** push on the opening button of the vehicle original transmitter. One flashing of the direction indicator lights signal the door opening and 3 audible tones will confirm the disarming of the system (dip-switch No. 3 to OFF); 5 audible tones if an alarm condition has occurred.

NOTE: the alarm system will disarm only at the end of the sequence of the direction indicator lights flashing or at the end of the 3 or 5 beeps.

SPECIAL FUNCTIONS

ALARM AUTOMATIC ARMING: This function allows the system to arm automatically 30 seconds from the engine switching off or the door opening. To obtain this function, position the dip-switch N°2 to ON; connect the Green-brown wire to the door pin switch and the Yellow wire to the ignition live (+15/54).

LED'S MEMORY. While alarm disarming it is possible to identify the alarm triggering cause. Turning the ignition key to ON, the flashing LED will repeat the alarm triggering cause for 4 times.

LED flashing	Alarm triggering	Alarm cycles
●	Absorption sensor	5
●●	Doors, boot and bonnet buttons	5
●●●	Ignition live	UNLIMITED
●●●●	External sensor (Green-Black wire)	5
● LED OFF (2 seconds) * LED ON (1 second)		
The neutral time is 30 seconds for each alarm triggering.		

TECHNICAL DATA

Power supply	10,5 ÷ 14,5VDC
Max. current absorption	10 mA
Working temperature	-40° + 85°
Direction indicator lights contact capacity	8A a 20° C
Engine immobilisation contact capacity	8A a 20° C
Alarm cycle period	30 seconds
Max. current – positive alarm armed (+A)	1A
Max. current positive comfort	500 mA
Max. current negative comfort	100 mA
Audible tone	>118dB

ULTRASONIC MODULE DESCRIPTION

5123GE (for 7057US and 7056US models)

The 5123 sensors protects the vehicle passenger compartment with ultrasonic waves; the opening of a door or a movement inside the vehicles are detected by the sensor which triggers the alarm.

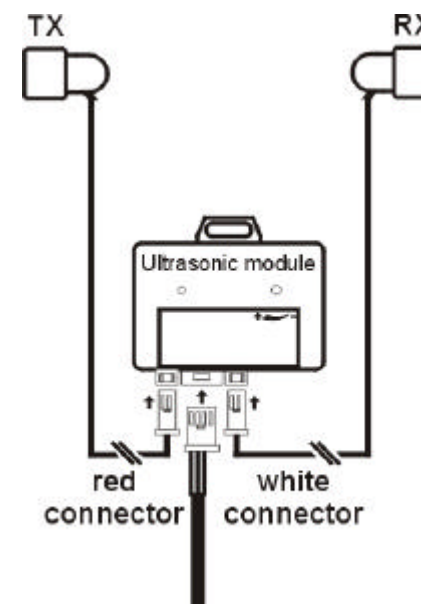
Installation instructions

The connection of the sensor to the alarm system is easy as the alarm wiring harness is supplied with an appropriate plug.

Put the connectors of the sensor's ultrasonic heads in the appropriate seats: RED for the connection of the TX head; WHITE for the connection of the RX head.

Ultrasonic adjustment

1. Lower one of the front windows approximately 20 cm.
2. Adjust the sensor to a minimum sensitivity;
3. Arm the alarm and verify that all doors are completely closed.
4. Put a hand through the open windows and move it; the LED of the module will light red. Increase the sensitivity till the alarm triggers.



TECHNICAL DATA

Working Voltage	9÷16VDC
Current absorption	2,5 mA
Working temperature	-30°C +85°C

DESCRIPTION OF THE MODULE GEMINI 7059.

GEMINI 7059 protects the vehicle detecting attempts to break into the passengers compartment by the emission of an electromagnetic field (frequency = 2,45 GHz).

The working of the sensor is based on the reflection of the electromagnetic waves when a object, made of a conductive material, is located on the field.

The measurement of the reflected waves can detect the intrusion and then trigger the alarm device connected to the sensor.

GEMIN 7059 is insensitive to air movements (wind, thermal air drift, etc.), for this reason it's suitable to be fitted on pick-up vehicles, convertible cars and vehicle equipped by a sliding sunroof.

Due to the fact that the insulating materials are transparent to the electromagnetic waves it's possible to fit the sensor module in a hidden position, e.g. under the passengers compartment carpet.

FITTING INSTRUCTIONS.

In order to obtain the correct working of the sensor module it's very important to identify the best fitting position depending on the vehicle model.

In any case, it's important to remember that, the complete protection of the vehicle internal space can not be obtained using a high-frequency sensor module.

The sensitivity adjustment must be done in order to avoid false alarm triggering, due to objects in movement outside the vehicle (e.g. people, other vehicles or motorbikes).

To increase the false alarms protection it's important to comply the following fitting rules :

- the connection cable of the sensor must be fitted and routed far from the module case.*
- the module must be fitted far from coin holders or glove compartments.*
- avoid all metal mobile objects in the passengers compartment.*

To find the proper fitting position, please see the fitting diagram contained in this fitting manual.

ELECTRIC CONNECTIONS.

The connection of the module to the alarm system is very easy as the wiring harness is equipped with a proper connector.

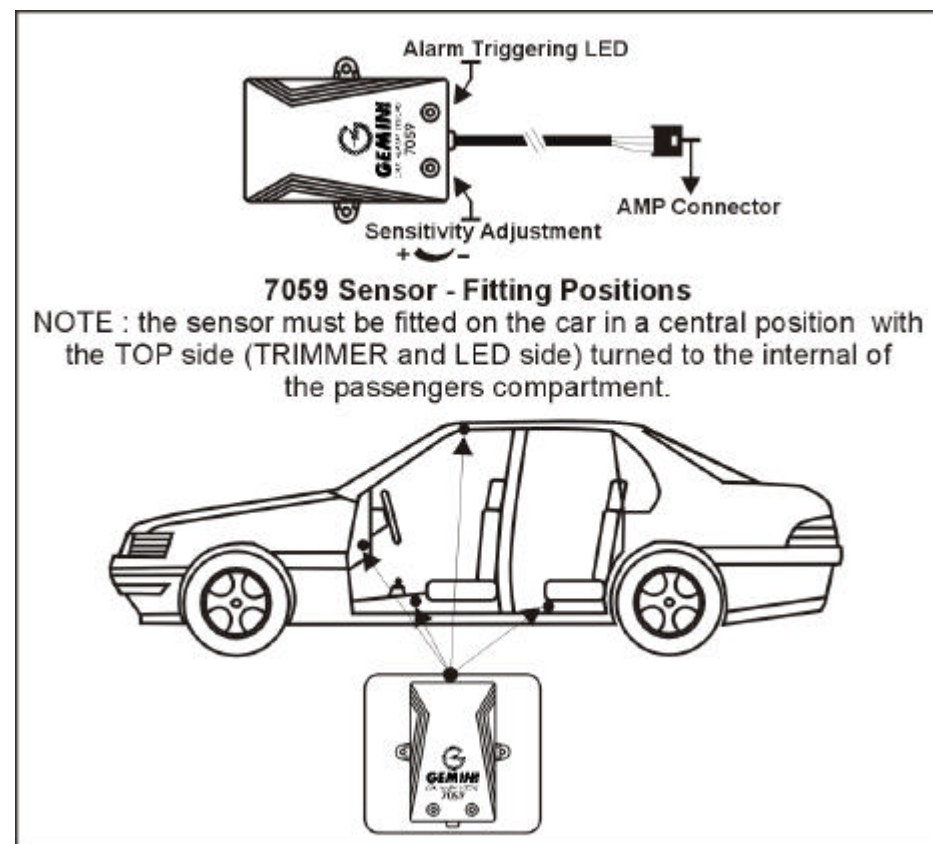
SENSITIVITY ADJUSTMENT.

GEMINI 7059 is provided by a sensitivity adjustment control, by this it's possible to set the sensor sensitivity from a MINIMUM value (**NOT ZERO**) to a MAXIMUM value.

To help the adjustment operation the module is provided by a RED led located on the top side of the sensor case. This led is lighted for 4 sec. when an alarm condition is detected. (NOTE : between an alarm condition and the following is present a delay time of 5 sec.).

ADJUSTMENT PROCEDURE :

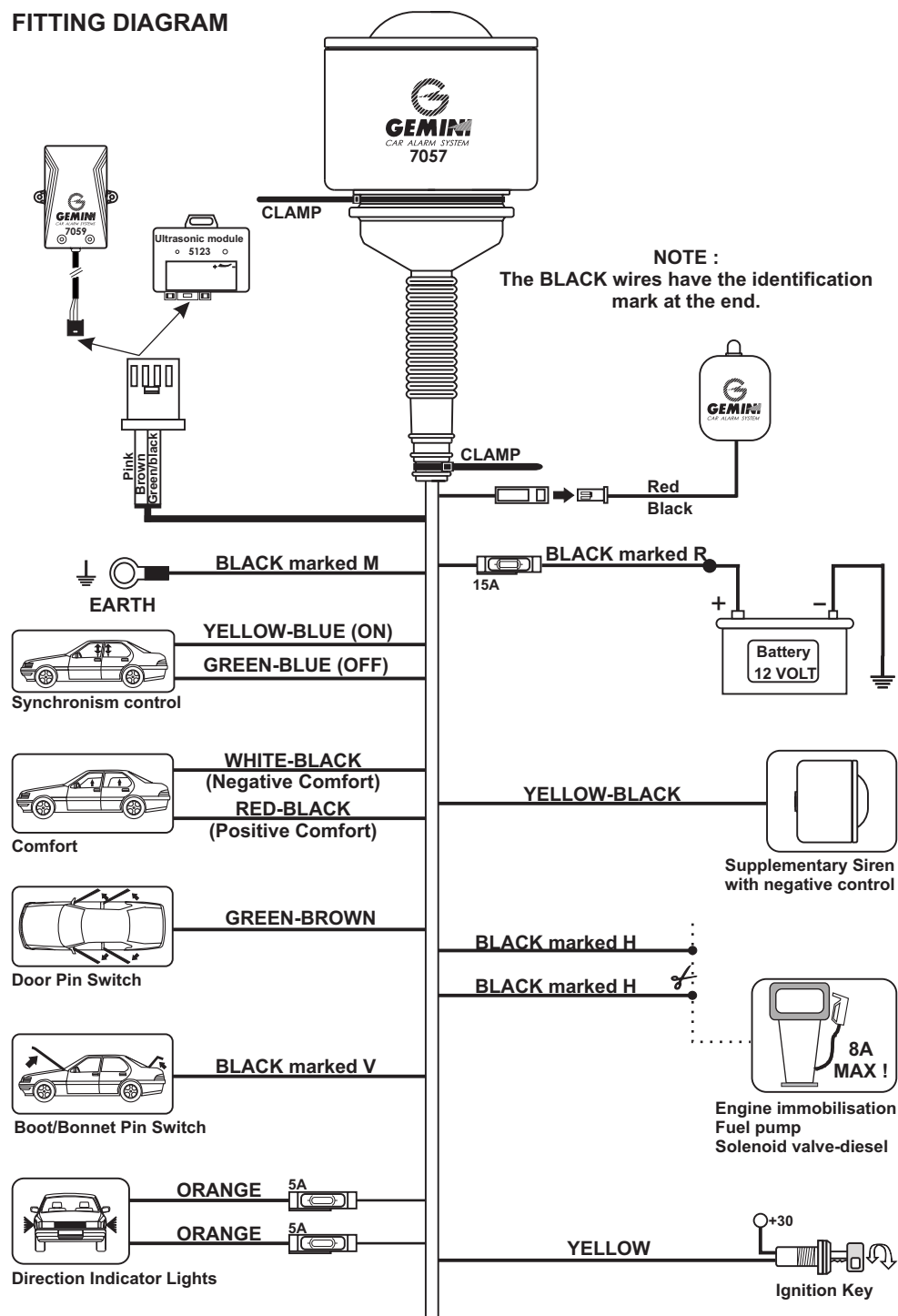
- 1) Set the adjustment control to the MAXIMUM value (clockwise direction).
- 2) Close all doors, windows, boot and bonnet, then arm the alarm unit connected to the sensor module and wait for the end of the arming delay time, or set on the DIAGNOSTIC MODE
- 3) Move the hands near the vehicle windows (lateral, front and rear) and make sure that the sensor does not activate.
- 4) If the sensor activate reduce the value of the adjustment control (anti-clockwise direction), then repeat the test described on the point 3).
- 5) If the test result is positive, (no false alarms detected moving the hands near the windows), disarm the alarm unit and open one of the front windows.
- 6) Arm the alarm unit again, or set on the DIAGNOSTIC MODE, and check the correct alarm triggering moving an arm inside the passengers compartment.



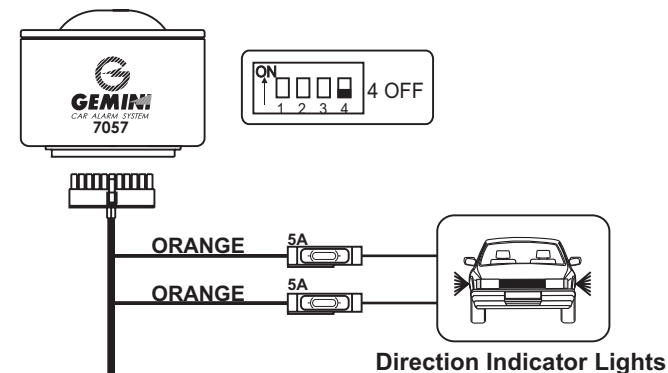
TECHNICAL DATA.	
EM Field Frequency	2,45GHz \pm 2,45MHz
Operating Temperature	-40°C , +85°C
Alarm Triggering pulse Negative	4 sec.
Operating Power Supply	10 , 15VDC
Current Consumption	£5mA

This device is guaranteed against construction or working faults for 12 months from purchase date and for a maximum of 24 months from manufacturing. The manufacturer declines every responsibility for any possible defect or failure to the device and to the vehicle's electric system due to incorrect installation or to the alteration of the indicated Technical Features.

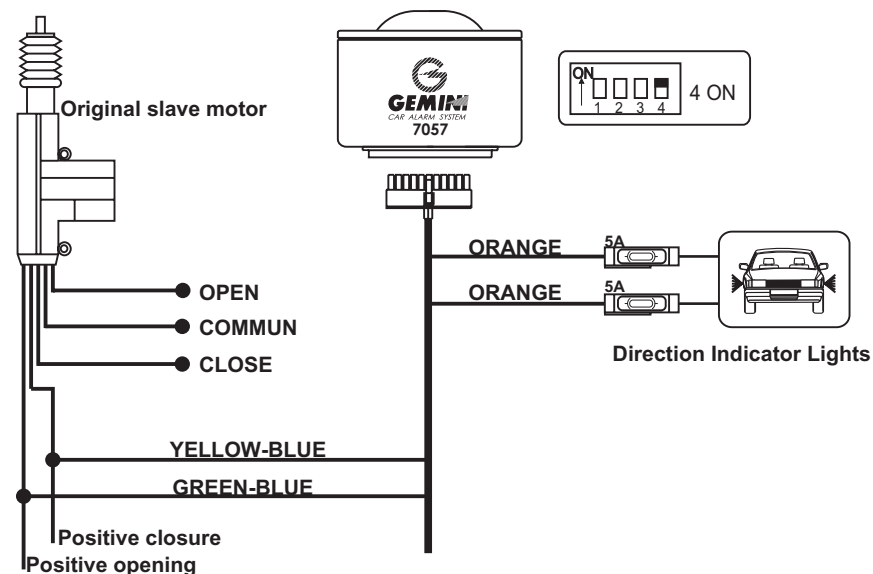
FITTING DIAGRAM



Arming, disarming through the direction indicator lights.



Arming, disarming through the direction indicator lights and original slave motors.



Note : positive closure and opening are the reversal polarity wire of the motor.