

PARTIALLY ARMED MODE

The system will enter the “partially armed” mode whenever one of the following conditions is valid during theft alarm arming:

- a door, tailgate, or bonnet is open.

The engine will be immobilised and cranking is inhibited. The alarm will sound if ignition is turned to start position. The alarm will protect the following:

- If any of the doors caused partial arming, then opening the tailgate or bonnet will sound the alarm.
- If the tailgate caused partial arming, then the opening of any doors or the bonnet will sound the alarm.
- If the bonnet caused partial arming, then the opening of any doors or tailgate will sound the alarm. Volumetric protection is also armed.
- If two of the above cause partial arming, then the third is still protected.

If the doors, tailgate or bonnet is subsequently closed, after a 5 second delay, the system will fully arm.

ENGINE CRANKING

It is only possible to crank the engine when ignition is on and the alarm disabled.

HORNS (K128, K134)

When an intrusion is detected the Horns (K128, K134) will sound and the hazard lamps flash (where territorial regulations allow) for 30 seconds . The alarm must be retriggered before the horns (K128, K134) will sound again.

INERTIA SWITCH

An inertia switch is incorporated in the Theft Alarm Unit (Z163). If ignition is on and the vehicle receives an impact sufficient to activate the inertia switch, the unit will signal to unlock central locking actuators and flash hazard lights. Central locking will remain disabled for a period of 0 to 5 minutes. To reset, turn ignition off and then on after the time period has elapsed.

ENGINE IMMOBILISATION FUNCTION

The engine will be immobilised whenever the theft alarm is armed.

The vehicle may only be mobilised by using the handset or the driver’s door key.

The electronic engine immobilisation is controlled jointly by the engine management system’s Electronic Control Module (ECM) (Z132) and the Theft Alarm Unit (Z163).

When the Theft Alarm Unit (Z163) immobilises the vehicle, it sends a signal to the ECM. The ECM then immobilises the engine management system until a mobilise signal is received from the Theft Alarm Unit (Z163).