E2025

FuelProtect anti-theft system
Marking: " FUELPROTECT v3.0 ".

Purpose

FuelProtect protects up to 3 diesel tanks from theft by perimeter monitoring.
It also optionally protects up to 5 interior areas such as the cabin and cargo.
The system is automatically armed in the absence of the driver by means of a hand-held transmitter positioned on the vehicle keys.
Disarming then takes place when the driver approaches and is confirmed when the engine is started.
The remote control supplied can also be used to activate/deactivate the alarm when the driver is present and/or the engine is running.

Kit contents

- 1 FUELPROTECT control unit
- 1 connection kit
- 1 key ring presence tag
- 1 remote control
- 1 x 24V buzzer
- 1 x 24V changeover relay
- 1 siren 12/24V
- 1 ultrasonic perimeter sensor + bracket
- 1 warning sticker
- 1 mounting instructions

Supported sensors

FuelProtect uses an adjustable ultrasonic sensor on a bracket (supplied).
To protect additional tanks, the E2144 kit should be used, adding a slave unit and its ultrasonic sensor for each zone.

Installation
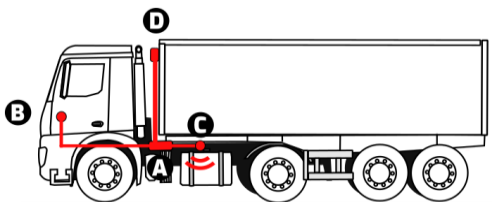
The control unit **(A)** will be positioned **outside the cabin**, powered by a **front contact**, connected at its relay 1 to the external siren **(D)** and at its relay 2 to the cabin buzzer **(B)**.
www.hyphentech.fr/eng

Producing a tapered harness, 16cm to 1.30m long and 30cm wide,
The tank protection sensor(s) (C) can be installed in different ways depending on the desired result:

Protection on approach to the reservoir

The sensor is positioned so that the harness extends beyond the vehicle's outline in order to prevent a break-in even before it occurs.
To do this, during installation, the height of the harness and its maximum range must be adjusted using the control unit's Test mode (see "Perimeter Beam Adjustment").

Protection in contact with the tank
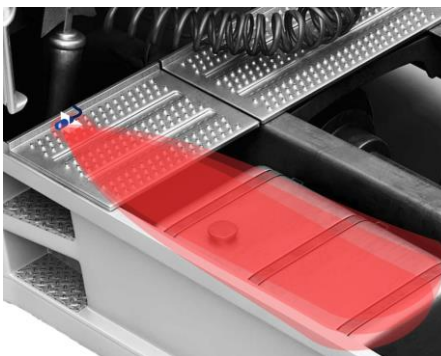
The sensor is positioned to protect the upper part of the tank.
To do this, during installation, the height of the harness must be adjusted using the control unit's Test mode (see "Adjusting the perimeter harness").

1m30 max
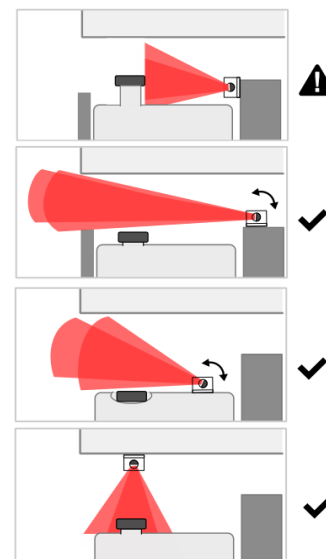
Connection of the electronic board

The **input E2** determines the operating status of the control unit. A bridge must be made between M9 and M11.
Therefore, a disconnection of the brown connector leads to a change of mode:
- Brown connector connected:
System functional
- Brown connector disconnected:
System deactivated, setting mode for pairing sensors with mobile application.

The **power supply (+VCC and GND)** will be on a front contact.

The inputs of the relays **R1 IN and R2 IN** must be connected to a power supply, possibly common to the power supply of the central unit

R1 NO corresponds to the power supply of the added siren.

R2 NO corresponds to the cabin buzzer.

Finally, the presence of a ground on **input E1** forces the system to disarm. It is advisable to use **the supplied changeover relay to connect a plus after contact** or a ground present only on the running engine.

Example of minimum wiring when using running engine muting:

V6	+VCC	+24V permanent
V5	GND	GND
M11	E2	Bridged M9
V11	R1 IN	+24V permanent
V2	R2 IN	+24V permanent
V10	R1 NO	+ Siren
V12	R2 NO	+ Buzzer
M10	E1	On changeover relay connected to +24V after contact
M6	4-20 (+)	Brown wire tank sensor
M7	4-20 (-)	Blue wire for tank sensor
M5	4-20 (M)	White wire for tank sensor

⚠ We recommend the addition of 1A fuses on the power supply (+VCC) of the box, as well as a "blank" assembly of the elements before any first installation.

Operating modes

The system arms automatically after 30 seconds of absence of the signal emitted by the disarming transmitter located on the vehicle keys, confirmed by 1 long beep from the buzzer.
The system disarms automatically when the signal reappears, confirmed by 2 short beeps.
The total deactivation of the alarm takes place when the engine is started, resulting in a possible intrusion report, confirmed by 1 long beep if intrusion.

The driver can force the arming of the alarm with a click on the remote control, confirmed by 1 long beep.
He can then **deactivate the alarm** with another click on the remote control, confirmed by 2 short beeps.

Setting the perimeter harness

During installation, the monitoring harness(es) of the tank(s) must be adjusted in height and possibly in length.

To do this, the alarm can be set to **test mode**. The buzzer will then replace the siren by emitting a long beep at each detection.
To activate the test mode, press and hold the remote control for about 4 seconds until the buzzer beeps four times.
To exit the test mode, repeat the operation, 2 short beeps confirm the rest mode.

In **test mode**, the detection limit can be memorised by a simple click on the remote control when a target is present in front of the sensor(s) (confirmed by 1 short beep from the buzzer).
The detection limit is reset by the absence of any target in front of the sensor(s) and a single press on the remote control (confirmed by 1 short beep of the buzzer).

To adjust the detection area of a sensor:
- Disconnect the sensors you do not want to calibrate.
- Press 4s on the remote control to activate the test mode (confirmed by 4 beeps)
- Position yourself at the desired detection limit in front of the vehicle (long beep indicating your actual presence in front of the sensor)
- Click once on the remote control to memorise this position (short beep indicating memorisation)
- If necessary, disconnect the sensor, connect the next sensor, and repeat the operation as many times as necessary.

- Finally, click once for 4 seconds to exit the test mode (2 short beeps confirm the switch to rest mode).

Summary of buzzer events

1 beep long	Alarm ON
2 beeps short	Sleep mode
4 beeps short	Test mode ON
1 beep court	Stored distance

Running engine:

1 beep long 5s	Past intrusion signal
5 beeps short	Low battery on presence tag
6 beeps short	Low battery on PIR 1 sensor
7 beeps short	Low battery on PIR sensor 2
8 beeps short	Etc...

Pairing of wireless components

The included disarming transmitter and remote control are paired with the control unit.
Additional installed sensors should be paired using the Altas Remote mobile application.
To do so, contact our technical support.

Accessories

Additional tank protection kit	E2144
Wireless Motion Sensor (PIR)	E1032
Wireless PIR sensor holder	E7869
Remote control	E2091
Presence tag	E2027

Technical features

FUELPROTECT Control Unit
Power supply voltage..........................from 9V to 30VDC
Operating temperature range..................-40°C to +85°C
Water resistance...IP69K
Dimensions...119x133x35mm
2 mounting holes Ø 7mm, eye-to-eye 101mm

Sensors
Range ....1.30m x ø 30cm
Water resistance IP67

Homologations
CE (Europe): EN ECE R10 / EN 60947-5-2 / RoHS

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Notice v4