V81457C

Activepark4/14

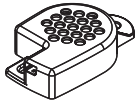
META SYSTEM

EN FI

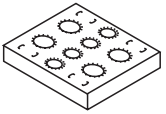
CE

X 1

X 2

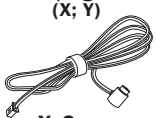


X 1



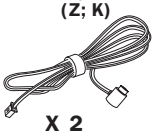
X 1

4,2 MT.
Yellow/Light blue
(X; Y)

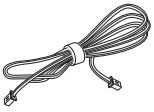


X 2

3,5 MT.
Black/White
(Z; K)

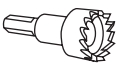


X 2

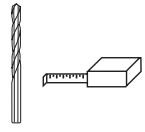


X 1

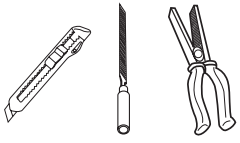
X 1

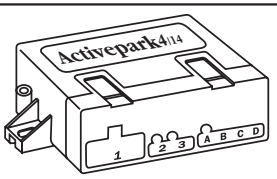


ŕ 19 mm



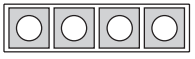
ŕ 2,5 mm



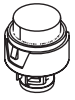


ISH System: Internal Sensor Holder

X 4



X 1

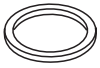


X 4

X 4

OPT: P69821E

ESH System: External Sensor Holder



X 4

X 4

X 4

X 4

X 4

X 4

X 1

OPT: P6983N

KIT UPGRADE FRONTPARK4

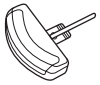
X 1

User instructions

X 1

OPT: P69821B

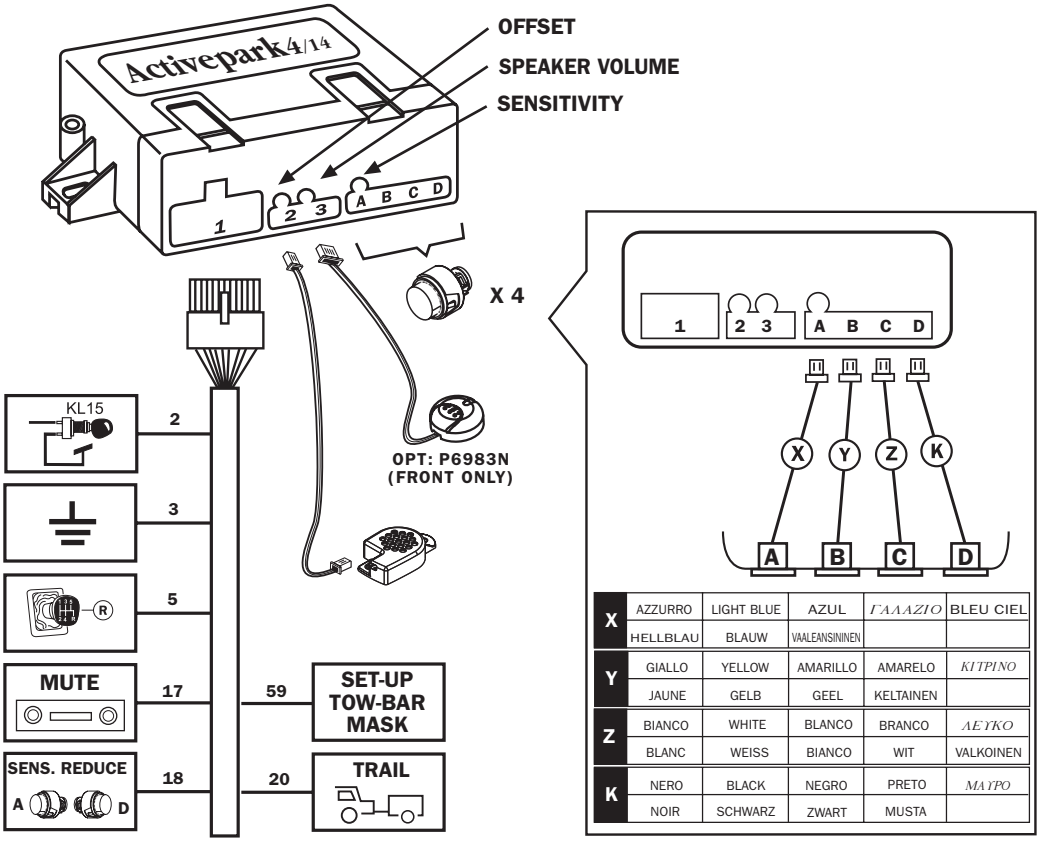
KIT DISPLAY4



X 1

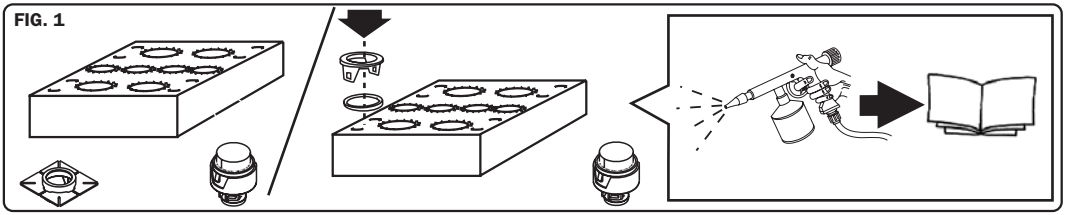
PDC/ALARM PROGRAMMER
FOR EXTRA SET-UP

P6987E



X	AZZURRO	LIGHT BLUE	AZUL	ΓΑΑΑΖΙΟ	BLEU CIEL				
	HELLBLAU	BLAUW	VAALEANSININEN						
Y	GIALLO	YELLOW	AMARILLO	AMARELO	ΚΙΤΡΙΝΟ				
	JAUNE	GELB	GEEL	KELTAINEN					
Z	BIANCO	WHITE	BLANCO	BRANCO	ΛΕΥΚΟ				
	BLANC	WEISS	BIANCO	WIT	VALKOINEN				
K	NERO	BLACK	NEGRO	PRETO	ΜΑΥΡΟ				
	NOIR	SCHWARZ	ZWART	MUSTA					

2	ROSSO	RED	ROJO	VERMELHO	ΚΟΚΚΙΝΟ	ROUGE	ROT	ROOD	PUNAINEN
3	NERO	BLACK	NEGRO	PRETO	ΜΑΥΡΟ	NOIR	SCHWARZ	ZWART	MUSTA
5	GRIGIO	GREY	GRIS	CINZA	ΒΙΟΛΑ	GRIS	GRAU	GRIJS	HARMAA
17	VIOLA	PURPLE	VIOLETA	VIOLETA	ΜΩΒ	VIOLET	VIOLETT	PAARS	VAALEANPUNAINEN
18	GIALLO	YELLOW	AMARILLO	AMARELO	ΚΙΤΡΙΝΟ	JAUNE	GELB	GEEL	KELTAINEN
20	MARRONE	BROWN	MARRON	CASTANHO	ΚΑΦΕ	MARRON	BRAUN	BRUIN	RUSKEA
59	ROSSO/BLU	RED/ DARK BLUE	ROJO/ AZUL MARINO	VERMELHO/ AZUL MARINHO	ΚΟΚΚΙΝΟ/ ΜΠΛΕ	ROUGE/BLEU	ROT/BLAU	ROOD/ DONKERBLAUW	PUNAINEN/ TUMMANSININEN



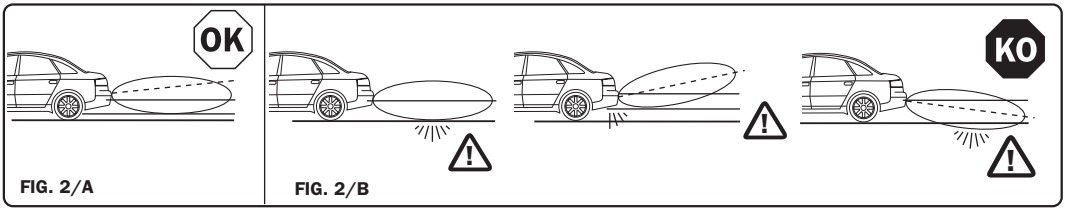


FIG. 2/A

FIG. 2/B

EN

Fitting Instructions

The system s performance depends on how the sensors are fitted into the bumpers (see FIG. 2/A - 2/B).
Reference tables are provided to help you decide the best position and method for fitting them. Please study these tables carefully before starting on the job

N.B.: These tables are provided to assist you but don t take them to be categorical. Any differences may be partially compensated with the setting of the electronic control unit.

Fitting Procedure

1. Analyse the shape and the space available on the bumpers with care (see FIG. 5/A - 5/B).
2. Identify the 4 places for the location of the sensors (see FIG. 5/A - 5/B).
3. Use the tables below to select the condition which is the best match to the positions you have chosen (Pag. 6/7/8)
4. Complete the fitting.
5. Identify the fixed tone area using the special offset trimmer and carry out in-motion testing.
6. During manoeuvres, check there are no false signals caused by the roughness of the ground and compensate for this, if necessary, by turning the sensitivity trimmer anti-clockwise until they are no longer a problem.
7. Should it be impossible to significantly reduce the false signals produced, put the trimmer back to its maximum setting and connect the red/dark blue wire to the red wire, thus selecting the *Low Sensitivity* setup.
Repeat in-motion testing and reduce the sensitivity setting, if necessary, again by turning the sensitivity trimmer anti-clockwise.

ISH System: Internal Sensor Holder

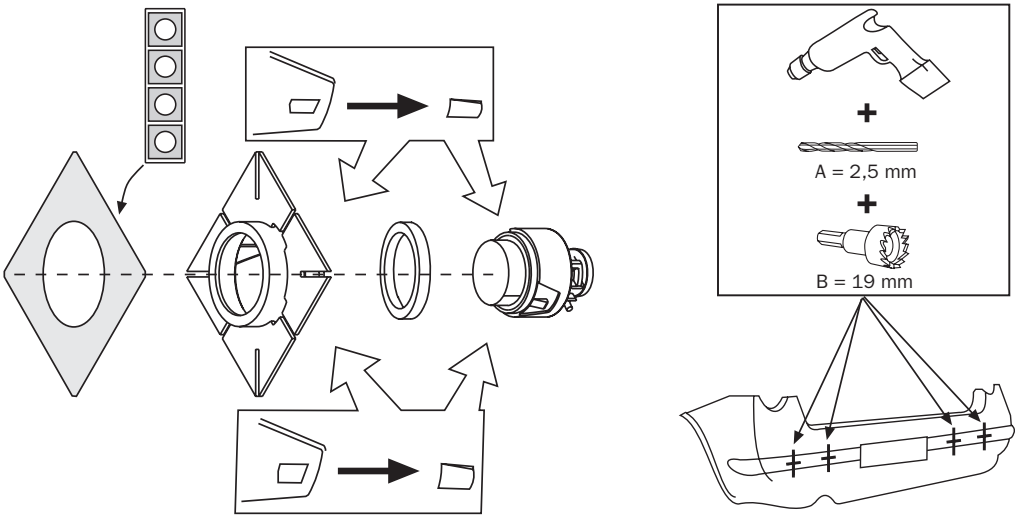
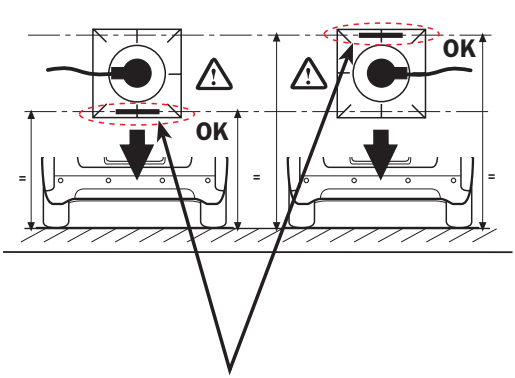
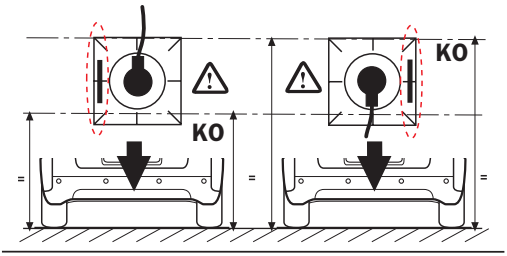
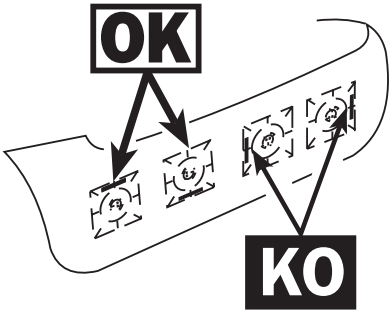


FIG. 3

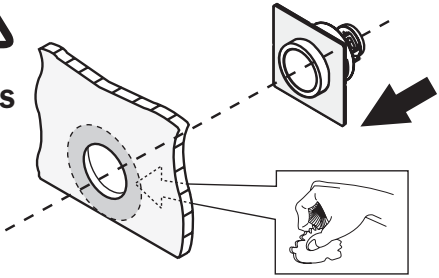




- PUT REFERENCE PARALLEL TO THE GROUND.



ISH NOTES



- AFTER FITTING TO THE BUMPERS, DO NOT ALLOW TO GET WET OR APPLY ANY PRESSURE FOR THE NEXT 8 HOURS.

FIG. 3/A

ESH System: External Sensor Holder

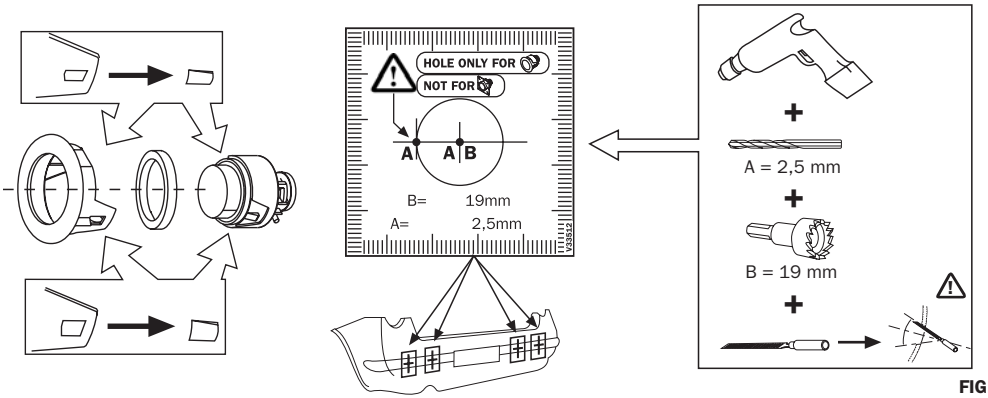


FIG. 4

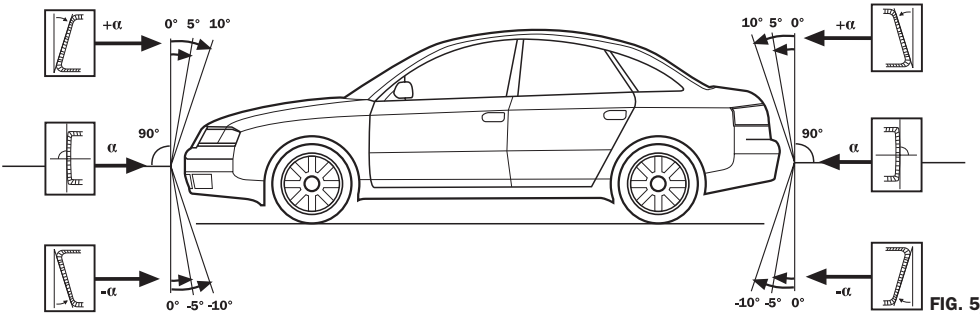


FIG. 5/A

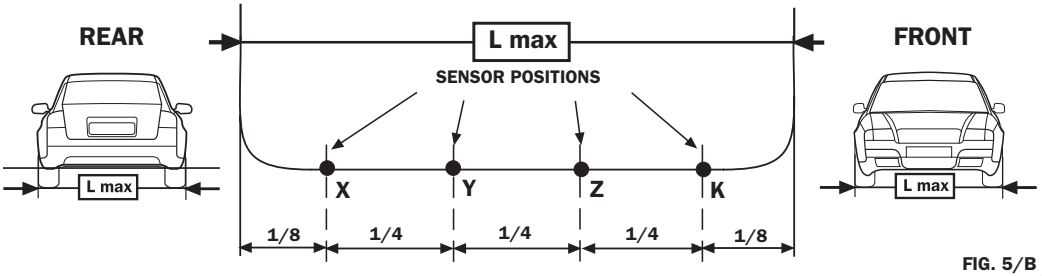
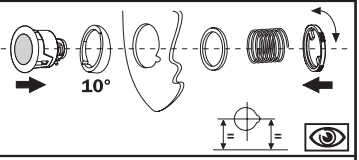
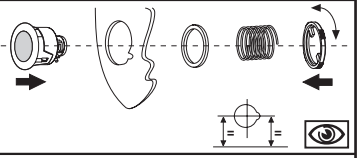
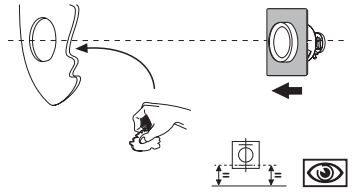
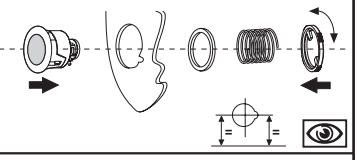
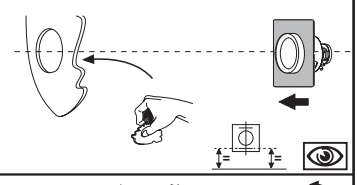
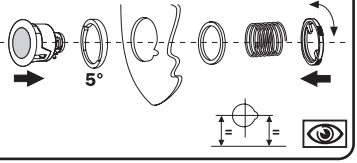
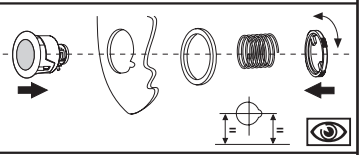
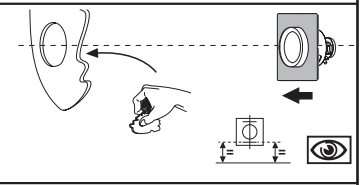
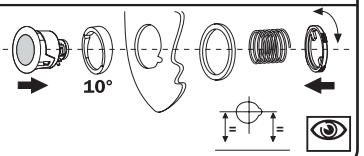
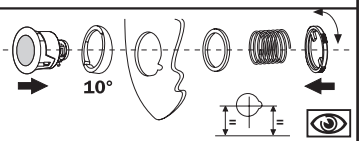
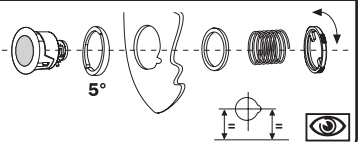


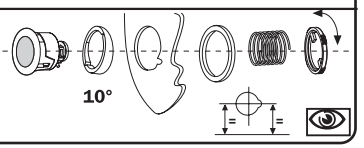
FIG. 5/B

α	H	L max (FIG. 5B)		SET UP	FITTING
0° α	>35 45<	260 CM	10°	SET UP	
	>45 65<	300 CM		NO SET UP	
	>45 65<	300 CM	LOOK ISH NOTES	NO SET UP	

α	H	L max (FIG. 5B)		SET UP	FITTING
+5° -α	>35 45<	260 CM		SET UP	
	>35 45<	260 CM	LOOK ISH NOTES	SET UP	
	>45 65<	300 CM	5°	NO SET UP	

α	H	L max (FIG. 5B)		SET UP	FITTING
+10° / -α	>35 45<	260 CM	+	SET UP	
	>35 45<	300 CM	+ LOOK ISH NOTES	SET UP	
	>45 65<	300 CM	+ 10°	NO SET UP	

α	H	L max (FIG. 5B)		SET UP	FITTING
-5° / -α	>35 45<	260 CM	+ 10°	SET UP	
	>45 65<	300 CM	+ 5°	NO SET UP	

α	H	L max (FIG. 5B)		SET UP	FITTING
-10° / -α	>45 65<	300 CM	+ 10°	NO SET UP	

REAR SYSTEM

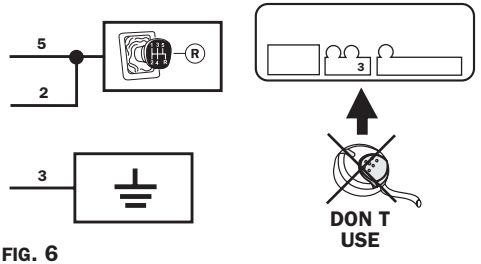


FIG. 6

FRONT SYSTEM

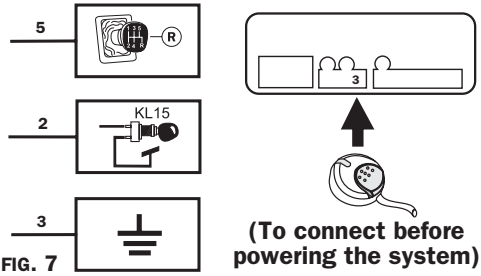


FIG. 7

Trailer disabling

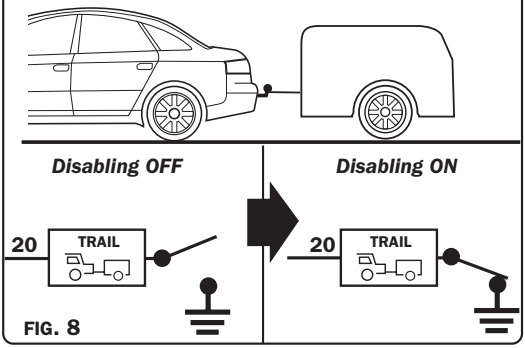


FIG. 8

Mute

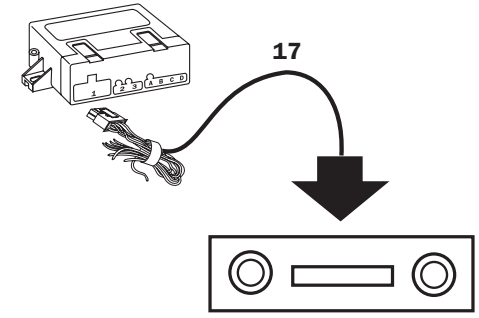


FIG. 9

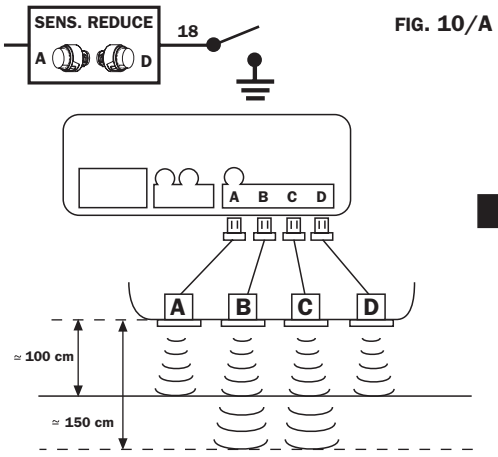


FIG. 10/A

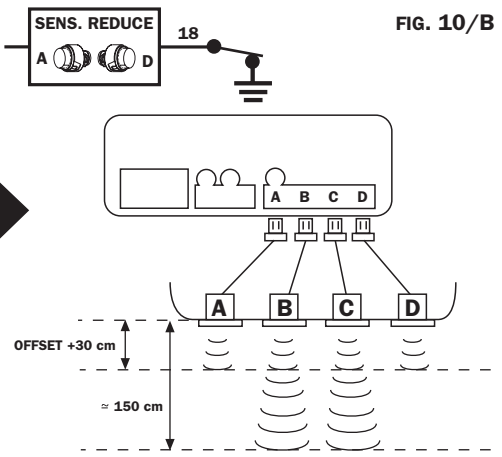


FIG. 10/B

SENSITIVITY

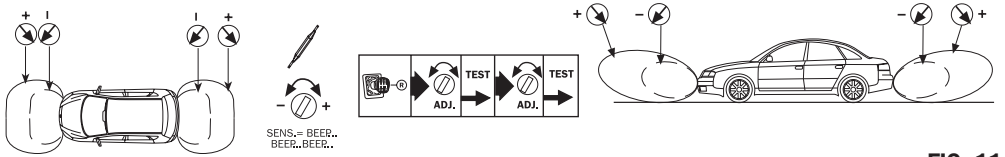
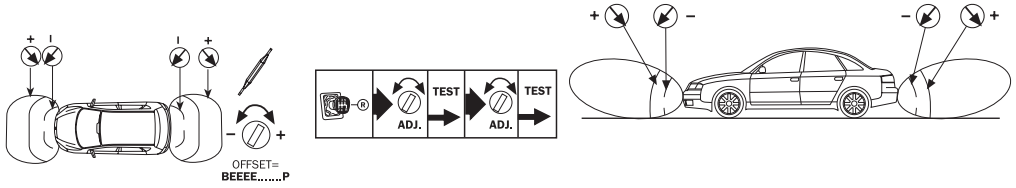


FIG. 11

OFFSET



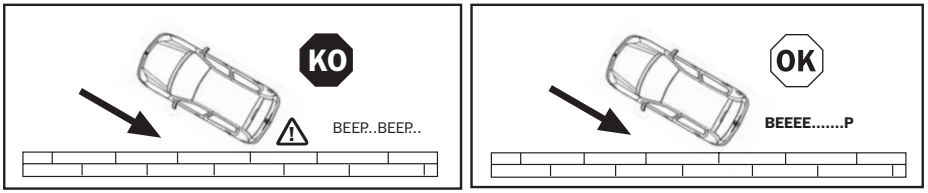


FIG. 12

SOUND VOLUME

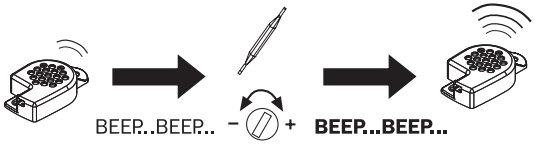


FIG. 13

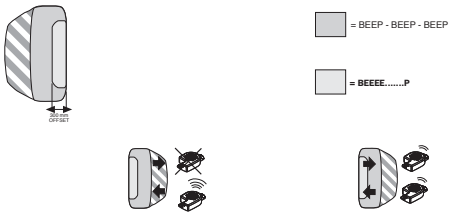


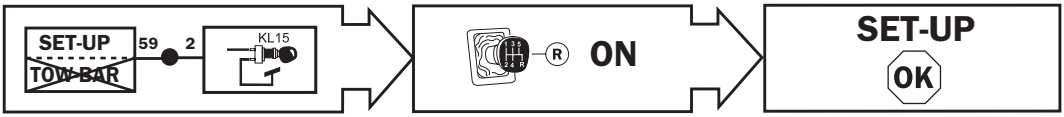
FIG. 14

There are two possible programming settings obtained with the connection of the **RED/DARK BLUE** wire:

EN

A) SET-UP
ATTENTION: Set-up mode considerably reduces performance. Use of this mode is only advisable when the false signals caused by slightly uneven or rough ground can t be eliminated by adjusting the sensitivity trimmer.

1. Programming
1.1) Switch the control unit off
1.2) Make a permanent connection between the Red/Dark Blue wire and the Red wire (plus key)
1.3) Switch the control unit back on (SET-UP already operational)
1.4) Complete testing

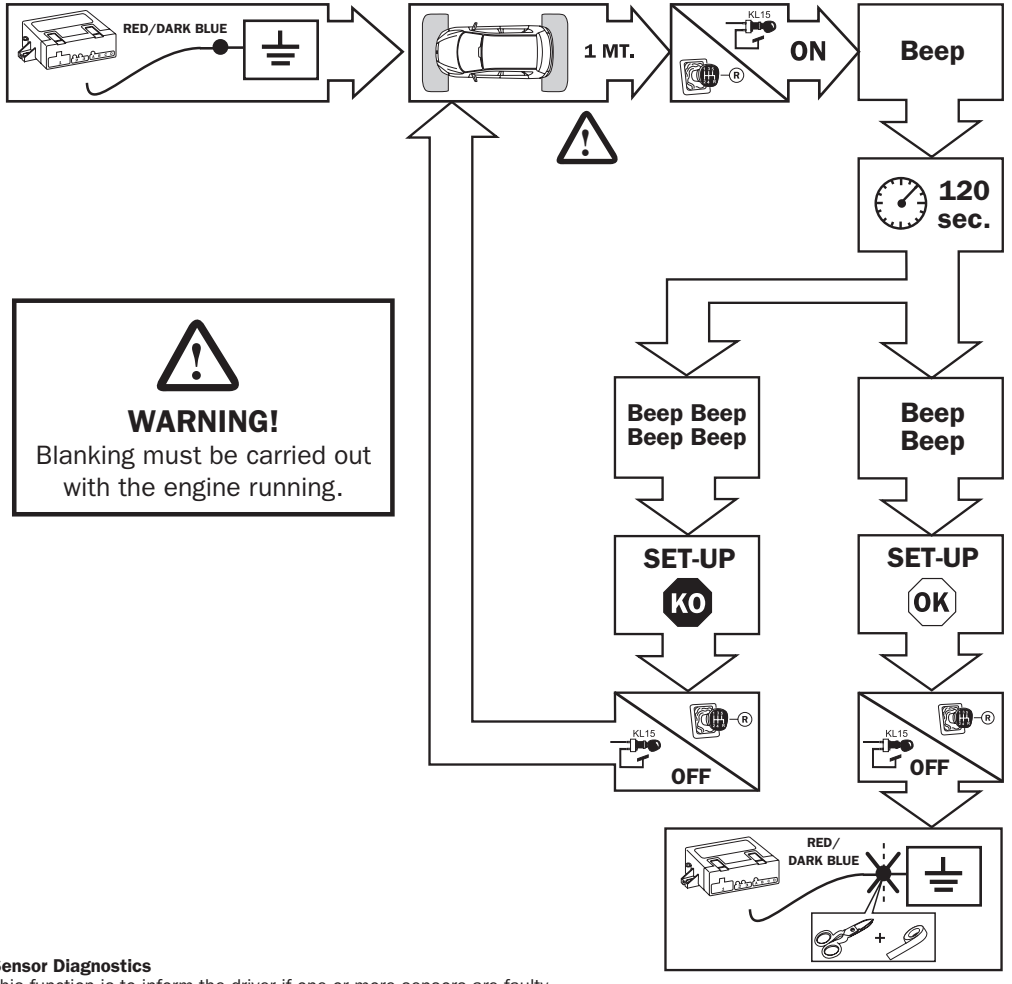


B) TOW-BAR
This setting is useful when you need to ignore projecting items fitted onto the bumper which would otherwise be signalled (e.g. a tow bar)

ATTENTION: programming should be done on a smooth surface. During the link-up stage, it is essential that an area of at least 1 metre behind the bumper and the sensors is entirely free of any items. If this is not the case, programming may not be completed correctly.
During programming, check there are no other systems or compressed air guns in operation at the same time in the immediate surroundings. ***BLANKING MUST BE CARRIED OUT WITH THE ENGINE RUNNING.***

1. Programming
1.1) Switch the control unit off
1.2) Connect the Red/Dark Blue wire to the Black wire (earth)
n.b: if set-up was already completed previously, disconnect the Red/Dark Blue wire from the Red wire for a short time and then proceed as described in section 1.2
1.3) Check that an area of at least 1 metre behind each sensor is entirely free of any items
1.4) Switch the control unit on by selecting reverse gear
- The control unit will produce an acute Beep sound signalling the start of programming
- After maximum 120 seconds, the control unit will produce 2 acute beep sounds if programming was completed successfully. If not, it will produce 4 acute beep sounds to signal programming failure
1.5) Disconnect the Red/Dark Blue wire from the Black wire
n.b: if set-up was already completed previously, restore the permanent connection of the Red/Dark Blue wire to the Red wire (plus key)
1.6) Select reverse gear and then verify if any beeps are generated incorrectly when there are no obstacles to be detected. If programming was not completed correctly, repeat it (see Tow-bar Reset)
n.b: when programming has been completed, the control unit automatically adds 15 cm of fixed sound compared to the last distance masked

1. Tow-bar Reset
This procedure is used if you need to remove the Tow-Bar masking previously stored in the control unit s memory
1.7) Switch the control unit off
1.8) Connect the Red/Dark Blue wire to the Black wire (earth)
n.b: if set-up was already completed previously, disconnect the Red/Dark Blue wire from the Red wire for a short time and then proceed as described in section 1.8
1.9) Switch the control unit on by selecting reverse gear
- The control unit will produce an acute Beep sound signalling the start of programming
- After you hear the acute Beep sound, disconnect the Red/Dark Blue wire from the Black wire and wait until you hear 3 acute beep sounds
n.b: if set-up was already completed previously, restore the permanent connection of the Red/Dark Blue wire to the Red wire
1.10) Switch the control unit back on and complete testing.
1.11) Repeat Tow-Bar programming, if necessary.



Sensor Diagnostics

This function is to inform the driver if one or more sensors are faulty

If faults are found after the system has been switched on, one or more acoustic signals will be produced, as described below:

- long beep with different tone+n¡1 short beep = sensor n¡A fault
- long beep with different tone +n¡2 short beeps = sensor n¡B fault
- long beep with different tone +n¡3 short beeps = sensor n¡C fault
- long beep with different tone +n¡4 short beeps = sensor n¡D fault

After the system has provided the above information, it will neutralise any faulty sensors and then start working and only notify the driver again when it is switched on once again.

If the fault occurs during operation, the control unit will interrupt its standard signalling of a detected obstacle and produce the diagnostics signal described above.

REAR

EN

USER INSTRUCTIONS:
When reverse is engaged, the buzzer will signal sensor arming.
A buzzer inside the vehicle informs the driver of obstacles; signal start from a distance of 150 cm and frequency increases as the vehicle moves closer to the object and switches to a continuous signal when the obstacle becomes very close (FIG. 14).
The signal frequency in case the vehicle goes away from the obstacle is decreasing until approximately 80/90 cm, after this distance signals will cease.

FRONT

EN

USER INSTRUCTIONS:
The system starts working when the driver puts the vehicle into reverse gear and remains operational for about 20 seconds after it has been taken out of reverse gear.
To start it working again after this set time, the driver must select and exit reverse gear or press the relative button. The LED on the button indicates the status of the system (ON = operational / OFF = at rest). If an obstacle is detected, it will be signalled by the sounding of an intermittent beep.
The rate of beeping will become faster as the obstacle gets closer, and will eventually sound continuously when it is very close.

ISH system

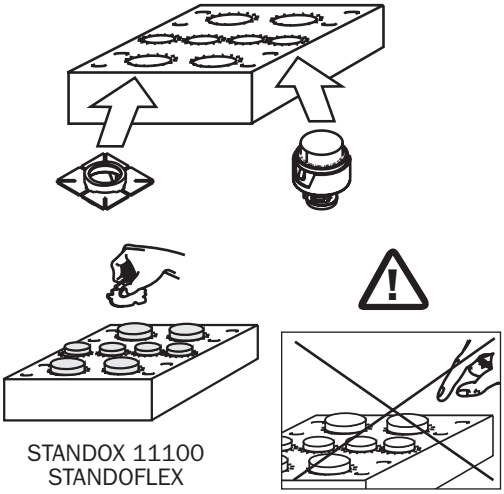


FIG. 15/A

ESH system

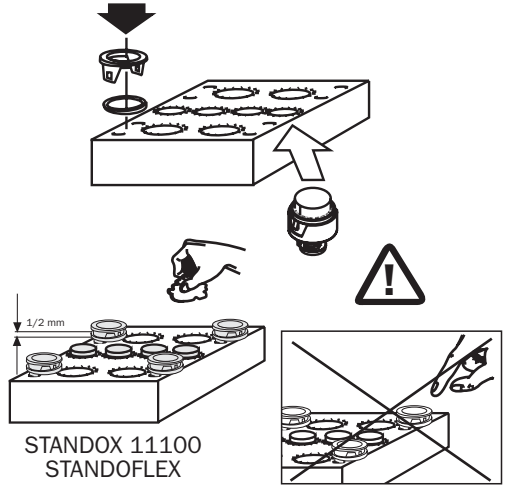


FIG. 15/B

1¡	**50%** STANDOFLEX 2K PLASTIC-H RTER cod. 02082560 + **50%** STANDOFLEX 2K PLASTIC-GRUNDIERF LLER cod.02082551
2¡	STANDOX STANDOHYD BASECOAT
3¡	STANDOX 02080125

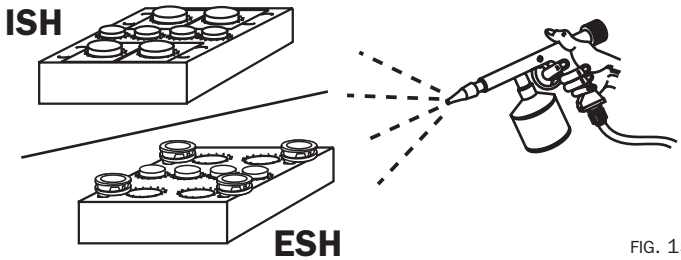


FIG. 15/C

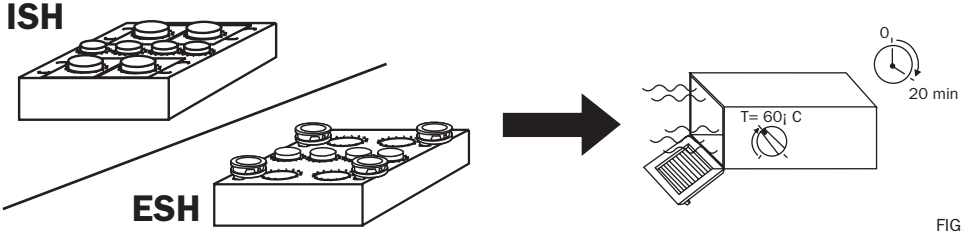


FIG. 15/D

ISH system

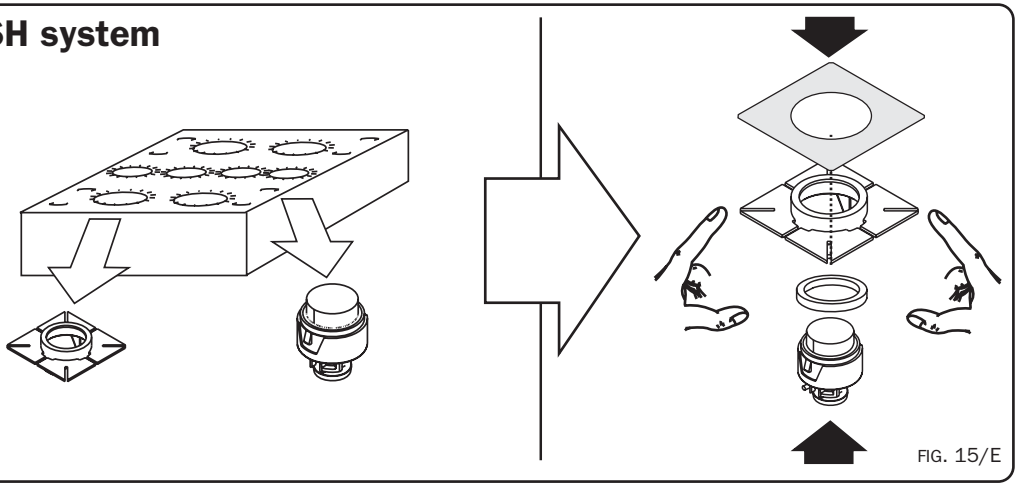


FIG. 15/E

ESH system

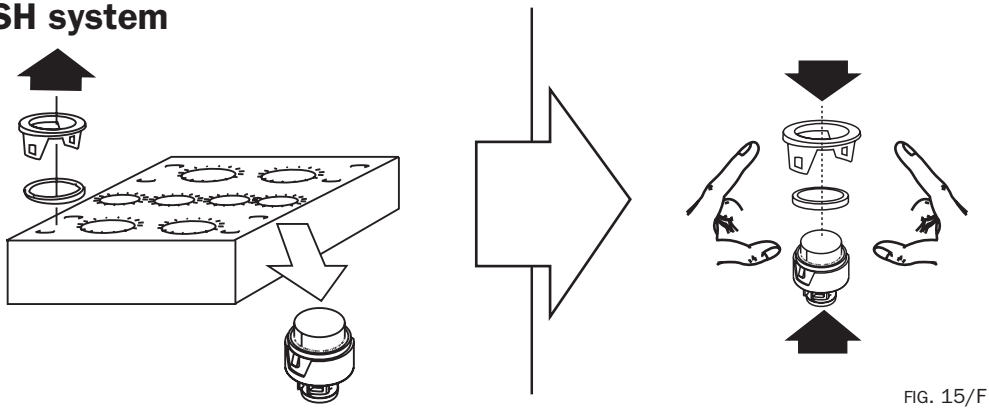


FIG. 15/F

- THE PARTS MUST NOT BE WASHED OR SUBJECTED TO ABRASION FOR AT LEAST 48 HOURS AFTER PAINTING.