



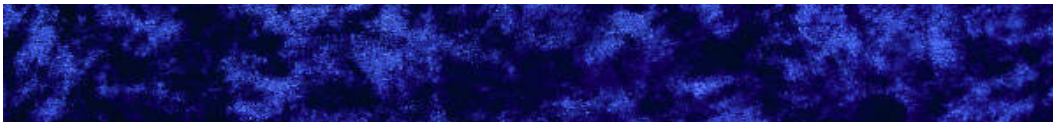
500-1300 e-ASK PKE System (Passive Keyless Entry)

(UM30~ 500-1300)
37843 and 38846

This manual is for Jayco (Entegra) Systems



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In the event that you have a question regarding the Passive Keyless Entry System, please contact Spartan RV Customer Service at the following contacts before you contact TriMark Corporation:

Spartan Recreational Vehicle Owner Support:

rvcustomerservice@spartanmotors.com

800.543.4277

(Option 1) Customer & Product Support/Chassis information

(Option 2) Owners Training Information

(Option 5) Factory Service & Repair Appointment

(Option 6) Retail, Non-warranty Parts

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TriMark makes every attempt to assure that information contained in the User Manual is correct and accurate; however, changes in design, dimension and specifications may occur at any time and without notice. Please verify the revision level of this manual (back page) by referring to TriMark's website under Product Code 500-1300.

Note: Product photos and illustrations may vary from your specific part numbers.

Introduction

This manual provides the necessary information for the proper installation and use of TriMark's **e-ASK** system. The **e-ASK System** comes with the following components:

- **e-FOB:** Keyless entry RF FOB transmitter with Passive keyless LF PKS (Passive Keyless Start) ability
- **e-ASK I/O Module:** The input/output processor with low frequency (LF) and RF transceiver capabilities
- **Antennas:** LF interior antennas for FOB section
- **Grab Handle with Keypad:** A five button chrome handle. It allows for locking and unlocking functions via a CAN network

This new generation of TriMark's **e-ASK** not only maintains its previous advantages for controlling door and accessory control, it also adds value to the Original Equipment Manufacturer (OEM) and customer by incorporating remote keyless entry and keyless start into a single package.

The FOBs have typical lock/unlock buttons that can be used up to 50 meters depending on architecture and location. For security reason, RF signals are encrypted using randomly generated numbers. This is what allows the system to start by pressing a button. The system uses the LF/RF messaging to ensure an authorized FOB is within range inside the vehicle. A combination of LF messages and RF responses delivers low power consumption for long battery life.

General Component Overview:

e-CONTROLLER (37843-01/38846-01)

- Enables distributed functionality, such as multiple door control and ignition immobilization, via vehicle J1939 communication
- CAN network functionality with error handling
- Fault displaying LEDs
- LF transceiver (FCC/IC compliant)
- RF transceiver (FCC/IC compliant)
- Programming port
- Selectable visual/audible dip switches



37843-01/38846-01

e-FOB (37848-01)

- Stylish 4-button PKE FOB
- LF transceiver that can reach 1 meter though open air and is FCC/IC/EU compliant
- RF transceiver that can reach 100 meters though open air and is FCC/IC/EU compliant
- Control lock, unlock, lighting, alarm system, and panic operations
- High security using random number generators and proprietary decryption algorithm between the FOB and controller to prevent attacks/hacking



37848-01

Lighted Grab Handle with Keypad (36444-01)

- Entry assist handle incorporated TriMark's e-ASK keypad into a stylish combo for RV coaches, motor homes and travel trailers
- Lighted rod and lighted assist keypad for a more enjoyable low visibility experience
- Button presses with tactile, visual, and audio feedback
- CAN network with error handling and communicates with the TriMark e-Controller
- Fault display both audio and visual
- Water and dust resilient to outdoor environments



36444-01

Antenna (36159-01)

- Location identifying internal antenna for push to start functionality
- Potted construction ensures environmental protection and durability performance—can be used in exterior or interior locations



36159-01

Standard Operating Procedures — Section 1

Push to Start

Pressing the engine start button will begin the process of detecting a FOB in range. Our system will search in the area of the driver and if the FOB is in range it will respond with a single blink. If the FOB is authorized our system will allow the engine to start.

Running

Once the engine is running, the FOB is not required to keep the vehicle running.

Note: You can drive away without your FOB in the vehicle. You will not be able to start the vehicle again without the FOB present.

Shutdown

With your vehicle in park, a short press of the start/stop button will turn off the vehicle.

Locking (typical)

Press and hold the Button 1/2 button on the keypad or press the lock function on the FOB.

Unlocking Entrance (typical)

Type in the five digit code followed by the 1/2 button or press the unlock function on the FOB.

Note: Programming new codes into your keypad can be found in section **Keypad Operation and Features (36444-01) - Section 3** under Teaching Keypad New Authority / Access Codes.

Alarm Functionality

Arming the Alarm:

By locking the door with the touchpad or the key FOB will attempt to set the alarm.

The word “attempt” is used above because several conditions can block the alarm from being armed:

- Parking brake not set (in gear)
- Pressing the button to start the vehicle
- Any security inputs are in the active state

- Any door ajar input are in the active state

Feedback:

- If you activate the alarm from keypad, the system will send a single pulse to the headlights.
- If you activate the alarm from the FOB, the system will send a single pulse to the headlights and horn/siren.
- If you fail to activate the alarm the siren will sound 3 times.

Disarming the Alarm:

The alarm system will immediately be disarmed if one of the following things occurs:

- You start the engine
- Any unlock signal
- The vehicle is put into gear

Cancelling the Alarm:

Any of these conditions will cancel an active alarm:

- The vehicle is put into gear
- The engine is started
- An unlock command of any door/compartament
- The alarm timer expires

Tripping the Alarm:

After arming the alarm, if the security input (J1P13) or any of the door ajar inputs are tripped, the alarm will activate. When active, the siren will go off and the headlights will flash for one minute.

Parking Brake		Description
Engaged	Active	The parking brake is active and the vehicle cannot move. The vehicle is considered "not in use".
Disengaged	Float	The vehicle will move if no other brakes are applied. The vehicle is considered "in use". This is usually caused by putting the vehicle into gear.

Auto Locking

Auto Lock / Unlock

The parking brake is monitored to utilize this auto locking feature:

- Whenever the vehicle parking brake activates, a timer is started. Seven seconds later a lock all sequence is done.

e-FOB Operation and Features (37848) — Section 2



37848-01

FOB Functionality

Button	Function
Lock	Locks all doors
Unlock	Unlocks entry door with first press, and bay doors with a second press. This also activates the dome light output for 60 seconds.
Panic	Holding the button for two seconds activates the Panic feature.
Dock Lights	Toggles dock lights on/off if the parking brake is set. These will be turned off if the parking brake is set

Pressing a button on the FOB should cause the LED to flash multiple times. The LED will also flash anytime it is located by an antenna. This happens when you start your vehicle and the FOB search near the drivers seat is initiated.

The FOB is powered by a standard 2032 3V battery.

Note: Typical use has 2 years without replacing the batteries. May be subject to variation from OEM as the time the FOBs were created is not the day the coach was sold.

Pairing FOB

You will need to have access to the module to pair FOBs. To understand pin names and functions please reference **Module Operation and Features (37843-01/38846-01) — Section 4**.

There may be a push button attached to J13P2, if it is not supplied, short J13P2 (learn pin) to J11P1 (12Volt pin) when it says “push button”.

Note: Programming new FOBs will unlearn any programmed FOBs previously stored. You may learn up to 50 FOBs. Make sure you have all the FOBs that you wish to program before starting this process.

1. Press the push button 3 times within 5 seconds (more than 3 is acceptable)
 - a. The system will send a pulse to lock and unlock the entry door
 - b. Two LEDs (red and green) located near the dip switches will remain on as long as the controller is in learn mode
2. Press and release a button (any button) on each FOB
 - a. The system will send a pulse to lock and unlock the entry door
3. Wait 10 seconds
 - a. Entry door unlocks and you exit FOB learn mode

Panic Mode

Activating

The Panic Mode sequence is activated by pressing and holding for 2 seconds the panic button on the FOB. During Panic Mode, siren and headlight outputs are used to draw attention to the vehicle. Panic mode cannot be used if the parking brake is not active (vehicle in gear).

Deactivating

- Panic time of 60 seconds expires
- Unlock command from the FOB
- Unlock from the keypad
- Vehicle engine turns over
- Parking brake inactive (vehicle in gear)

e-ASK Fob Guidelines:

The e-ASK Fob is designed to use commonly available CR2032 batteries. Estimated end customer normal use should have an expected life of 2 years for the fob battery. Variances across commercial battery manufacturers and operating environment conditions will result in deviations from the expected battery life. The following guidelines should be followed to optimize fob battery life and system performance.

The e-ASK fobs are designed to operate in a low power or “sleep” mode. The fobs electronics will “wake up” upon detection of a button press or LF signal from the control module. The fob will return to “sleep” mode once the event that woke it up is completed.

When a fob is in close proximity, 2-3 inches, from other vehicle control units, cell phones or inductive cell phone charger pads, electrical signals from these devices can prevent the fob from returning to “sleep” mode and can reduce battery life. Additionally, when in close proximity to these other electrical devices, their emitted electrical signals can saturate the fobs internal receiving antennas and prevent the fob from receiving proper LF signals.

It is recommended for optimal Fob performance and battery life that a distance of at least 5-6 inches minimum be maintained between fobs and other such mentioned electronic devices.

Due to the chemical process inherent in batteries, the performance of the e-ASK fob will be degraded at extreme temperatures. Operating temperature ranges will vary across batteries from different manufactures. For commercially available CR2032 batteries the typical operating temperatures ranges from $-0C$ to $+60C$.

At cold temperature, the batteries chemical process is slowed down and can result in reduce Fob range performance or an inoperative fob. When the battery is returned to warmer temperatures, normal performance will return. Extreme cold temperatures, below $-20C$, can cause a battery to freeze and fail due to expansion of internal plastic components. Simply replacing the battery will allow the fob to function normally.

At extreme hot temperatures, the batteries chemical process is accelerated. This will result in a reduced life expectance of the battery. Normal fob range performance can be expected at higher temperatures as long as manufacture limits are not exceeded.

Keypad Operation and Features (36444-xx)

— Section 3

The keypad can store one authority code and five access codes.

- The authority code is used to create access codes
- The access codes are used to unlock the vehicle

This allows for the owner to have one code and have separate codes for other users.



Default access code:

36444-XX

Digit 1	Digit 2	Digit 3	Digit 4	Digit 5
Button 1/2	Button 3/4	Button 5/6	Button 7/8	Button 9/0

Default authority code:

Digit 1	Digit 2	Digit 3	Digit 4	Digit 5
Button 7/8	Button 7/8	Button 7/8	Button 7/8	Button 7/8

Note: If it has been changed and you don't know what it is, please go to the **Teaching Keypad New Authority / Access Codes** section.

Standard Keypad Operation

Note: The dome light will turn on for 30 seconds upon any button press.

Locking

Press and hold the 1/2 button for 2 seconds will lock entrance doors and bay/compartments doors.

Unlock the Entrance Door

Put in a valid 5-digit access code (double beep from keypad) followed by Button 1/2.

Unlock All Doors

Put in a valid 5-digit access code (double beep from keypad) followed by Button 3/4.

Unlock Bay/Cargo Doors

Put in a valid 5-digit access code (double beep from keypad) followed by Button 5/6.

Teaching Keypad New Authority / Access Codes

All codes are exactly 5 digits. You may reuse numbers. Changing the authority code erases all access codes. It is highly recommended that you change your authority code from the default code.

Programming Authority Code:

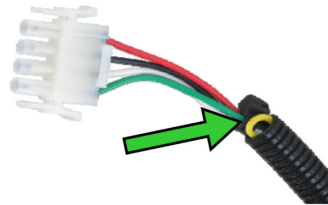
Note: There is a video of how to do this (it will not play on Apple tablets). <http://www.trimarkcorp.com/en/media/Videos/eask/All%20Keypads/index.html>

Preparation:

The keypad is plugged into the coaches wiring harness with a four pin connector. You will need to unscrew the keypad and pull it away from the coach to expose this connector. The yellow wire that is tucked into the sheathing is the wire that initiates programming mode.

Programming:

1. With the keypad still plugged in, short the yellow wire to the black wire (GND) momentarily. This will cause the keypad to beep for one second.
2. Enter the desired 5-digit code twice (after programming the system will immediately exit learn mode).
3. Test the code by unlocking the entrance door



Note: We recommend changing the access code when RV is acquired. The system automatically stores an access code the same as your authority code in location Button 1/2.

Programming Access Codes:

Preparation:

All codes are exactly 5 digits. You may reuse numbers. Have a number chosen.

Programming:

1. Press and hold Button 5/6 for 5 seconds. The keypad will beep and begin flashing when it is held long enough
2. Enter the 5 digit authority code
 - a. If you enter the correct code you will hear a constant beep and please continue to step 3
 - b. If you enter the incorrect code you will hear a 1 second beep. Please double check the authority code

3. Choose a location to store this code
 - a. Button 1/2 = Location 1
 - b. Button 3/4 = Location 2
 - c. Button 5/6 = Location 3
 - d. Button 7/8 = Location 4
 - e. Button 9/0 = Location 5
4. Enter the desired 5-digit code in twice.
5. Test by unlocking the entry door.

Note: You may store up to 5 codes in the system. You may write over a location by simply programming an access code over that location.

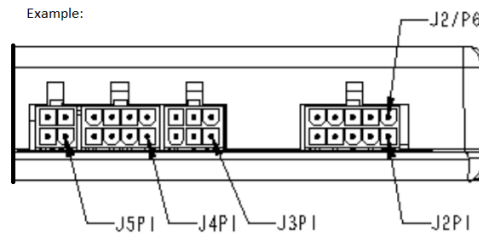
Keypad Wiring

Wire Color	Wire Function
Red	12 Volt battery power
Black	Ground
White	CAN High (communication line)
Green	CAN Low (communication line)

Module Operation and Features (37843-01/38846-01) — Section 4

Module Connectors and Functions

If you look at the TriMark IO module with the label pointed up, the numbering system is bottom right to top left (opposite of how you read). (see diagram below)



For all inputs:

- (-) indicates that the inputs normally floats (no predetermined voltage to input) unless a ground signal is placed to activate pin.
- (+) indicates that the inputs normally floats (no predetermined voltage to input) unless a 12V signal is placed to activate pin.
- (+/-) indicates that the inputs normally floats (no predetermined voltage to input) the voltage is the opposite of J2P7 to activate (selectable).

For all outputs:

- (-) upon activation a 500mA ground path will be activated.
- (Relay 20A) a momentary path that is normally ground will be vehicle power (lock unlock doors, extra).
- (Relay 30A) Bank D has multiple pins to allow higher currents through these connectors. The four pins to allow this higher current are J1P5, J1P6, J1P17, and J1P18 described in Section J1-Main Chassis Connector 24-Pin.

Note: Most fuses are based on wire gauges. Fuses should be gauged accordingly.

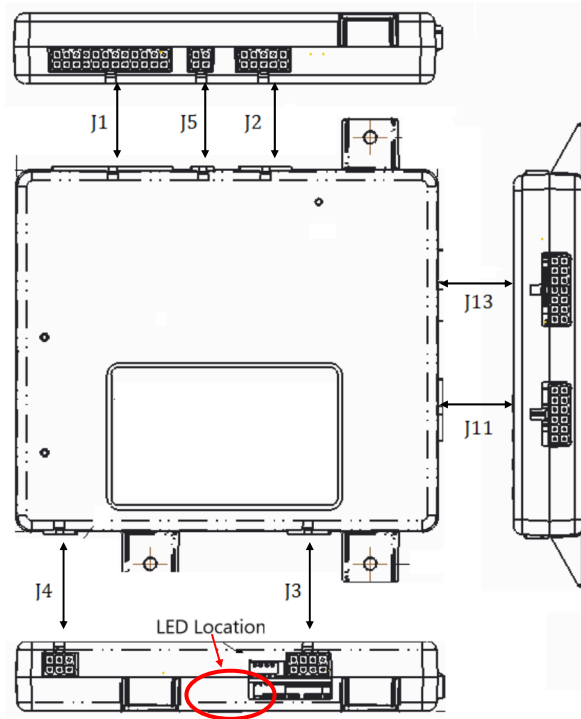
For all Signals:

- Follow CAN/J1939 protocol (see acronyms)

For all Antennas:

- An AC signal (for communications)

Connector Locations



J1—Main Chassis Connector 24-Pin

Pin	Input/Output	Function
J1P1	Input (-)	Bank C-D Unlock Ground this input to unlock compartment Banks C and D.
J1P2	Input (-)	Bank A-B Unlock Ground this input to unlock compartment Banks A and B.
J1P3	Input (-)	Parking Brake (for software A4 and later) There are two parking brakes that function the same. This is that second input. Compartment Door Ajar for software A3 and earlier
J1P4 & J1P16	Input	Vehicle Ground
J1P5 & J1P17	(Relay 30A)	Bank D Lock 30A max relay output
J1P6 & J1P18	(Relay 30A)	Bank D Unlock 30A max relay output
J1P7 & J1P19	Input	Vehicle Battery—Powers relays
J1P8	(Relay 20A)	Entry Door Unlock 20A max relay output.
J1P9	Input (-)	Unlock Entry Ground this input to unlock the entry door.
J1P10	Input (-)	Unlock All Ground this input to unlock the entry door and all compartment doors in Banks A-D.
J1P11	Input (-)	Lock All Ground this input to lock the entry door and all compartment doors in Banks A-D.
J1P12	Input (-)	Lock Entry Ground this input to lock the entry door.
J1P13	Input (-)	Security Ground this input to indicate a break in and activate.
J1P14		(Unused Pin)
J1P15		(Unused Pin)
J1P20		(Unused Pin)
J1P21	(Relay 20A)	Entry Door Lock 20A max relay output.
J1P22		(Unused Pin)
J1P23	Input (-)	Entry Door Ajar Ground this input to indicate any of the entry doors are ajar.
J1P24	(Relay 20A)	Dome Light 20A max relay output.

Note: Grounding J1P1 and J1P2 together will unlock banks A-D in order.

J2—Parking Break 10-Pin

Pin	Input/ Output	Function
J2P1	Input	Vehicle Battery—Powers relays
J2P2		(Unused Pin)
J2P3		(Unused Pin)
J2P4	Input (+-)	Parking Brake Sensor Active with the opposite voltage of J2P7. J2P7 is the return path (electrically) to activate input
J2P5		(Unused Pin)
J2P6		Vehicle Ground
J2P7	Input (+-)	Acts as the electrical return path of J2P4 and J2P8
J2P8	Input (+-)	Lock Compartments Switch Active with the opposite voltage of J2P7. J2P7 is the return path (electrically) to activate input
J2P9		(Unused Pin)
J2P10		Vehicle Ground

J3—External Relay Drivers 8-Pin

Pin	Input/ Output	Function
J3P1	Output	12V Regulated Power 12V reference voltage for external relays.
J3P2	Output (-)	Horn For external relay
J3P3	Output (-)	Headlight For external relay
J3P4	Output (-)	Doorbell For external relay
J3P5	Output (-)	(Not Assigned)
J3P6	Output (-)	Door Ajar For external relay
J3P7	Output (-)	Siren For external relay
J3P8		(Unused Pin)

J4—Relay Outputs 6-Pin

Pin	Input/ Output	Function
J4P1	(Relay 20A)	Bank C Lock
J4P2	(Relay 20A)	Bank B Lock
J4P3	(Relay 20A)	Bank A Unlock
J4P4	(Relay 20A)	Bank B Unlock
J4P5	(Relay 20A)	Bank C Unlock
J4P6	(Relay 20A)	Bank A Lock

J5—Relay Outputs 4-Pin

Pin	Input/Output	Function
J5P1	Output	Keypad Ground
J5P2		(Unused Pin)
J5P3	Output	Keypad Power 12V regulated output
J5P4		(Unused Pin)

J11—Push to Start PKE 12-Pin

Pin	Input/Output	Function
J11P1	Input	Vehicle Battery Powers all ICs and relays on J11 connector.
J11P2	Input (+)	AUTH_REQ Input to request PKS system to locate FOB.
J11P3	Output (Relay 20)	(Not Assigned)
J11P4	Output (-)	AUTH_RESP While AUTH_REQ is active, the I/O module will activate this out if an authorized FOB is in range.
J11P5	Input (+)	Door Handle—Proximity Sense Input to request PKE system to locate FOB
J11P6	Antenna	LF Antenna 1—Interior Area 1 Used to sense FOBs inside the vehicle cab.
J11P7	Output (Relay 20)	Door Lights Activates to Power to turn on the vehicle exterior Door Lights.
J11P8	Output (Relay 20)	(Not Assigned)
J11P9	Signals	CAN Low Connection to vehicle's CAN bus.
J11P10	Signals	CAN High Connection to vehicle's CAN bus.
J11P11	Input	Vehicle Ground
J11P12	Antenna	LF Antenna 1—Return path Used to sense FOBs inside the vehicle cab.

J13—Entry Door PKE 14-Pin

Pin	Input/Output	Function
J13P1		(Not Assigned)
J13P2	Input (+)	FOB Learn Mode Request Using this input to program FOBs.
J13P3	Output (-)	(Not Assigned)
J13P4	Output (-)	(Not Assigned)
J13P5	Antenna	(Not Assigned)
J13P6		(Unused Pin)
J13P7		(Unused Pin)
J13P8	Output	Door Handle Power 12V regulated power output for the door handle.
J13P9	Input (+)	Door Ajar Activating this input indicates at lease one door is ajar.
J13P10	Input	Vehicle Ground
J13P11		(Not Assigned)
J13P12	Antenna	(Not Assigned)
J13P13	Input	Vehicle Ground
J13P14	Antenna	RF Antenna Attached to a wire at least 40" long for HF communication

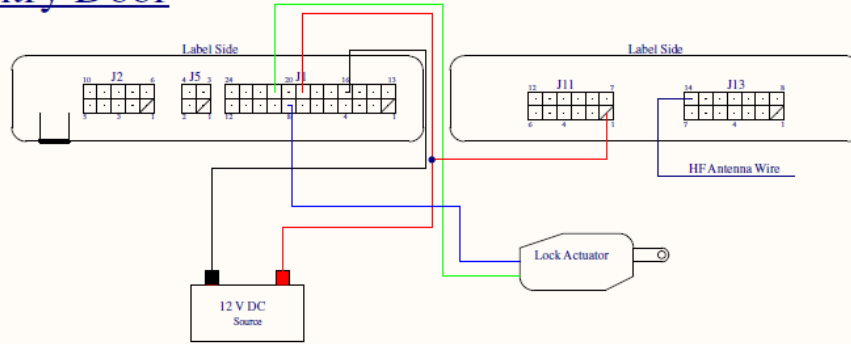
Dip Switch Settings

The dip switches are there to enable/disable any visual/audio functions this controller provides. Dip Switches are located next to the J3 connector.

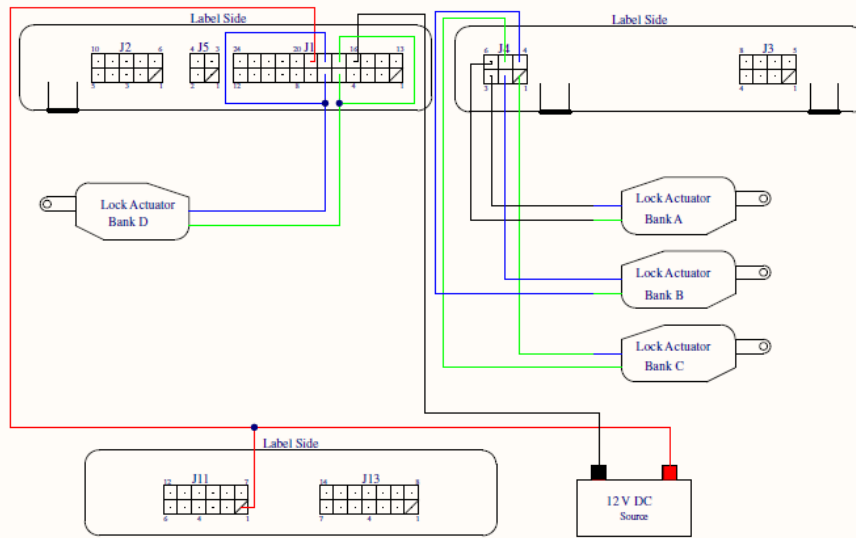
Dip Switch	Function
1 (on = Active)	Unassigned
2 (on = Active)	Siren (J3P7)
3 (on = Active)	Headlights (3P3)
4 (on = Active)	Horn (J3P2)

Appendix A: Wiring Diagrams

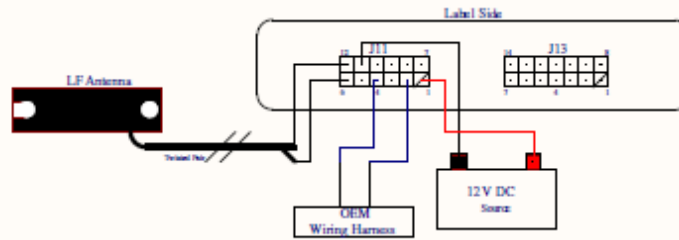
Entry Door



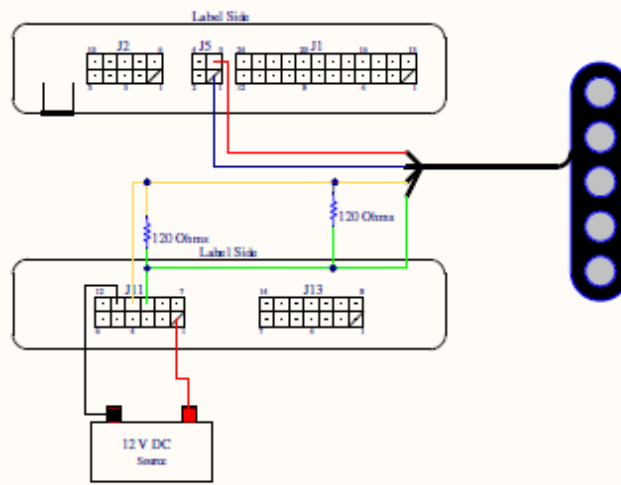
Bay/Compartment Door



PKS

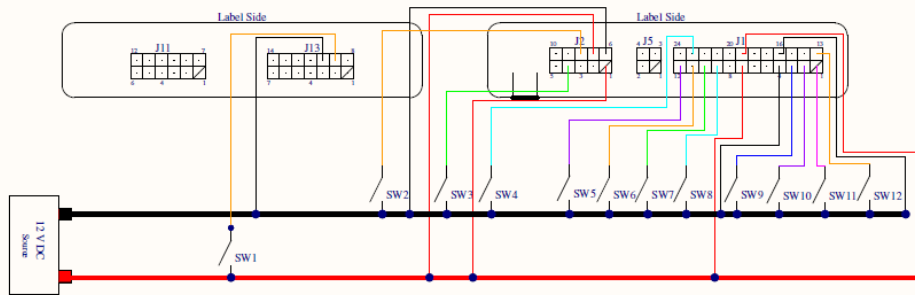


Keypad

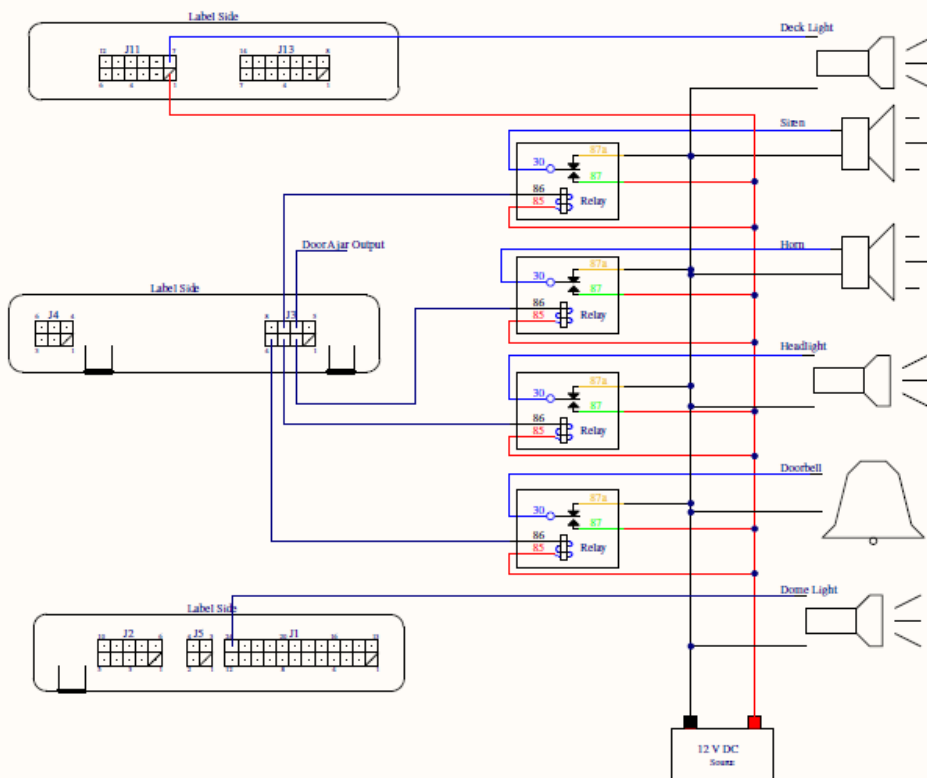


Accessories (Inputs)

- SW1 = Door Ajar
- SW2 = Lock Compartments Switch
- SW3 = Parking Brake Sensor
- SW4 = Entry Door Ajar
- SW5 = Lock Entry
- SW6 = Lock All
- SW7 = Unlock All
- SW8 = Unlock Entry
- SW9 = Compartment Door Ajar/Parking Brake Sensor (See J1 connector)
- SW10 = Bank A-B Unlock
- SW11 = Bank C-D Unlock
- SW12 = Security



Accessories (Outputs)



Appendix B: Mounting e-ASK Components

This system uses low-voltage circuitry and wireless communication. To protect these components and to ensure the device operates as expected, these application notes must be followed.

General Mounting Guidelines:

RF Antenna Guidelines

Typical RF antenna implementation consists of a single wire from the control module. To ensure optimal reception the RF antenna wire should be designed to the following specifications:

Wire Length:	107.5cm +/- 1cm
Wire Type:	22AWG, Braided tined

The tip of the antenna wire should also be covered with heat shrink tube or plastic dip to prevent the possibility of bare wire contacting vehicle chassis locations and grounding the antenna.

The RF antenna should be placed in an interior location that does not shield RF signals. You may need to try multiple locations to optimize reception. The antennae must be left fully extended and exposed. Minimize shielding from metal enclosures or chassis body panels that could act as a ground plane.

Looping the antenna, wrapping the antenna around a metallic object, or grouping the antenna wire in with another wire harness may affect the functional operating range of the remote key fobs. Routing of the antenna wire near wires with large or rapid voltage fluctuations may also have a detrimental effect on the controller. If the antenna wire must be routed with other wires due to vehicle design constraints, care should be taken in harness manufacturing to ensure the antenna wire is routed on the outside of the wire harness bundle and away from wires that have large or rapid voltage fluctuations.

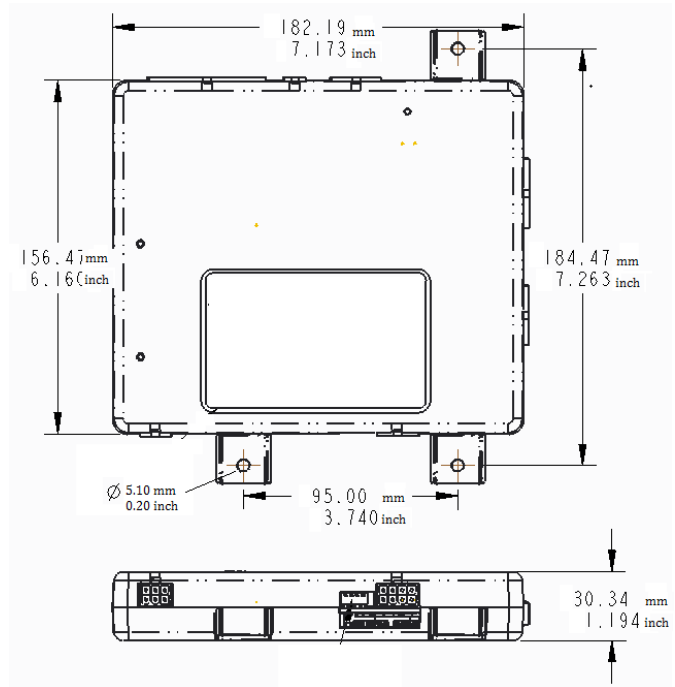
Controller Mounting:

The vehicle control module contains several internal mechanical relays. If a relay is exposed to excessive G-force loads (greater than 30 G), it could toggle unexpectedly. It is important that the control module be mounted in a suitable location to prevent exposure to excessive G-force loads. Examples of poor mounting locations include on or inside doors, near chassis suspension features, or near internal-combustion engines.

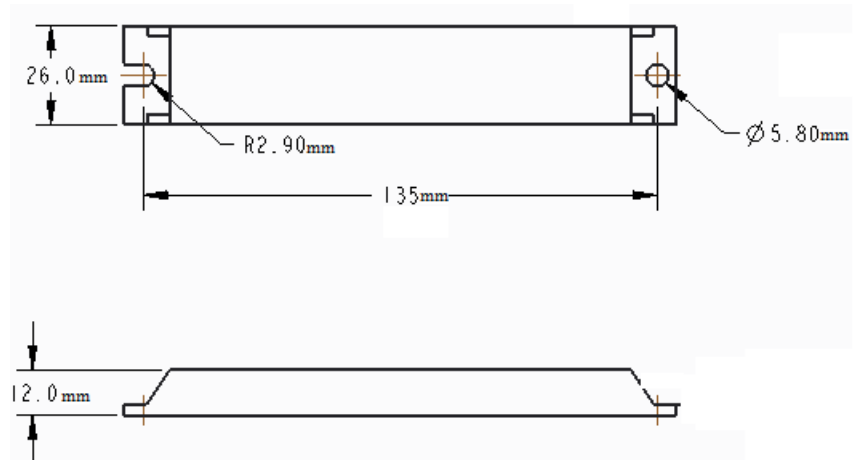
LF Antenna Guidelines

TriMark e-ASK LF antennas are designed to be spaced off any metallic surfaces. Mounting the antenna to a metal surface without the space will result in the antenna's transmitted signal to be absorbed and Fob detection range will be reduced to a few inches. The suggested distance from the metal surface is 3/8" or farther.

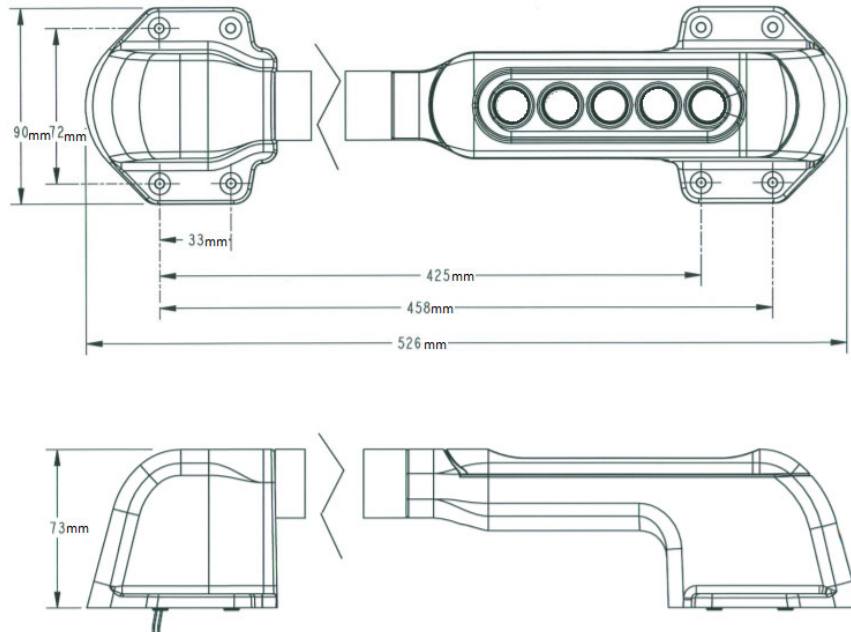
IO module: 37843-01/38846-01



LF Antenna: 36159-01



Chrome Keypad: 36444-XX



Appendix C: Acronyms

- PKE: Passive Keyless Entrée. The ability to unlock the door by placing your hand in the door handle.
- RKE: Remote Keyless Entrée. The ability to lock/unlock the door by a button press on the FOB
- PKS: Passive Keyless Start: The ability to start/stop the vehicle with a button press.
- FOB: The remote that allows PKE/RKE/PKS to work properly.
- RF/LF: Radio Frequency/Low Frequency. The frequency band that the module and FOB communicate on.
- CAN: Controller Area Network: This is a computer BUS system that is highly accurate low data rate system that has been adapted by most vehicles throughout the world.
- J1939: This is the protocols over how to talk over a CAN network. This sets priorities, authentications, and configurations of the messages.
- OEM: Original equipment manufacturer.

Appendix D: Error Codes

There is a red and green LED located to the left of the programming port. This is visually shown in the Module Connectors and Functions under Connector Locations. The purpose of these LEDs is to indicate the mode the system is in.

Green LED	Red LED	Software Mode / Current State
On	On	Internal programming occurring
On	Off	Normal full-power operation
Off	Off	No power
Off	Blink X times, then wait 1.5 seconds and repeat	Run-time error detected. The value of "S" indicates the exact error that is detected. The table below give more information of each possible error
Fast blink (5 time/second)	Fast blink (5 time/second)	Pairing FOBs mode

Fault	Exact Error	Errors Blinks "X"
CAN error (continue to Appendix D: Troubleshooting)	No CAN Traffic for 2 seconds while vehicle is in gear	1
CAN error (continue to Appendix D: Troubleshooting)	A CAN line is above 5VDC	2
LF receiver not responding (continue to Appendix D: Troubleshooting)	LF Module Communication Error	3
Door locks relays not responding	I/O Expander Module Communication Error	4
CAN error (continue to Appendix D: Troubleshooting)	CAN Bus Data Erratic No CAN Traffic for 5 seconds	5
Damaged IC chips (continue to Appendix D: Troubleshooting)	EEPROM Read/Write Error	6

Appendix E: Troubleshooting

Note: A **complete power cycle** requires that power is removed for 2 minutes!!!

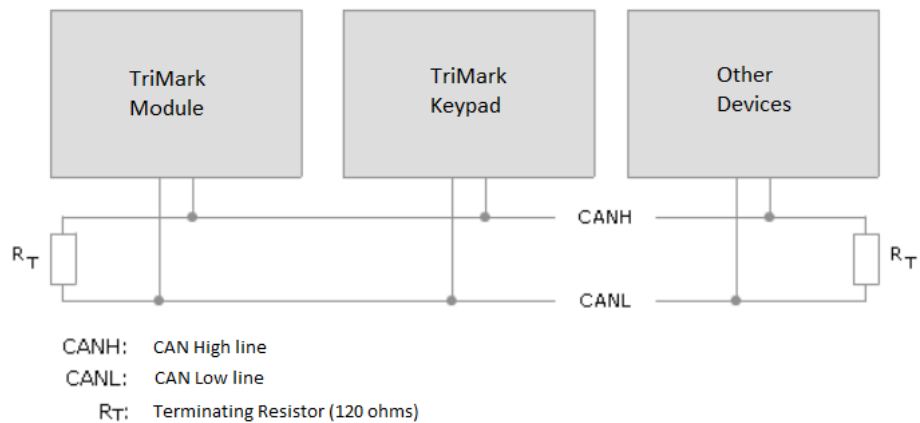
Keypad is not functioning	
No audible beep when button is pressed	Check for power
It beeps one long and two shorter beeps	This is a CAN error and is usually due to wiring harness issues. Please refer to Appendix E: CAN requirements for harness requirements. <ul style="list-style-type: none"> The keypad doesn't think it can talk to anyone so it is nonfunctional until the CAN issue is resolved. This includes programming.
	Make sure module has power <ul style="list-style-type: none"> There are two LEDs one red and one green. They are located inside the module. One or the other should be blinking or on. Connector Locations section identified the location
	Replace keypad
I put the 5 digit code in and it doesn't do a double beep	Reprogram access code
Pressing the Start button won't start the vehicle	
The button blinks three times and nothing happens	Make sure FOB is near the steering column
	Cycle power to system (please read the note above)
	Replace battery <ul style="list-style-type: none"> The LED can blink and still not have the power to send messages
	Check fuses
	Check the J13P14 wire. This is an antenna and should be laid out as described in Appendix A: Mounting e-ASK Components.

The button blinks five times and nothing happens	Re-sync FOBs
	Check power to J11 connector
	Check wiring harness for the LF antenna attached to the J11 connector (these antennas are bi-directional)
	Check wiring harness J11P4 and J11P2 (communication lines between the module and vehicle computer) for conductivity
	Check conductivity on J11P6 and J11P12
	Replace LF antenna
	Check wiring harness J11P4 and J11P2 (communication lines between the module and vehicle computer) for conductivity
Will not lock or unlock	
Pressing Lock or Unlock will not operate a <u>specific door by keypad or FOB</u>	Clean door contacts <ul style="list-style-type: none"> Power is supplied to the actuator through spring loaded metal conductors. Make sure they are clean.
	Check actuator (replace if needed) <ul style="list-style-type: none"> These actuators are 12V bi-directional. You should be able to activate them with a 12VDC one way to lock and the other to unlock.
	Check voltage at door contact <ul style="list-style-type: none"> We send a .5 second pulse one direction for lock, and the other for unlock. Most voltmeters average over .75 seconds so you may not see the 12VDC, but you should see your voltmeter move.
	Check Harness for conductivity
Lock and unlock will not unlock <u>any doors by keypad or FOB</u>	<p>If you can hear the internal relays click, check power to either the J1 connector or the J2 connector</p> <ul style="list-style-type: none"> The power to the relays are separate from the power to the electronics. The J11 connector powers the electronics and the relay coils (the clicking sound). J1 and J2 connectors are on the same power plane. Powering one, powers them both. For relays to give power one or both will need power given to it.

	Nothing is happening <ul style="list-style-type: none"> • Check the fuses • Check system LEDs. For locations of LED please go to section Connector Locations • Check power to the J11 connector
Lock and unlock will not work the <u>FOB only</u>	Change FOB battery
	Resync FOB(s)
The FOB works but it is intermittent or has bad range	
Sometimes the FOB works and sometimes it doesn't	Arrange the antenna as discussed in General Mounting Guidelines
	Power cycle system
One FOB is not syncing	Make sure to sync all FOBs together
The light and horn stop working	Check dip switches
	Check external relay banks
	Check wiring conductivity

Appendix F: CAN Requirements

- There must be at least two CAN systems on the CANH and CANL.
- There needs to be a resistors at each end of the CAN network (total of two).
- With everything unplugged, the harness must be 60 ohms between CANH and CANL.
- Highly recommended that CANH and CANL wires are twisted together



Warranty — Section 6

TriMark warrants that the products manufactured and sold shall be in accordance with specifications and free from defects in materials and workmanship for a period up to 18 (eighteen) months following the date of delivery to *TriMark's* customer or 12 (twelve) months from the original O.E.M. sale (in-service) date. Where *TriMark* does not have design control with regard to customer supplied products, materials or specifications, the warranty is limited to non-conforming product.

This warranty is expressly limited to persons who purchase *TriMark's* products for the purpose of resale or use in the ordinary course of the buyer's business. This warranty does not cover any product that if *TriMark* Corporation determines (in its sole discretion) that a product's failure or malfunction is due to one or more of the following conditions, such failure or malfunction is EXCLUDED from the warranty provided hereunder: (1) used in a manner that exceeds published engineering specifications; (2) has been abused, misused, disassembled/opened, altered/modified, or improperly installed; (3) is used in an application not previously approved by *TriMark*; (4) is used in a manner inconsistent with any instructions and good industry practices regarding its use; (5) wear or deterioration due to environmental conditions; (6) unusual mechanical, physical or electrical stress or (7) is destroyed/damaged by fire, lightning or an act of God. In addition to the above, *TriMark* will not warrant any electrical/electronic products with (8) burned or broken traces on the printed circuit board; (9) burned or damaged components; (10) dirt or water residue on the printed circuit board or inside the case; (11) motor failure due to thermal failure; (12) or dead batteries.

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manufactured and sold by *TriMark* or for damages resulting from any other cause whatsoever, including without limitation, *TriMark's* negligence. The purpose of this exclusive remedy shall be to provide the buyer with replacement of products or parts sold by *TriMark* found to be defective in materials or workmanship or negligently manufactured. This exclusive remedy shall not be deemed to have failed of its essential purpose so long as *TriMark* is willing and able to replace said defective products or parts in the prescribed manner.

WITHOUT LIMITING THE FOREGOING, TRIMARK SHALL NOT BE LIABLE FOR CONSEQUENTIAL OR INDIRECT DAMAGES, ECONOMIC LOSSES, LOSS OF USE, LOST PROFITS, DOWN TIME OR DAMAGES DUE TO DELAY, WHETHER BY REASON OF BREACH OF WARRANTY, BREACH OF CONTRACT, NEGLIGENCE, STRICT LIABILITY OR OTHERWISE.

This product has been manufactured with methods to ensure high quality and to meet the high expectations of our customers. *TriMark* warrants this product to be free from workmanship defects and will remedy issues per *TriMark's* warranty policy.

Remote transmitter FOBs, batteries, and other equipment subject to normal wear and deterioration may need to be replaced periodically by dealer and/or end user and are not covered by this warranty. *TriMark* will not be liable for indirect, special, incidental or consequential damages.

This system 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.

Note: The manufacturer is not responsible for any radio or television interference caused by unauthorized modifications to this equipment. Such modifications could void the user's authority to operate the equipment.

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Notes

Notes

In the event that you have a question regarding the Passive Key-less Entry System, please contact Spartan RV Customer Service at the following contacts before you contact TriMark Corporation:

Spartan Recreational Vehicle Owner Support:

rvcustomerservice@spartanmotors.com

800.543.4277

(Option 1) Customer & Product Support/Chassis information

(Option 2) Owners Training Information

(Option 5) Factory Service & Repair Appointment

(Option 6) Retail, Non-warranty Parts



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