



955MyBASIC

INSTALLER MANUAL



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CE
Made in Italy

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2.0 - PRELIMINARY ADVICE

Dear installer,

The present GEMINI tracker is a safety device designed to guarantee vehicle protection via GPS localization and GSM communication (by mobile phone).

For proper operation, MAKE SURE ALL ELECTRICAL CONNECTIONS, ESPECIALLY THE BASIC CONNECTIONS LISTED BELOW, ARE MADE IN ACCORDANCE WITH THE MANUFACTURER'S WIRING DIAGRAM:

- **Unit power supply (positive and ground)**
- **Ignition (+15/54)**
- **Topcase/seat contact switch (optional)**

This manual is to be considered an integral part of the tracking system and must therefore accompany it for proper installation and use.

Please read all instructions and understand them thoroughly before starting installation.

The following signal words are used throughout this manual to emphasize important instructions or special information.

⚠ WARNING

Non-compliance to this instruction could result in serious damage to the alarm system and the vehicle itself.

ATTENTION

Non-compliance to this instruction may cause serious damage or operational failures to the alarm system.

ATTENTION

Disable the PIN Code on the SIM Card in use.
If your service provider will not let you change it, insert the default code "0000".

⚠ WARNING

The product you are about to install, requires special attention. The major concern is the integrated GPS antenna. Proper placement is a key factor in the performance of the tracking device. Make sure the GPS antenna side is facing away from the vehicle frame. The GPS antenna must face upwards to the sky. When determining the tracker position, keep in mind that the GPS antenna can receive transmission through glass, fiberglass and plastics but not metal. Metallic paint and films may also block the signal.

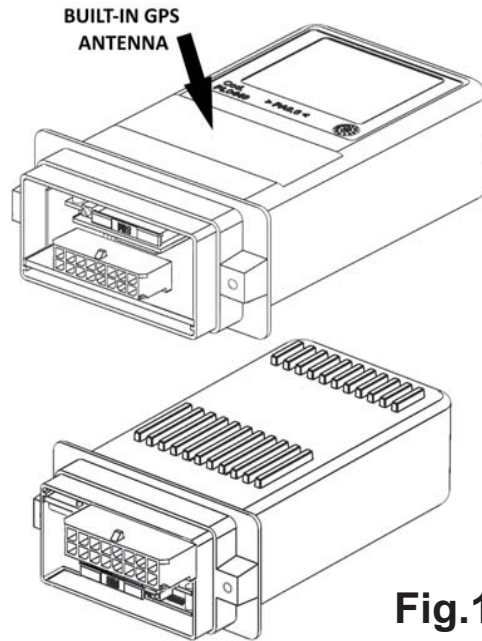


























Fig.1

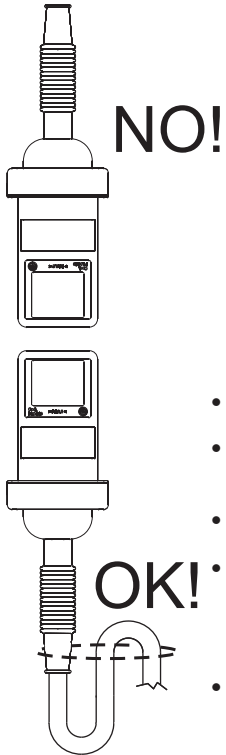
ATTENTION

After installation is completed, test the alarm system to make sure it is working properly in the selected position.

3.0 - OPTICAL SIGNALS

| | | |
|---|---|---|
| Module initializing |  FLASHES FOR APPROX. 30" |  1 LONG flash |
| Module configuration OK |  |  |
| System arming |  |  |
| System disarming |  |  |
| Pre-alarm, 15" |  |  |
| Weak GSM field (when engine is switched off) |  QUICK FLASHING |  |
| Satellite reception indication (with +15/54) |  5/7"  5/7"  |  |
| Satellite search (with +15/54) |  20" |  |
| Learning new devices |  1 SHORT 1 LONG - Enter learn procedure |  1 Flash Enter procedure |
| |  1 SHORT Learning and exit procedure |  1 Flash Exit procedure |
| System armed |  LED ON FLASHING |  |

4.0 - ALARM UNIT POSITIONING



Do not install the alarm unit in this position because water may infiltrate through the rubber cap and permanently damage the electronic circuit making the alarm system unreliable. Eventual malfunctioning due to water infiltration is not covered by warranty.

- Installing the control unit in this position, will prevent water entering the unit.
- It is important to give the rubber sheath a 'goose-neck' bending as shown in the picture opposite and secure with a tie wrap.
- The control unit must not be exposed to atmospheric agents.
- The control unit must be installed away from moving mechanical parts, electric or electronic components that could generate high frequency electromagnetic disturbances and away from devices that could reach high temperatures when the vehicle is in use.
- The control unit must not be installed directly on the vehicle frame.

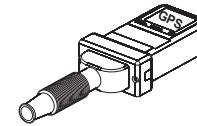
ATTENTION

Make sure the GPS antenna side is facing away from the vehicle frame. It is essential that the antenna has a "sky view". The GPS antenna is built in the part of the tracker casing opposite the Gemini label (see Fig.1).

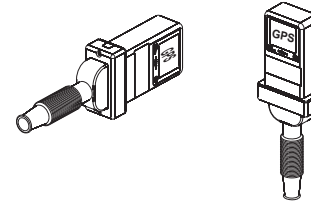
ALARM POSITIONING FOR MAXIMUM PERFORMANCE

Whichever way the tracker is positioned, make sure the GPS antenna side is facing away from the vehicle frame.

For best performance, it is essential that the antenna has a "sky view".
Gemini label must face the vehicle frame.



The following other positions are also considered acceptable but the GPS performance is reduced.



5.0 - ACCESSORIES POSITIONING

5.1 - STATUS LED

The LED must be installed where it can readily be seen because it serves as both a system status indicator and a visual theft deterrent. Use a 10mm drill bit.

5.2 - CONTACT SWITCH (OPTIONAL)

A contact switch can be fitted to protect the seat or topcase. It must be installed in such a way as to detect the opening of the seat/topcase without being accessible from the outside. The trigger threshold must be carefully set to avoid false alarms.

A negative trigger input will generate an alarm.

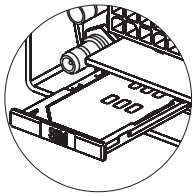
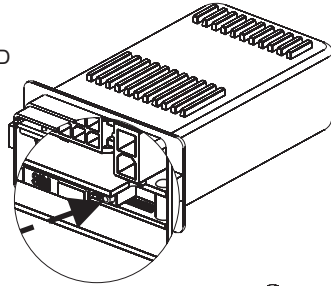
NB: If no contact switch is fitted, the GREEN/BROWN wire will remain free for other possible uses.

6.0 - SIM CARD

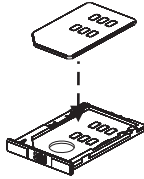
⚠ WARNING

DISCONNECT the alarm unit before carrying out the following operations.

PRESS THE YELLOW BUTTON
ON THE SIDE OF THE SIM CARD
DRIVE TRAY



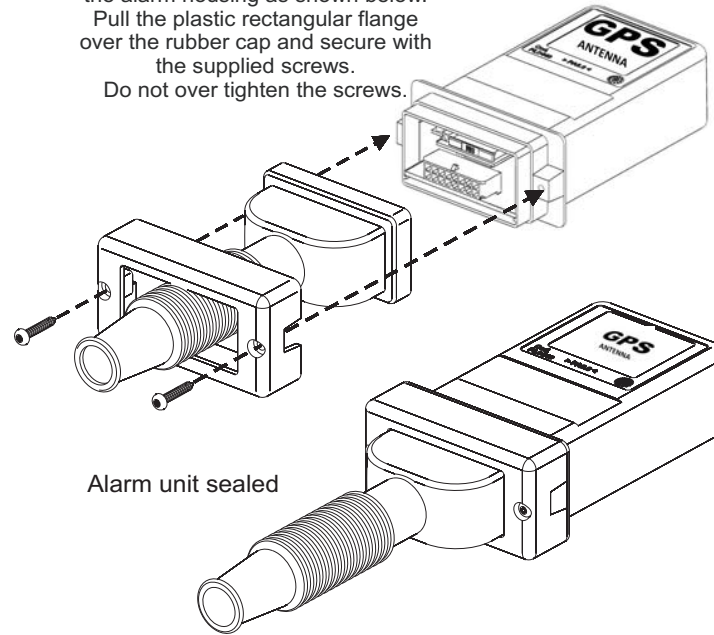
PULL OUT THE SIM CARD
DRIVE TRAY AND INSERT
THE SIM CARD



RE-INSERT THE DRIVE TRAY AND MAKE SURE IT IS SECURELY INSERTED
IN THE APPROPRIATE POSITION.

7.0 - ALARM UNIT SEALING

To seal the alarm, position the
rubber cap over the external edge of
the alarm housing as shown below.
Pull the plastic rectangular flange
over the rubber cap and secure with
the supplied screws.
Do not over tighten the screws.



Alarm unit sealed

8.0 - PINOUT TABLE

⚠ ATTENTION

This alarm system is intended for 12V turn indicators. Before you do any electrical work, make sure the flashers are powered by a 12V signal.

Alarms are supplied without wiring harnesses. A wide range of specific pin-to-pin wiring harnesses is available for the most common motorbikes. The following tables refer to the generic wiring harness KITCA 417N17.

⚠ WARNING

Disconnect the negative battery terminal before making any electrical connections and only reconnect it once all connections are completed.

| <i>Pos.</i> | <i>Wire color</i> | <i>Wire function</i> |
|-------------|-------------------------|------------------------------|
| - 1 - | Brown (2-pin connector) | N/A |
| - 2 - | Brown | Power supply earth ground |
| - 3 - | White-Violet | Negative output during alarm |
| - 4 - | Green-Brown | Contact switch input |
| - 5 - | --- | N/A |
| - 6 - | --- | N/A |
| - 7 - | Yellow | Ignition |
| - 8 - | Black | LED negative output |
| - 9 - | Green (2-pin connector) | N/A |
| - 10 - | Grey | Immobilizer (N.O.) |
| - 11 - | White | Immobilizer (Com.) |
| - 12 - | White-Grey | Immobilizer (N.C.) |
| - 13 - | Orange | Turn indicators (12V) |
| - 14 - | Red | Positive supply |
| - 15 - | Orange | Turn indicators (12V) |
| - 16 - | Black | Antenna |

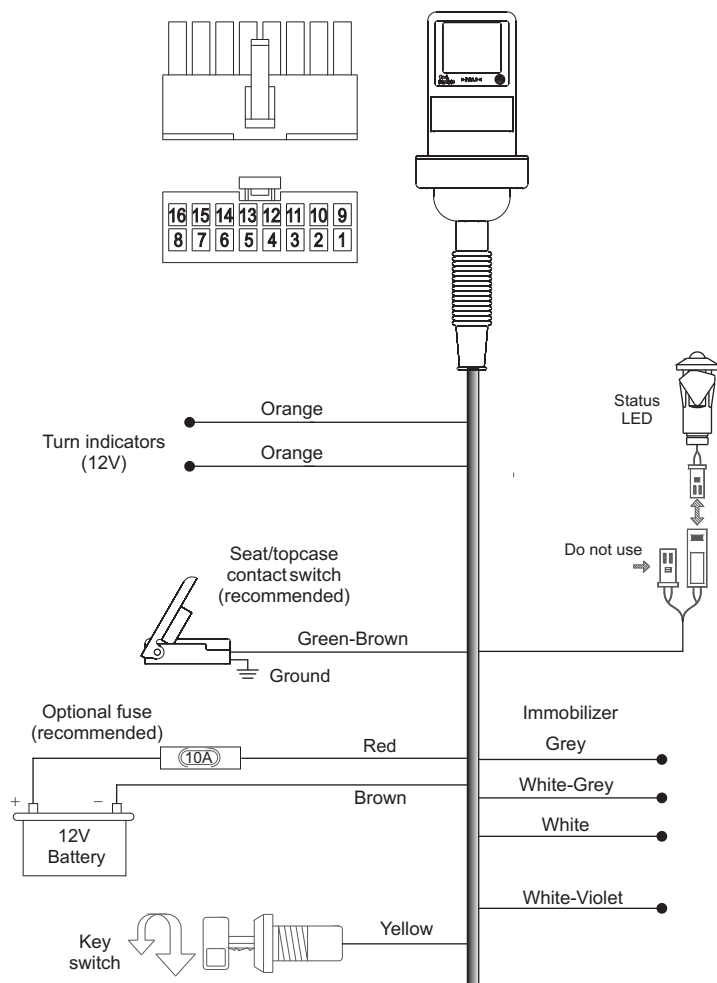
IMMOBILIZER - cut wire

| <i>Wire color</i> | <i>Connections</i> |
|-------------------|---|
| White | Attach to cut end of key switch wire. |
| Grey | Attach to cut end of main wiring harness. |

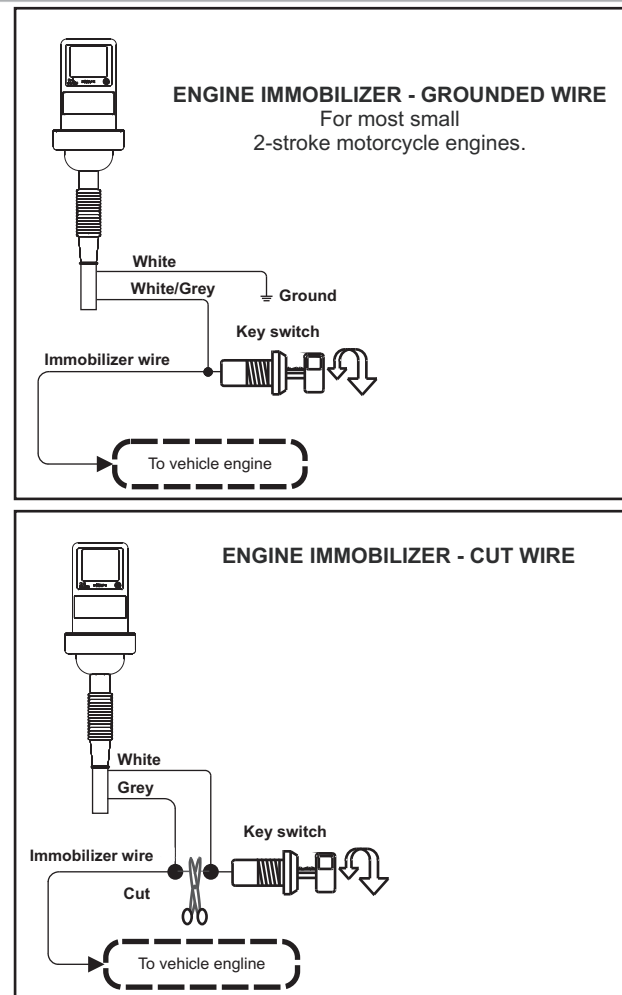
IMMOBILIZER - grounded wire

| <i>Wire color</i> | <i>Connections</i> |
|-------------------|---|
| White | Connect to a permanent negative connection (do not connect to vehicle chassis). |
| White/Grey | Connect to the cable end which, if grounded, will kill the engine. |

9.0 - WIRING DIAGRAM



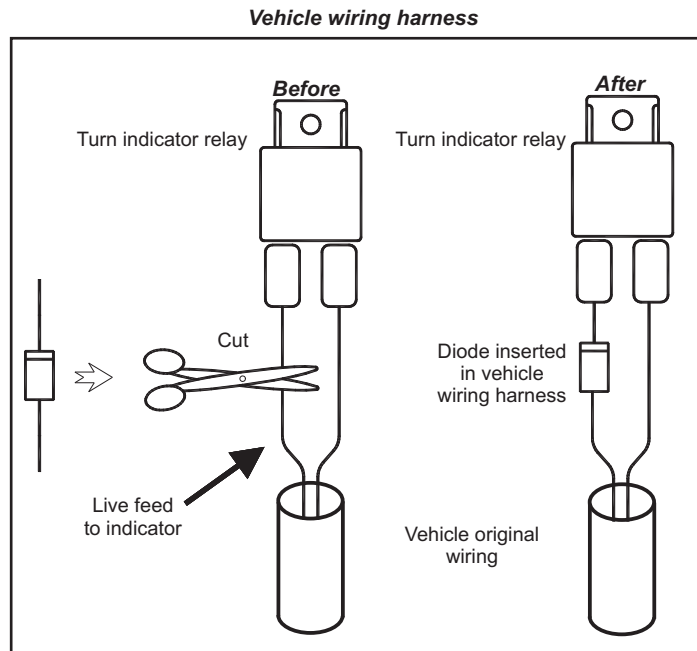
10.0 - IMMOBILIZER WIRING DIAGRAMS



11.0 - DIODE INSTALLATION

How to tell if you need to install a diode:

- Activate one of the turn indicators, turn ignition OFF and arm the alarm.
- If the instrument panel lights up when the turn indicators are activated, a diode needs to be installed (follow diagram below).



12.0 - SYSTEM FEATURES

| AVAILABLE FEATURES |
|--|
| System arming by remote control |
| System disarming by remote control |
| Arming optical signals |
| Disarming optical signals |
| Pre-alarm optical signals (15") |
| Engine immobilizer (8A load, with system armed) remotely activatable by user |
| Negative additional output (external relay and siren) |

13.0 - ADDITIONAL INFORMATION

Care should be taken to protect the electronic tracking device:

- The unit must be installed away from heat sources and potential water infiltrations.
- Do not use voltages other than the one specified by the manufacturer.
- Do not clean the unit with water but use a damp cloth to wipe.
- Do not remove warranty labels.
- Protect the alarm unit from any direct water flow such as high-powered water jets found in a car wash.

GEMINI TECHNOLOGIES WILL NOT BE HELD RESPONSIBLE FOR ANY DAMAGE CAUSED BY IMPROPER USE OR INSTALLATION.

14.0 - SYSTEM CONFIGURATION

After all the cabling has been completed, activate and configure the system.

- Make sure the SIM card is properly inserted in the drive tray and connect the unit.
- Reconnect the battery negative pole, after approx. 30 sec. 1 long flash of the turn indicators will confirm initialization.
- Move the vehicle to an open space where a GPS fix can be obtained with an unobstructed view to the sky (see par. 3.0 for optical signals).
- Turn ignition ON, wait a few minutes then check to see if the LED flashes approx. every 5 sec. This confirms that the tracker is operating correctly and has a GPS fix.

ATTENTION

If you are uncertain whether the 1st initialization has been done correctly, repeat the operation by disconnecting the unit and reconnecting it after a few minutes.

Make sure the configuration procedure is over before remounting vehicle parts.

After the unit has been successfully initialized, remotely configure as follows:

- Turn ignition key OFF.
- Send an SMS with the configuration string to the unit SIM card phone number (see user manual).
- The LED and the turn indicators will flash 5 times to confirm configuration.
- If configuration is completed successfully, you will receive a confirmation SMS otherwise you will receive an error notification SMS.

15.0 - PRE-ALARM AND ALARM

15.1 - IGNITION ATTEMPT ALARM

When ignition is switched ON without first disarming the system.

15.2 - TILT ALARM

When the system is armed, the sensor will trigger an alarm whenever motion is detected.

15.3 - POSITION ALARM

When ignition is switched ON and the difference between the current position, compared to the last saved position when ignition was switched OFF, exceeds the factory set tolerance (not alterable). It is the only active alarm when the tracker is in "Vehicle Servicing Mode" (see user manual).

15.4 - BATTERY ALARM

The system provides protection against tampering of battery (power supply cable cut-off).

If one of the wires that supplies the system is cut, an alarm message will be sent (there are no pre-alarm signals). This alarm is active even when the tracker is disarmed.

17.5 GENERIC ALARM

(if GREEN-BROWN wire is connected)

ATTENTION

If the GREEN-BROWN wire is used, program the input according to customer needs (see par.19.0).

After sending the alarm message to the main recipient, the system checks the alarm source.

If the alarm source is still active (i.e. seat still open), the input will be inhibited.

If no longer active (i.e. seat closed), it will automatically be re-enabled.

17.6 - PERIMETER ALARM (wireless sensors)

If wireless sensors (magnetic contact and infrared sensor, optional) are connected to the system and one of them detects an alarm condition, an alert message will be sent.

16.0 - LEARNING NEW DEVICES

ATTENTION

Storing memory is for 13 devices.
Saving an extra device will automatically delete the first one.

To program new devices, proceed as follows:

- With the system disarmed, ground the GREEN-BROWN wire.
- Cycle ignition key ON-OFF 5 times in a row and leave it on OFF; the LED and turn signals will flash twice.

⚠ WARNING

If, after cycling ignition ON-OFF, the key is left in the ON position for more than 8 seconds all stored devices will be deleted.

- Press the remote control button or make the sensors transmit (magnetic contact and/or infrared sensor).
- The LED and turn indicators will flash once to confirm learning.
- To learn another device, repeat the entire operation.

17.0 - WASTE ELECTRICAL AND ELECTRONIC EQUIPMENT (WEEE) DIRECTIVE

The present device does not fall within the scope of Directive 2002/96/EC on Waste Electrical and Electronic Equipment (WEEE) as specified in art. 2.1 of L.D. no. 151 of 25/07/2005.

18.0 - TECHNICAL SPECIFICATIONS

| | |
|--|-----------------------|
| Power supply | 10-14 Vdc |
| Current absorption @ 12Vdc in standby | 10 mA |
| Current absorption @ 12Vdc in sleep-mode | <1mA |
| Operating temperature range | -20°C to 70°C |
| Turn indicator output | 12V max. (6A perside) |
| Engine immobilizer relay capacity | 8A |
| Negative output in alarm | 2A |

19.0 - AUXILIARY INPUT CONFIGURATION (BROWN-GREEN wire)

The auxiliary negative input allows for many connections and programming modes. According to customer needs, program the input by sending the required SMS as indicated in the table below.
Refer to the user manual for the complete list of commands.

ATTENTION

The system is configured with the BROWN-GREEN wire enabled with system armed and a negative signal to trigger an alarm (aux1).
The alarm SMS is only forwarded to the main number.

| COMMAND | ACTIVATION | SIGNAL |
|-----------------------|--|--|
| <i>aux#password#0</i> | Input active 24h/7 | Negative |
| <i>aux#password#1</i> | Input active only when system is armed | Negative |
| <i>aux#password#2</i> | Input active 24h/7 | Positive* |
| <i>aux#password#3</i> | Input active only when system is armed | Positive* |
| <i>aux#password#4</i> | Input active 24h/7 (with ignition key OFF) | Negative pulse arms system (with a 60" arming delay), negative pulse disarms system |
| <i>aux#password#5</i> | Input active 24h/7 (with ignition key OFF) | Positive* pulse arms system (with a 60" arming delay), positive pulse disarms system |
| <i>aux#password#6</i> | Input active 24h/7 (with ignition key OFF) | Constant negative arms system (with a 60" arming delay), lack of negative disarms system |
| <i>aux#password#7</i> | Input active 24h/7 (with ignition key OFF) | Constant positive* arms system (with a 60" arming delay), constant negative disarms system |
| <i>aux#password#8</i> | Input active 24h/7 | Negative |
| <i>aux#password#9</i> | Input active 24h/7 | Positive* |

* Positive means "lack of negative".

ATTENTION

With auxiliary inputs configured as '0-1-2-3' alarm messages will be sent and the siren and turn indicators outputs will be active for approx. 30".
Inputs 8 and 9 are the only ones that can be deactivated when the system is in "Vehicle servicing mode" (see user manual).

**R&TTE Declaration of Conformity
Doc ref. No. 2010-01**

We, the undersigned,

| | |
|----------------------|---|
| Company | GEMINI TECHNOLOGIES S.r.l. |
| Address, City | Via Luigi Galvani 12, 21020 Bodio Lomnago (VA) |
| Country | Italy |
| Phone number | +39 0332 943211 |
| Fax number | +39 0332 948080 |

Declare under our sole responsibility that the following product:

| | |
|---|--|
| Product description / Intended use | Remote control at 433,92 MHz for vehicle alarm system |
| EU / EFTA member states intended for use | EU: all members EFTA: all members |
| Member states with restrictive use | None |
| Manufacturer | GEMINI TECHNOLOGIES S.r.l. |
| Brand name | GEMINI |
| Type / Model | 7208E and 7218E |

Is tested to and conforms with the essential requirements of Art. 3.1 (a) for protection of Health and Safety of the user and any other person and of Art. 3.1 (b) for Electromagnetic Compatibility, as included in the following standards:

| <i>Art. of Directive</i> | <i>Standard</i> | <i>Date of issue</i> |
|--------------------------|------------------------|-------------------------|
| 3.1 (a) Health | EN 50371 | 2002 |
| 3.1 (a) Safety | EN 60950-1 +A11 | 2006; 2009 |
| 3.1 (b) EMC | EN 301 489-3 | V2.1.1 (2009-05) |
| 3.1 (b) EMC | E. 301 489-1 | V1.8.1 (2008-04) |

And is tested to and conforms to Art. 3.2, with the essential radio test suites so that it effectively uses the frequency spectrum allocated to terrestrial/space radio communication and orbital resources so to as avoid harmful interference, as included in the following standards:

| <i>Art. of Directive</i> | <i>Standard</i> | <i>Date of issue</i> |
|--------------------------|--------------------|-------------------------|
| 3.2 Spectrum | EN300 220-2 | V2.3.1 (2010-02) |

And therefore complies with the essential requirements and provisions of **Directive 199/5/EC** of the European Parliament and of the Council of March 9, 1999 on Radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity and with the provisions of Annex II.



| | |
|--------------------------|--|
| TCF reference n. | TCF_ 7208E/7218E |
| Date | August 23, 2010 |
| Name and position | Andrea Rossi, Managing Director |

NOTES