

Includes the following logic:

⇒ **Provides for audible and visual feedback using vehicle's horn and parking (or other) lamps.**

- Unlike competitor's models that require separate relays and wiring, our controller has two auxiliary relays for horn and lamp control built-in. This saves you money in extra parts and wiring, and saves you labor in installation.

⇒ **Interfaces with door status switches. Control knows if all doors are closed or not and uses that information in its operating logic.**

- If you have door switches that turn on compartment lights when each door is open, those same switches can be used for this feature.
- Control provides distinct audio and visual signal that lock was attempted with not all doors closed.
- If not all doors are closed when Lock requested, control immediately locks the doors that are closed, waits for last door to close, and then sends another lock signal.

⇒ **Interfaces with "actuator status switches" of Questlok™ actuators. Control knows if all actuators connected reached their locked positions, and uses that in its operating logic.**

- If any actuator fails to reach the locked position after a lock request (if for example a particular latch isn't in it "ready to be locked" position, or its paddle is not flush), control provides distinct audio and visual signal that lock was not completed on all doors.

⇒ **Can interface with chassis locking system so that chassis fob and door lock/unlock switches can control body door locks.**

- Our fobs will not affect chassis door locks.

⇒ Can interface with Ignition switch to provide auto-locking when ignition is on.

⇒ Can interface with shift lever to provide auto-locking when vehicle shifted out of park.

⇒ **It is not required that any of the above interfaces be made in order to get basic lock and unlock functions.** Just don't connect them, and they won't be used in operating the controlled locks.

⇒ **Provides a Duty cycle limit. Limits number of time actuators can be used in a given time period to keep actuators cool and at their peak strength.**

⇒ **Fob transmitter and Controller receiver use the same secure code-hopping, encoding/ decoding transmission technology system used by the world largest vehicle OEMs, making the system immune to "code grabbers".**

⇒ Each controller is taught which fobs it is to recognize. Each controller can be taught to recognize up to 20 fobs. In the event vehicle owner loses a fob, he can clear the controllers fob recognition memory and re-teach it to recognize new fobs.

⇒ **Fuses for power locking and auxiliary relay circuits are built in to the control box-simplifying and reducing cost of wiring.** (Note that main power feed to Controller from chassis still needs to be from a fuse protected source).

Standard audible and visible signals as follows:

- **Single short** beep and flash: Lock command received and issued.
- **Two short** beeps and flashes: Unlock command received and issued.
- **Long** beep and flash: Locking of all doors not confirmed.
Gives this signal if lock requested when not all doors are closed, if interface is made to door switches. Also gives this signal when all doors are closed, if not all actuators reached locked position, if interface is made to actuator status switches.
- **Three short** beeps and flashes: Too many lock or unlock commands in a given time span. Wait a minute and try again.
Some competitors may also have an overuse function but they don't give you any feedback when they fail to act on a lock or unlock request because of it, leaving you guessing as to what happened).

Don't want to have to tie in to existing vehicle horn, or add your own? This Controller can come with a 90+ dB piezo speaker built in. Ask for this option.

Don't see some features and logic you desire on this list? Contact us. **Flexible design allows us to quickly and economically customize this controller for special fleet requests.** This controller is designed, built and programmed by Questek in the U.S.A.