GENERAL INSTALLATION & OPERATION PROCEDURES

DRIVER AUTHORIZATION SYSTEM

Model No. DAS1000-AB

Driver Authorization System Overview

BASE Engineering's **Driver Authorization System** is designed specifically for bulk transport equipment. The system prevents unauthorized vehicle drive-away while pumping or idling. Attempting to move the vehicle **without** entering the correct authorization code stalls the engine. Correct code entry disarms the system.

System Components

- Keypad Unit with hidden enclosure screws.
- Sealed parking brake low pressure switch with DOT quick connect T fitting.
- Sealed engine kill relay.
- Complete wiring harness.

All components are pre-wired with quick connect electrical and air line fittings supplied.

System Specifications

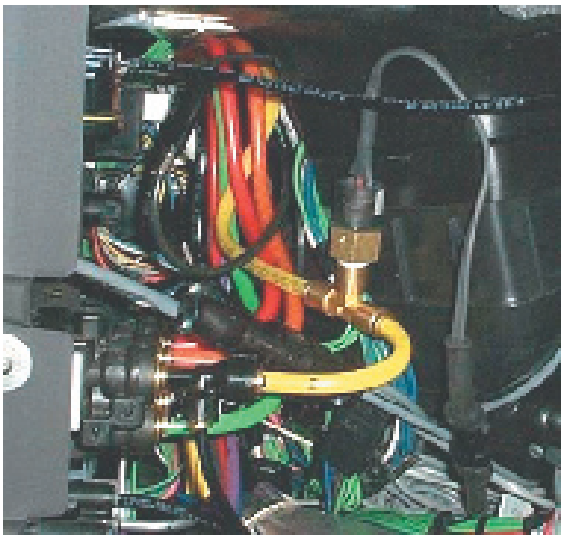
SYSTEM TYPE	Low powered microcomputer controlled Ignition Lock-Out system
CONSTRUCTION	Sealed cast aluminum enclosure, stainless mounting hardware
INSTALLATION	30 minute --- Plug and Play components
POWER CONNECTIONS ...	12V and Ground
SYSTEM ACTIVATION	Air switch park brake interlock
LOCK-OUT METHOD	Truck engine kill with park brake release
KEYPAD LOCATION	Compact unit can be installed anywhere for convenient day to day use
OPERATOR SET-UP	Programmable personal authorization code (3-9 digits)
INDICATOR LIGHTS RED ..	Armed indicator and GREEN disarmed indicator
WARRANTY	4-year full replacement

Installation Procedure

DAS1000 Keypad Unit

Locate the DAS1000 unit so that the driver can easily access it. A small mounting panel beneath the dash near the truck's parking brake switch works well. The unit can also be mounted directly to the dash using the mounting holes and stainless hardware provided.

Note: The unit has a short pigtail with a quick-connect power plug. If the plug is disconnected the engine will stall. Cutting the wires will also stall the engine but make repairs necessary.



Parking Brake Pressure Switch

A normally closed pressure switch has been provided for installation in the airline that exhausts when the parking brake is set. The best access to this line is where it meets the valve on the firewall opposite the Park Brake switch on the dash.

Locate the 3/8 plastic supply line and cut it. The pressure switch includes a quick connect "T" fitting that is easily inserted into this line. Make sure the connections are snug and cannot be pulled apart.

Ignition "Kill" Relay

A normally open 30Amp relay has been included in the kit. This relay must be spliced into the engine "run" wire. Mount the relay using the mounting tab provided in an accessible location such as under the hood on the firewall.

Locate the engine "run" wire according to the manufacturer's wiring schematics. This is the wire that when cut, will cause the engine to stop. Cut this wire and splice the white relay wires labeled "Ignition A" and "Ignition B" into the circuit. See the drawing provided.

Wiring Harness

A complete wiring harness has been provided with the kit. Locate the red and black wires labeled “+12V” and “Ground”. **Connect these wires directly to truck battery FUSED positive and negative terminals.**

Note: The DAS1000 unit is designed to be powered up at all times. The power requirements are similar to that of a cell phone so battery drain is minimal.

Once power and ground connections have been made, connect the 3 remaining plugs to their corresponding fittings. A round style “barrel” plug is used to connect the harness to the keypad unit. “Packard” style weather-tight connectors are used for the Ignition Relay and Park Brake Pressure Switch connections.

The system is now completely installed and will power up in the armed state if the parking brake is applied.

Initial Authorization Programming

DAS1000 systems leave the factory with a simple 3-digit code for preliminary truck movement. This code is given to the fleet owner and the system installer. A more complex 9 digit re-programming master code is also given to the truck owner and installer.

With the system armed enter the 9-digit master code. The system is now waiting to have a new driver authorization code entered (3-9 digits). **Make sure that you enter the code firmly and quickly, (at least one press per second).** Otherwise the unit will remember only the digits entered within 1-second intervals. The system will now operate with this code until re-coded again using the above re-programming procedure.

Note: Factory authorization and re-programming codes will only be provided to authorized installers and fleet management personal as directed by the system purchaser. Large truck fleets are provided with a unique re-programming code specific to their company.

System Operation

Armed Mode: Red Indicator On
When the truck parking brake is set, the unit automatically enters the armed state and the red indicator will be on. When in the armed state, releasing the parking brake without first keying in an authorization code will result in the engine being shut off immediately. The red indicator on the unit will then begin to flash. Entering a valid ID code after shutdown will reconnect the ignition and place the unit in a disarmed state if the brakes are off, and an armed state if the brakes are on. Entering the ID code again will disarm the system.

Disarmed Mode: Green Indicator On
Entering a valid ID code when the unit is armed, (see above) will place the system into the disarmed state. Releasing the parking brake while in the disarmed state will allow the truck to be driven away.

Program Mode: Green Indicator Flashing
Entering the master programming code will allow the user to set a new authorization code for the driver. Once the programming code has been entered the green indicator will begin to flash. While the green indicator is flashing, the unit will accept a new code.

Lock-Out Mode: Red and Green Indicators Flash
If an incorrect ID code is entered more than 5 times, the unit will enter a lockout mode where it will shut down the engine and not accept any authorization codes for 5 minutes. The red and green indicators flash back and forth alternately during the lockout period. Entering a valid ID code after a lockout has taken place will reconnect the ignition and place the unit in a disarmed state if the brakes are off, and an armed state if the brakes are on.

Note: The unit will not accept ID codes when already in the disarmed state. This prevents the possibility of pressing the buttons during driving and causing the engine to be accidentally shut off if the unit enters the lockout mode as described above.

Please contact the factory directly at **1-800-924-1010** for complete technical and sales support.