

Premier Canine System™

Remote Door Opening and Temperature Monitoring/Alerting System for Canine Vehicles

Installation & Operation Manual

Congratulations! You have purchased the most advanced door opening and temperature monitoring system available today. Your **Premier Canine System™** incorporates the acclaimed one-button door release features of the distinguished Bail Out™ system and the proven reliability of the Hotdog™ temperature monitoring system. **Criminalistics, Inc.** is committed to providing the best in reliability, quality and support at an affordable value.

K-9 Officers & Installers: PLEASE take time to read the instructions carefully. This is a life saving system, proper installation and operating procedures must be taken seriously.

Familiarize yourself with all system functions and operational modes. TEST YOUR SYSTEM DAILY!

I. Overview/Operational Summary

Your **Premier Canine System™** door opening system is supplied with 40-pounds of pneumatic push power (a gas spring). This unique system will unlock, unlatch and push open your vehicle door with the press of a single button from up to 1,000 feet away. The door unlatch solenoid is rated for 15 pounds. Most door latches typically require a 5-pound pull. This unit has the strength to operate the door of most standard patrol vehicles. Your **Premier Canine System™** is individually coded for a specific vehicle to ensure that the door with the corresponding code will open. A necessary advantage when multiple systems are used within an agency. As an added safety feature, the VSS (Vehicle Speed Sensor) sensor connection disables the door opening function when the vehicle is moving. When your programmed maximum temperature is exceeded and/or the back up sensor maximum temperature is exceeded (94° F - 99° F) your **Premier Canine System™** will lower **two** electric windows, activate the horn or lights, summon you via *optional* pager from up to 1 mile away, and operate an *optional* high volume fan (MAXI or Savvyfan fan). Your system will cycle/alert continuously until the interior temperature decreases below the programmed maximum temperature or below the back up sensor reset temperature of (92°-89.9 F, plus or minus 2 percent) unless the unit is turned off by the user, or if the vehicle battery dies. The optional pager can also function as a vehicle burglar alarm with the addition of *options* that include glass breakage detectors, motion sensors, key lock alarms and starter kill functions. Please feel free to contact Criminalistics, Inc. for additional information regarding these products.

II. List of Contents

Each **Premier Canine System™** includes the following hardware: (Pager with Antenna is a listed option)

- | | | |
|-----------------------------------|--|-----------------------------------|
| - Control Unit | - 2 Window wires Clear & Blue zip wire 16 ga. | - Gas Spring |
| - Hand-held Remote | - Unlatch Solenoid Red 12 ga. | (DO NOT expand now) |
| - Power Wire Red 12 Ga. | w/wire, clip, barrel nut, pull cable | - Antenna Kit |
| w/in-line fuse link & 40 AMP FUSE | | - 6ft Back up Probe (Grey) |
| - Ground Wire Black 14 ga. | - Mounting Screws for Control Unit | - Extra 40 Amp Fuse |
| - 6ft Probe Cable (Black) | - Accessory Wire Red 16 ga. | - <u>Optional</u> Pager w/Antenna |
| - VSS wire Green 16 ga. | - Door Unlock Wire (Red/Black zip wire 16 ga.) | (ZIP wire is 2 joined wires) |

III. Installation

Please follow all instructions carefully. Your **Premier Canine System™** is warranted against defective components and faulty workmanship for 1 year. Do not hesitate to call if you have any questions, our engineers and installers are standing by to assist you. **INSTALLATION BY QUALIFIED ELECTRONIC TECHNICIAN IS HIGHLY RECOMMENDED. You will need to use a voltmeter during installation (not a test light).**

40 amp fuse is required, no less!

Premier Canine System™ Control Unit

Your **Premier Canine System™** control unit is housed in a black and silver case with 2 switches and a digital display on the front panel. Find a functional place to mount your **Premier Canine System™** control unit. Most control units are mounted on top of the K-9 cage, center or over on passengers side top of cage angled toward driver. When determining the mounting position of the control unit consider the following:

- Accessibility of your **Premier Canine System™** On/off switch to the driver.
- An area of the vehicle that is dry at all times.
- Keep your **Premier Canine System™** unit away from any heat source, i.e. heater vents, transmission, floor, sunlight! The **Back Up Heat Sensor** must be **handled with care**, do not crush or short the transistor style legs together, do not remove.

**Criminalistics, Inc. 7560 NW 82nd Street Miami, FL 33166 (305) 885-6444 Fax (305) 885-3330
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Web site: <http://www.criminalisticsinc.com>

- Do not install your **Premier Canine System™** control unit under vehicle hood or in direct sunlight.
- Do not install your **Premier Canine System™** control unit near any **radio equipment**.
- Choose placement of your **Premier Canine System™** control unit near the selected door for ease of installation.
- Place Temperature Probe wire near canine compartment but out of canine's reach.

1) Door Unlatch Solenoid

Select the door to open, "**traffic**" drivers side rear door or passenger side rear door. Remove door panel and any other obstacles that block your access to the door's internal unlatch mechanism.

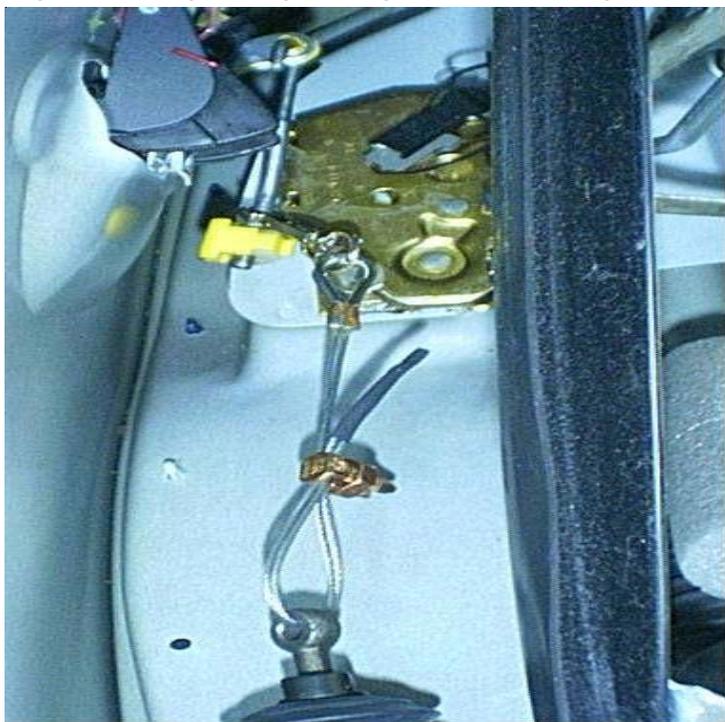
Familiarize with the door open, operate the outside door handle as if you were opening it, reach inside the door cavity, up to the 3/16" rod that is being pushed down by the outside door handle operation. Observe/feel the downward action of the rod that is connected to the outside door handle. Now working from the inside of the door, use your fingers and pull down on this rod to manually unlatch the door several times. (Engage the latch using a screw driver to simulate the door being closed and latched around the post. Remove the screw driver before trying to unlatch.)

Near the end of this rod is a factory connector; place the supplied clip lock hook, located at the end of the solenoid pull cable, over the end of the 3/16" rod directly at the connection point at the latch mechanism, (piggy back solenoid cable clip lock hook on existing rod). **DO NOT** mistakenly attach this solenoid to the inner door handle rod for it will not operate properly.

Some doors may require you to use an inspection mirror to see this rod and a pair of long needle nose pliers to apply the clip. **Use plenty of spray type lubricant (WD-40 etc.) to insure trouble free operation.**

NOTE: A door latch lever typically travels a total of 5/8" beginning with 1/4" free movement and then as it moves to 3/8" it unlatches completely. The lever requires a minimum of 4 pounds pull and a travel of 3/8" to unlatch, which fits well within the solenoid travel of 1" and its pulling power of 15 pounds.

NOTE: The solenoid power is supplied by the vehicle battery and must be maintained by leaving the vehicle engine running during testing of door opening operations to prevent excess battery drain.



2) Mounting Solenoid

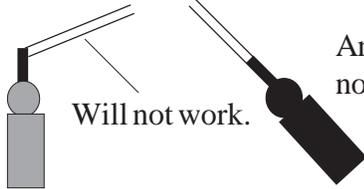
Let the solenoid hang free from the door latch rod and use it as a positioning guide for mounting. In the standard Ford Crown Victoria the solenoid mounts below the latch. With the door open looking at the end, under the latch measure from the base of the latch opening down approximately 12" and move as far out to the outside door skin as possible, not too far out because you will not be able to get the nut on the outer bolt of the solenoid mount. One bolt of the solenoid will be under the rubber weather strip. The actual mounting takes place inside the door cavity, only the bolt heads will show on the outer portion of the door end. Lay solenoid in this position and **slowly** lower the window to check for clearance. Also, some door curvatures will not permit mounting the solenoid directly under the latch. However, it will work positioned off to one side as long as the "pulling end" points directly towards the door latch, angle the solenoid mount!

The solenoid cable may be manually pulled while hanging. This will easily release the door latch, which may be manually reset to study the release action caused by pulling the solenoid cable. Keep in mind that a binding solenoid plunger from a sideways pull will not perform properly.

CAUTION: IF YOU HAVE A CHEVROLET CAPRICE CLASSIC OR OTHER GM VEHICLE: DO NOT make the solenoid cable tight. If too much tension is in the line **the lock will jam and not release even after removing the solenoid cable**. You must test the latch setup several times by locking and unlocking the door. Then pull the outer door handle to check for proper exterior opening of the door.

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Solenoid cable must have a straight pull.



Angle the solenoid
not the cable.

DO NOT put excessive tension on the solenoid cable. Ensure that the cable has a small degree of slack available. The cable length may be adjusted by releasing the brass cable lock device. The final pull adjustment should be made with the brass cable lock nut. **Before drilling, raise and lower the window to check for clearance.** Mount the solenoid beneath the latch using the two holes provided in the bracket.

NOTE: Final adjustment should only be made after several test openings, ensure the brass cable lock nut is tightened.

Caution

All doors should be thoroughly tested before re-installing the interior cover panel. **Do Not** put excessive tension on the solenoid cable during installation as it **will jam the door unlock function which in turn will jam the door.** Inadvertently jammed doors may be released by removing the door hinge bolts if the interior cover panel was prematurely re-installed.

Caution

Caution

WARNING: The solenoid is designed for momentary use. Do not route power to the solenoid for extended periods of time or use in rapid succession. The solenoid should be used for no more than two complete cycles before allowing the unit to cool, then reuse or continue testing as needed. The solenoid weakens as it heats up and will eventually burn up if continued use in an overheated condition persists. Solenoids damaged in this manner are easy to identify and will not be covered under the warranty.

3) Pneumatic Spring

NOTE: DONOT open the spring before your installation position has been marked.

Your **Premier Canine System™** is supplied with a 40 lb push rated pneumatic spring, two (2) mounting brackets, and bolts. Spring location is paramount, failure to plan ahead will hinder the door from opening correctly. The black cylinder attaches to the door frame at a position slightly higher than the pushrod, (accommodating the internal oil flow of the gas spring). This position can be reversed if need be. The bracket may be fastened about 6" to 8" out from the front, hinged edge of the door with the bottom measuring 18" across.

With the door skin removed, enter the vehicle and close the door that you attempting to open with the gas spring. Position the closed spring on the floor of your cage and examine which location is most suitable for attaching it to door.

If it is desired to mount the spring on the floor of the cage, position it as close to the vertical wall behind the front panel as possible. This will provide a wider passage area, removing the spring from the K-9's path while being deployed from the vehicle.

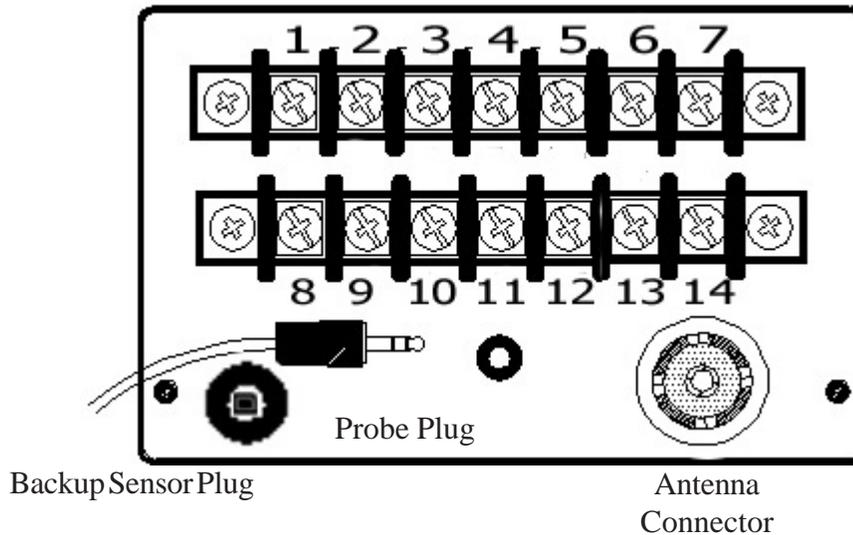
While the door is closed, examine the **DOOR FRAME** for an attachment point, usually located midway up the door frame. You may attach the strut to the door frame with one mounting bolt for testing. Do not drill the door's interior cover panel prematurely. The ball on the bracket is removable. Allow for a small cut in the door panel. Drill two holes in the door frame to temporarily hold the spring in place while the rear inside mounting position is being determined. Bolt the spring bracket to the door frame, but never to the aluminum cover. **Refer to photos on pages 7 and 8 for additional details.**

Once you are satisfied with the spring position and installation remove the ball, mark your position on the cover, and cut aluminum/plastic/carpeted door panel. Mount the spring, remount the door panel, and reinstall the ball. Apply silicone sealant to fill the open hole in the door panel.

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Rear View of Premier Canine System™



Temperature Probe leads are removeable and must be fully plugged into the unit to ensure proper operation of your system. Placement of antenna connector and back up sensor can vary depending on what style of system you may have .

The following is a functional description of each terminal located on the rear of the unit:

- Terminal #1** - **Optional Pager** use only. (Enable Wire of Pager)
(Model EX: White Wire) Note: Not used on Model 795T or Enforcer Pager.
- Terminal #2** - **Optional Pager** use only. (Negative trigger)
(Model DX: Grey Wire) (Model EX: Pink Wire) (Model 795T: Violet Wire)
(Model Enforcer: Blue Wire)
- Terminal #3** - Accessory, positive 12 volt output (one second on, one second off)
Connects to your selected alerting device: Lights, Siren or Horn
- Terminal #4** - Solenoid output. (To unlatch door)
- Terminal #5** - 12 Volts, powers your **Premier Canine System™**. Direct connection to vehicle battery via the supplied 12 gauge red wire with in-line fuse link required! (2-40 Amp fuses supplied)
- Terminal #6** - Ground for **Premier Canine System™**. Direct connection to vehicle battery ground recommended!
- Terminal #7** - From window switch (A)
- Terminal #8** - To window motor (A)
- Terminal #9** - To door lock solenoid
- Terminal #10** - From door lock switch
- Terminal #11** - From window switch (B)
- Terminal #12** - To window motor (B)
- Terminal #13** - VSS to **Premier Canine System™**
- Terminal #14** - ~~Optional En-Garde™ System to Premier Canine System™~~

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IV. Wiring

DO NOT ATTEMPT CONNECTION TO THE VEHICLE BATTERY UNTIL INSTALLATION HAS BEEN COMPLETED. Before attempting connection to the battery and insertion of the system power fuse, ensure that the unit is powered **OFF** by moving both the Left-hand and Right-hand toggle switches to the "down" position. Failure to heed this step could inadvertently route stray voltage to the control unit causing the system to lock up.

1) Unlatch Solenoid

Attach the positive wire from the unlatch solenoid to **Premier Canine System™** Terminal #4. This will route the positive 12 Volts DC output necessary to enable the solenoid to unlatch the door. Connect the negative lead of the unlatch solenoid to a true metal source in the door and to chassis ground inside the vehicle. Remove paint from the surface around these connections to ensure a proper ground has been established.

NOTE: The vehicle engine must be running during repetitive testing of the door opening function of your **Premier Canine System™**, this prevents a low battery voltage condition from interfering with the testing process.

2) Electric Door Locks

Use a voltmeter at the electric door lock actuator inside the door to locate the vehicle positive 12 volt door unlock trigger line. The input on the electric lock/unlock actuator reverses polarity depending on the lock/unlock function. Verify that positive voltage is present during the unlock function. Cut the wire between the unlock switch and the electric door lock actuator.

Using the Red/Black two-conductor wire provided, connect the Red wire to the wire that is attached to the door unlock actuator. Route the opposite end towards **Premier Canine System™** Terminal #9. Connect the Black wire to the switch side of the wire. The Black wire is the flow through, allowing the existing door lock system in the vehicle to continue normal operations. Route the opposite end towards **Premier Canine System™** Terminal #10.

Refer to Figure 1 at right for placement.

TIP: Do not split the Red/Black two-conductor wire, it is recommended to route them together as they are attached.

3) Electric Windows (A&B)

Use a Voltmeter at the electric window motor inside the door, locate the electric window motor input (positive 12 volts when the window is rolling down). The input to the electric window motor reverses polarity depending on the function. Verify that the input that has a positive voltage during the window roll-down function. Cut the wire between the window motor and the window switch. Make your connection close to the motor. Utilizing the **Clear and Blue** two-conductor zip wire provided, connect the Clear/(+) wire to the wire that is attached to the door window motor. Route the opposite end towards **Premier Canine System™** Terminal #8 (**Window A**) or terminal #12 (**Window B**). Use Clear zip wire for (Window A). Use the Blue zip wire for (Window B). Connect the Silver/(-) wire to the switch side of the wire. This Silver wire is flow through, allowing the existing window system in the vehicle to continue normal operation. Route the opposite end towards **Premier Canine System™** Terminal #7 (**Window A**) or terminal #11 (**Window B**). Refer to figure 2 at right for placement.

Electric Door Lock Solenoid Wiring Diagram

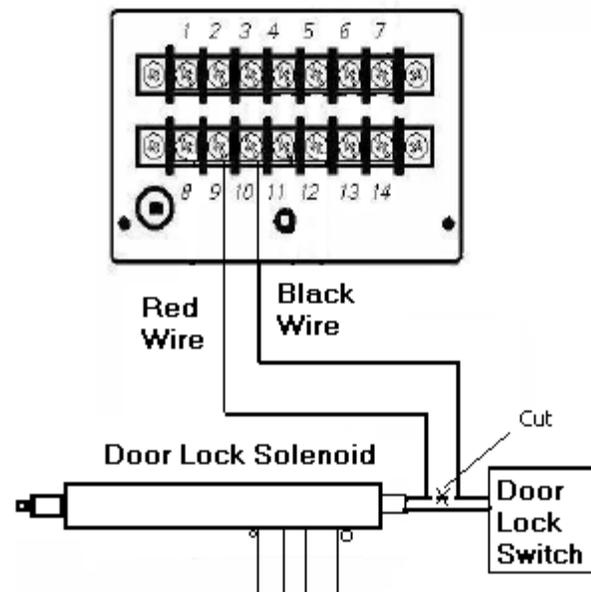


Figure 1

Electric Window Wiring Diagram

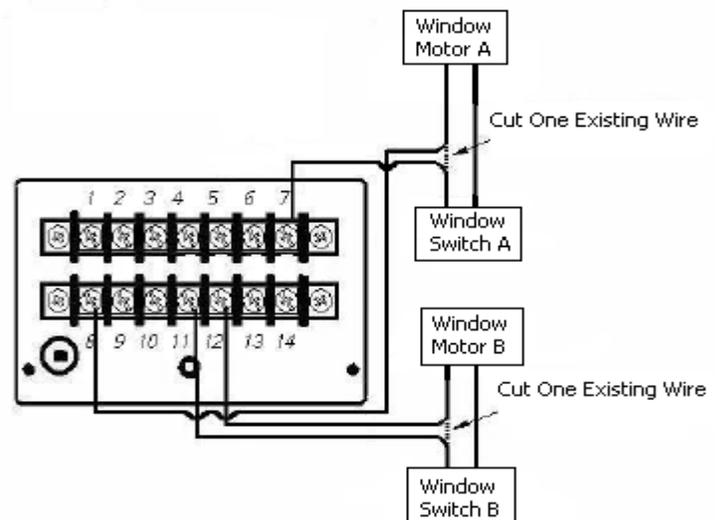


Figure 2

NOTE: Proper connections will enable the vehicle window switch system to operate normally when your **Premier Canine System™** is not in the alert mode. When your **Premier Canine System™** system is activated in a heat alert mode, **12 volts will be present at Terminals #8 and # 12 for 6 seconds at the beginning of the alert cycle**, rolling down the windows one at a time.

4) Accessory

Locate the positive wire of the desired accessory **Premier Canine System™** has been designated to activate. (the accessory must provide a positive voltage for activation.) Typically the HORN is the most common alerting device. Tap into the wire that delivers +12 volts to the horn. Attach directly to the wire horn (do not go through the horn relay). Solder and apply heat shrink as necessary, and connect the opposite end of the wire to Terminal #3.

Horns with multiple positive wires: Use a voltmeter to determine which wire is delivering the highest voltage. Remove wire clip from the horn. Attach positive lead of voltmeter to wire. Touch negative lead to the vehicle's metal surface, and activate the horn while you read the voltmeter. Repeat the test to the measure additional positive reading wires. Attach the Red accessory wire to the input where the highest voltage measurement was recorded. Route the opposite end of the wire to **Premier Canine System™** Terminal #3.

NOTE: As shipped, your **Premier Canine System™** control unit is capable of alerting with ONE DEVICE ONLY utilizing terminal #3. For example, do not patch into both horn and lights. In order to activate more than one alerting device from Terminal #3 you must use independent relays or blocking diodes for each device, using **Premier Canine System™** Terminal #3 to trip the relays.

5) Premier Canine System™ Control Unit Terminal List

- **Terminal #1 Optional Pager.** For those who purchased this option
Enable wire (white) of Pager System. Not used on Pager Model# 795T or Enforcer.
(See Step 6 - Pager) **DO NOT CONNECT TO VEHICLE IGNITION.**
- **Terminal #2 Optional Pager.** For those who purchased this option.
Negative Trigger wire (pink) of Pager System. Model 795T (Violet) wire.
Model Enforcer (Blue) wire. (See Step 6 - Pager)
- **Terminal #3 Accessory.** As instructed above. (See Step 4 - Accessory)
- **Terminal #4 Positive output** to solenoid in door. (See Step 1- Unlatch Solenoid)
- **Terminal #5 12 volt power supply** for **Premier Canine System™** control unit.
The ring-connector end of the provided Red 12-gauge Power Wire (with an in-line fuse) is attached directly to the vehicle's positive battery terminal. Route the end with the spade connector to **Premier Canine System™** Terminal #5. **DO NOT connect at this time.**
- **Terminal #6 Ground** for control unit. The provided 14-gauge Black ground wire provided attaches to **Premier Canine System™** via Terminal #6. We highly recommend direct connection to the vehicle battery negative terminal!
- **Terminal #7 Window Switch (A)** as instructed on page 5. (See Step 3 - Electric Windows)
- **Terminal #8 Window Motor (A)** as instructed on page 5. (See Step 3 - Electric Windows)
- **Terminal #9 Positive output** to electric door lock solenoid as referenced on page 5. (See Step 2 - Electric Door Locks)
- **Terminal #10 Input from Door Lock Switch** as instructed on page 5. (See Step 2 - Electric Door Locks)
- **Terminal #11 Window Switch (B)** as instructed on page 5. (See Step 3 - Electric Windows)
- **Terminal #12 Window Motor (B)** as instructed on page 5. (See Step 3 - Electric Windows)
- **Terminal #13 Vss to Premier Canine System™** (See Step 7 - Vehicle Speed Sensor Hookup)
- **Terminal #14 Optional En'Garde™ System** to **Premier Canine System™**

SPECIAL NOTE: The **Back Up Heat Sensor** must be **handled with care**, do not crush or short the transistor style legs together, and do not remove. Do **NOT** mount in a hot area, this sensor will trigger the heat alert functions of the **Premier Canine System™** at 94 to 99 degrees and reset at 89.9-93 degrees. Do not mount in an area that could exceed these temperatures during normal operation of the vehicle. Do not mount in an enclosed console, dashboard (direct sunlight), or in front of an A/C or heater vent.

Notice: Vehicle Manufacturers typically will not provide complete data on the various switching systems for window lock and unlock functions. Certain vehicles will require a special ground (control) relay to supply ground for these functions. Our system supplies 12 volts. **Chevrolet and Dodge owners/installers pay special attention to your circuits.**

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6) Pager (wire routing for those who purchased this option)

- **Terminal #1 - Enable wire** (white wire) from the Pager. **Note:** Connection not used with **Pager Model 795T or Model Enforcer. (Never Connect to ignition switch.)** The **Premier Canine System™** will control the pager status. The pager must remain on for the **Premier Canine System™** to work with the Pager.
-
- **Terminal #2 - Trigger wire** (Model **DX:** Grey wire. Model **EX:** Pink wire. Model 795T: Viloet Wire. Model **Enforcer:** Blue wire.) This is the negative trigger input. When temperature limits are exceeded the **Premier Canine System™** will trigger the pager.
- **Terminal #5 -** 12 Volt power supply wire for Pager.
- **Terminal #6 -** Ground wire for Pager to **Premier Canine System™**. Should be connected to the negative terminal(recommended) of the vehicle battery or to a good chassis ground.

Read the antenna connection information in the Pager instructions carefully. Newer model vehicles incorporate AM/FM antennas will not accept the Pager signal. Glass laminated antennas (in the windshield or rear window) are not compatible with the Pager transmitter. The Pager operates at 27 MHz on the CB channels. You may attach it to a CB antenna or use the supplied Glass Mount Antenna. Connection to the wrong antenna can damage your Pager and the **Premier Canine System™**. carefully consider your options before installation. For optimum range we recommend using the supplied Glass Mount Antenna or an independent CB antenna.

7) Vehicle Speed Sensor (VSS) Hookup (Chart enclosed)

NOTE: A mismatched antenna on your Pager can cause your **Premier Canine System™** to malfunction and/or act erratically.

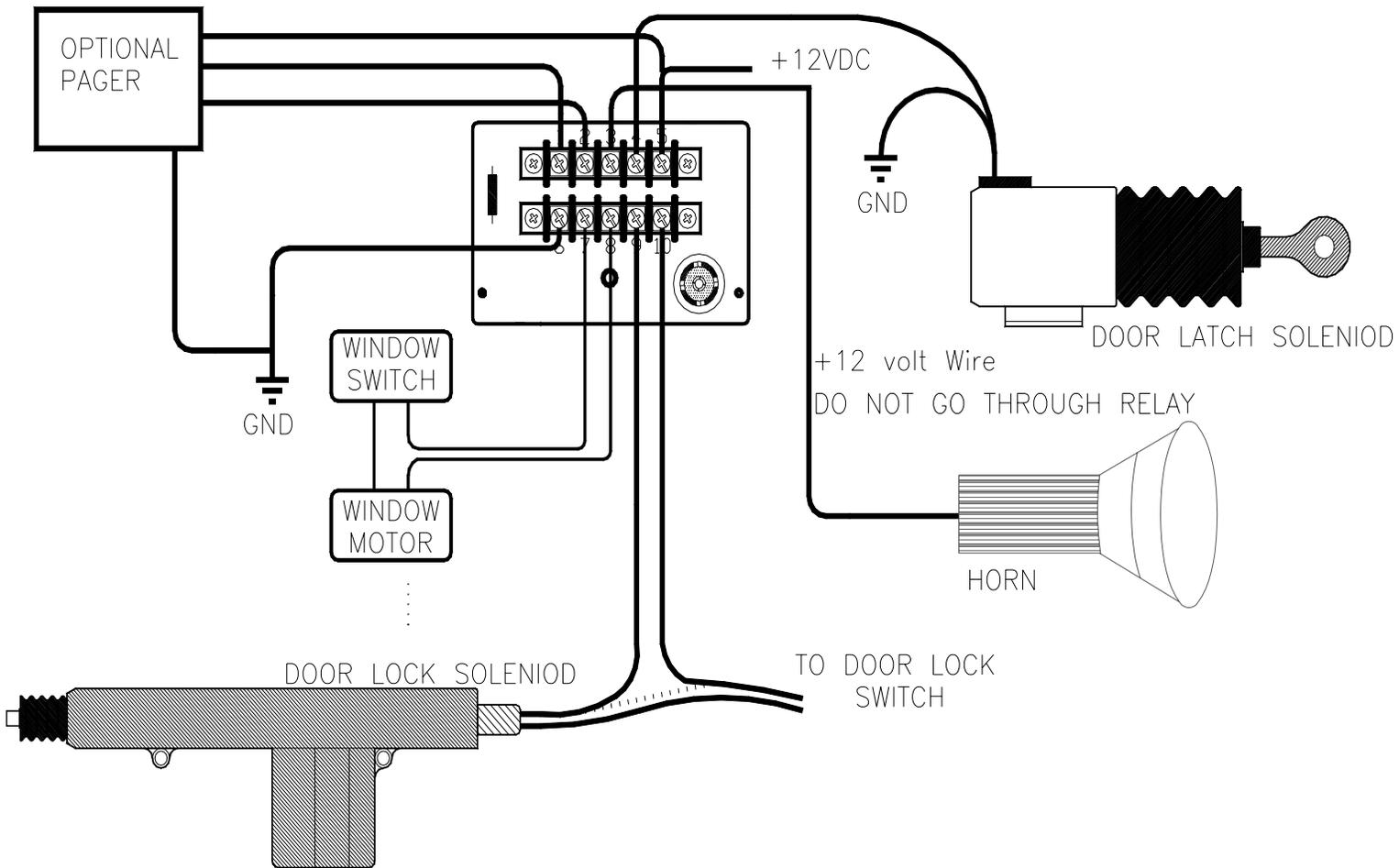
The vehicle speed sensor connection will disable the door opening mechanism when the vehicle is moving. Please note the vehicle must be in motion to test this operation. Consult your service manual for the color code of the VSS, or utilize the enclosed charts. If you are still unable to locate the VSS color code, please feel free to contact our engineering staff for assistance. Typical turnaround time for common vehicles is usually one day or less.

A) Vehicle Speed Sensor Hookup

The supplied green 16 gauge conductor should be passed through the firewall and connected to the **Vehicle Speed Sensor**. Attach the remaining end of the green wire to **Premier Canine System™ terminal #13**. This wire can also be found under the vehicle at the rear of the transmission, on the drivers side (two wires entering the rear transmission housing prior the drive shaft.) The location and wire color combinations may vary depending on the make, model, and year of your vehicle.

Gas Spring mounting photos in Ford Crown Victoria. (additional photos on page 8)





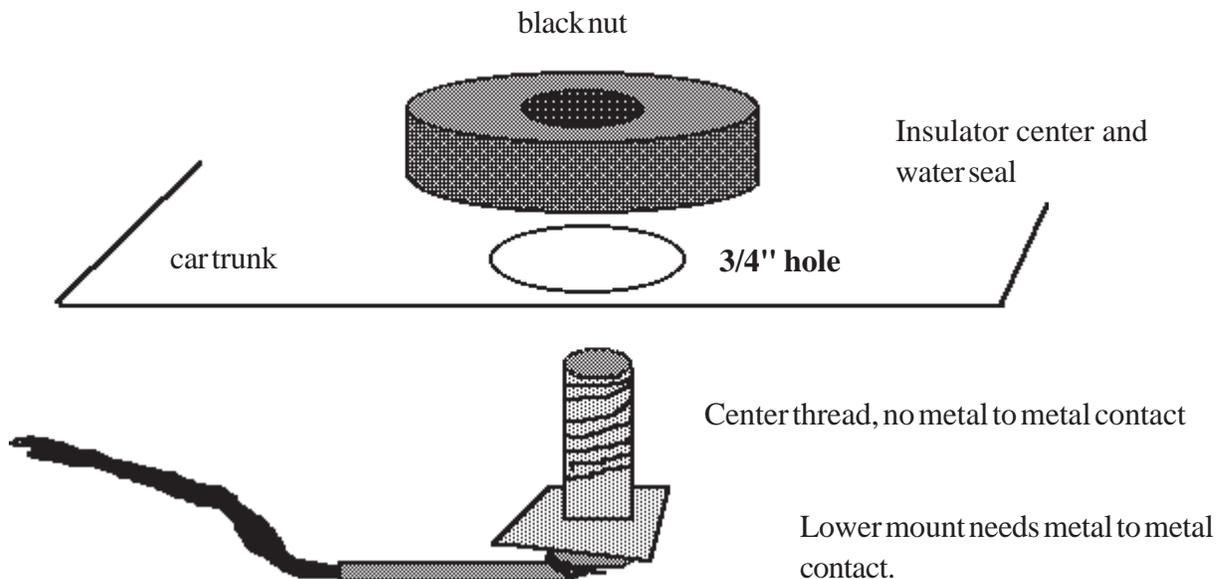
Gas Spring installation photos from a Ford Crown Victoria. The door is opened wide allowing ample room for the K-9 to exit. Mount directly to door frame with supplied bolts, nuts & washers. The mounting ball is removable so the door cover can be cut professionally.

Note the position of the Gas Spring, every attempt should be made to ensure that it is mounted high to keep it out of the path of the K-9 when deployment from the vehicle is deemed necessary. The Gas Spring may also be mounted low, but every effort must be made to keep the spring close to the wall of the cage, and out of K-9's foot area! A high mount location is recommended when possible.

V. Antenna Installation

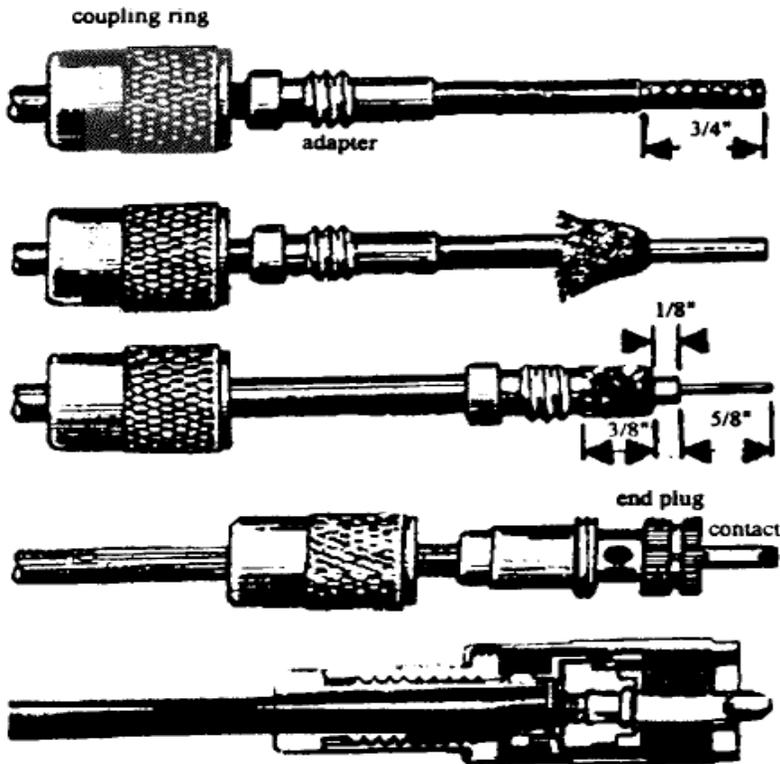
For ease of installation and practicality puposes we recommend mounting the antenna on the trunk lid. Choose a mounting location that is not between or next to other antennas, and **a minimum of 14 inches away from any other antenna**, as this will limit your range. Use the following instructions:

- 1) Drill a **3/4"** hole in the body of the vehicle at the desired mounting location.
Remove padding or other thick material from the inside of the vehicle at least 1/4" from the hole edge.
- 2) Remove all burrs in and around both sides of the hole.
Remove paint in a narrow ring around the hole on the underside for surface contact area.
Metal to metal contact between the vehicle and the lower square-cornered mount is essential for the best performance and range.
- 3) Remove the circular black insulator nut from the lead.
Route the bare end of the cable to the control center and slip the mounting screw through the hole from the underside. Tighten the black nut while centering the mounting surface from the underside of the vehicle. Use the enclosed Allen wrench to tighten.
- 4) Make sure that there is **NO metal to metal** contact between the center-threaded bolt sticking up and the car. This will limit the radio range. All systems are range tested before shipment.



**FAILURE TO COMPLY WITH THE ABOVE STEPS WILL
EFFECT YOUR RANGE!!!
PLEASE FOLLOW THE INSTRUCTIONS!!!**

VI. Antenna Connector Instructions



- 1) Cut the end of the cable evenly. Slide coupling ring and the adapter over cable as shown. Expose the wire braid 3/4".
- 2) Fan braid slightly and back as shown, exposing white dielectric.
- 3) Position the adapter flush with cable bracket. Press braid down over the body of the adapter and trim to 3/8". Bare center conductor to 5/8". Use solder to tin the exposed center conductor.
- 4) Screw end plug onto adapter. Solder the braid to shell through the solder holes. Use enough heat to create bond of braid to the shell. Solder conductor to contact.
- 5) For final assembly, screw coupling ring onto end plug.

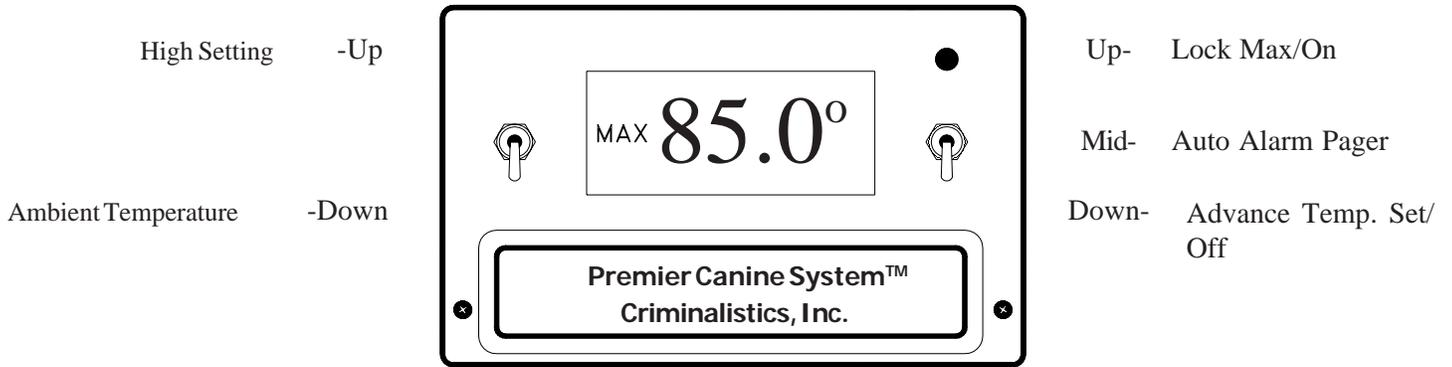
VII. Final assembly and test:

When everything is complete, connect the system to the battery terminals as mentioned previously to power up your **Premier Canine System™**. Follow the directions enclosed with your antenna carefully. This antenna is cut specifically for your **Premier Canine System™**. Poor range can be directly attributed to faulty antenna installation practices. Be sure the grounding sheath is in no way connected to the signal wire, either at the plug or at the antenna(we recommend verifying this with an ohm meter). You may now program your Maximum alerting temperature and test the unit.

PLEASE NOTE: Failure to follow installation guide, drilling into or opening the control unit, removal of any screws, improper mounting of the solenoid, or abusive use of the **Premier Canine System™** voids the warranty. Continuous pressure on the remote button is not necessary; a single firm press and release will do the job. Failure to heed these simple instructions will cause damage to the unlatch solenoid. Please do not remove mounting brackets and reinsert the screws, you can pierce the circuit board causing permanent damage to your system.

VIII. FRONT SWITCHES AND PROGRAMMING INSTRUCTIONS

The following illustration shows the front face of the **Premier Canine System™** control unit after proper programming.



1) SWITCHES

The switches on the front of your **Premier Canine System™** have multiple functions. The Left-hand switch has two-positions.

- Up position: is High Setting. Used during programming and also reflects the temperature of your maximum high setting.
- Down position: Displays the Ambient Temperature. This is the interior temperature of the vehicle at the probe sensor location.

The Right-hand switch has five (5) functions;

- When programming the temperature, it is used to change the display.
- After the temperature is set, and the Left-hand switch is back to the "Ambient Temperature" position, the Right-hand switch becomes your ON/Pager/Off switch.
- In the down "Advance Temp. Set/Off" position everything is off.
- In the middle position, **Premier Canine System™** operates the car alarm function (if used with optional pager with alarm sensors).
- In the up position "Lock Max/ ON system is ON, LED will light. This position enables the Bail Out™ and Hotdog™ function of the **Premier Canine System™**.

2) PROGRAMMING

The maximum temperature measured by **Premier Canine System™** is 122° F. Your Maximum set point should be around 80° F to 85° F for your canine's safety.

Consider and observe the following when programming your **Premier Canine System™** for the first time:

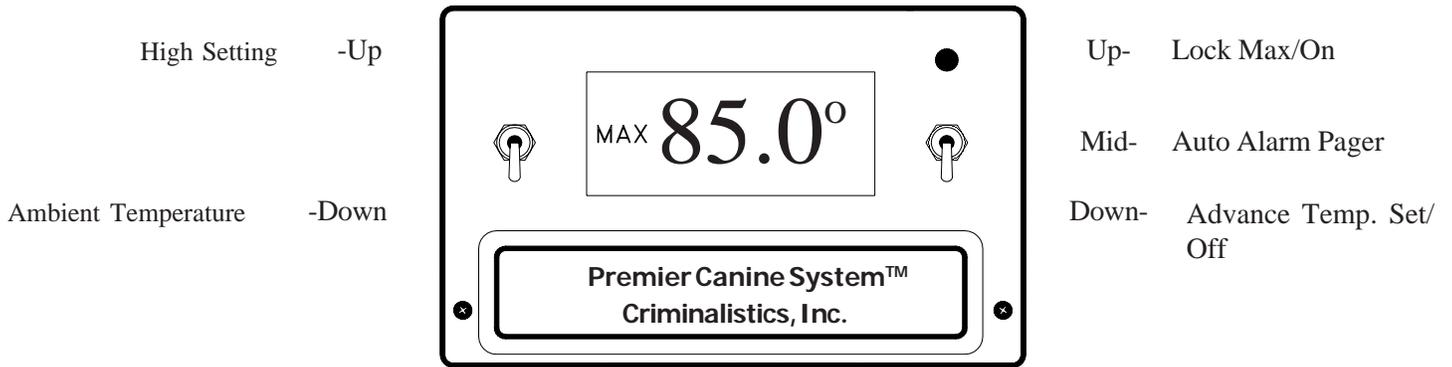
- What is the normal ambient temperature of your patrol vehicle?
- Note the ambient temperature reading on the **Premier Canine System™** during normal patrol or operating hours.
- Note the temperature when you return to your vehicle after it has been idling with the K-9 inside. You may notice that the idling vehicle's interior temperature rises because an idling vehicle generates more heat than when it is moving.

After making the above observations, consider programming the maximum about 7 to 10 degrees higher than the normal temperature reading during idle conditions. This will aid in setting a reasonable max temperature value.

Your **Premier Canine System™** has alerting cycles. This means your alarm output will run as follows: First second: **Alarm is activated**. Next second: alarm pauses. Next second: **Alarm is activated**. This will continue in 1 second cycles until the system is deactivated. This occurs if the temperature returns to below Maximum Temperature Set point; by switching the **Premier Canine System™** control unit off; or if the battery dies.

Programming your Premier™

Keep this Programming Guide with your unit



To set the MAXIMUM temperature: Enable the **Premier Canine System™** control unit by toggling both switches on the faceplate to the **down** position. Flip the Left-hand switch **up** to the "High Setting" position. With the Right-hand switch **down** to the "Advance Temp Set/ Off" the **Premier Canine System™** control unit display LCD will begin to cycle through the possible temperature settings. When the desired set point has been reached, flip the **Right-hand** switch to the **middle** position to stop. To the advance temperature in one degree increments toggle the Right-hand switch **down** to "Advance Temp Set" and **up** to the **middle** position. Most users set the maximum temperature around 85 to 90° F.

Lock in your MAXIMUM temperature: Flip the Right-hand toggle switch **up** to the "Lock Max/On" position and back to the **middle** position, you should notice the word "**MAX**" as it appears on the display. If this condition fails to materialize, ensure that the Right-hand switch is in the **middle** position and toggle the Right-hand switch again (up) to the "LOCK MAX/ ON" position and back to **middle**.

NOTE: The "**MAX**" abbreviation must appear in the display or the **Premier Canine System™** control unit will not alert at your desired maximum setting. (However, the backup sensor will activate the system at 95° F - 98° F.) **If "MAX" disappears from the display, your programmed maximum temperature has been deleted. The unit must be reprogrammed.**

Flip the Left-hand toggle switch **down** to the "Ambient Temperature" position. Then flip the Right-hand toggle switch **up** to "Lock Max/ON." The LED will light and your **Premier Canine System™** system is ready and on. It is not necessary to toggle the Left-hand switch again unless you need to reprogram the system. The display will now show the ambient temperature of the vehicle interior as sensed by the **Premier Canine System™** probe and the word MAX. Your probe will sample and update the temperature reading every second.

WARNING: If your vehicle is going to be serviced, jump started, battery charged, or you are going to use your battery to jump start another vehicle **turn your Premier Canine System™ off and remove the fuse.** Failure to comply with these instructions can damage your system! **REMEMBER TO RESET YOUR MAXIMUM TEMPERATURE AFTER REMOVING AND REINSERTING THE FUSE.**

Resetting/Reprogramming Maximum Temperature: First, clear the "**MAX**" setting by toggling the Left-hand switch **up** to the "High Setting" position. Next, toggle the Right-hand switch **down** to the "Off" position and then back **up** to the "Lock Max / On" position. "**Max**" will disappear from the **Premier Canine System™** display screen. Your **Premier Canine System™** control unit is now ready to be programmed again.

Warning: If the unit has been engaged with a temperature reading above 95° F, the backup sensor located on the back of the control unit must be cooled below 92° F before it will reset. Failure to do so will result in the unit deploying continuously until it can be reset.

To disarm or turn off the Premier Canine System™: Toggle the Right-hand switch to the **down** position.

Testing the Premier Canine System™: If you set the High alarm temperature to around 85 - 90° F you should be able to activate the system with the body heat generated in the palm of your hand. Hold the probe in your hand, and watch the temperature climb. When the temperature reaches your High programmed temperature, your alerting system will be triggered, displaying MAX on the LCD screen accompanied by a flashing LED (You can manually deactivate the system by toggling the Right-hand switch to the down OFF position.)

Trouble Shooting Guide

Problem

Possible Causes

Display is jumpy, reads erratically

Improper grounding of unit. Check your ground wire. Make sure system is grounded TO THE CAR BATTERY! Control Unit and/or probe are too close to radio transmitter.

Programming set point changes or MAX disappears from display.

Battery has lost power or has been disconnected. Loose battery connection.

Alarm does not sound

Set point is programmed improperly. Go through programming instructions again. If "MAX" is flashing and your horn, lights or siren are not activated, improper connections could be the culprit.

Digital display is locked up. Stuck on one temperature or will not program to desired setting.

The unit has received a power surge. Turn the unit off and remove the fuse (at vehicle battery). Let the system discharge for about 30 minutes or more. Replace the fuse and reset the system.

Alarm remains on

Set point is programmed improperly. Make sure setting is 75° F or higher (must be higher than ambient room temperature in your current location). Back up probe may have been activated. If temperature has exceeded 95° F to 98° F, cool physical body of back up sensor below 92° F to reset. You may use a freeze spray to accomplish this quickly.

Display reading is LLL

If your display reads LLL and will not return to any numbered reading, the probe wire may be broken or disconnected. You may want to consider ordering a spare probe to avoid this situation.

Display reading is HHH

The temperature has exceeded 120° F. This can be observed when you are both out of the vehicle and the system is not enabled. Cool the vehicle off and the reading will return. Check for proper installation of the probe.

No reading on display at all

Check the fuse, battery, Terminal #5, and Terminal #6 on the rear of the **Premier Canine System™** control unit for proper connections.

Fuse is blown or blows upon alerting.

Check the devices connected to Terminals # 4, #5, #6, and #8.

Unit has engaged without reaching maximum temperature.

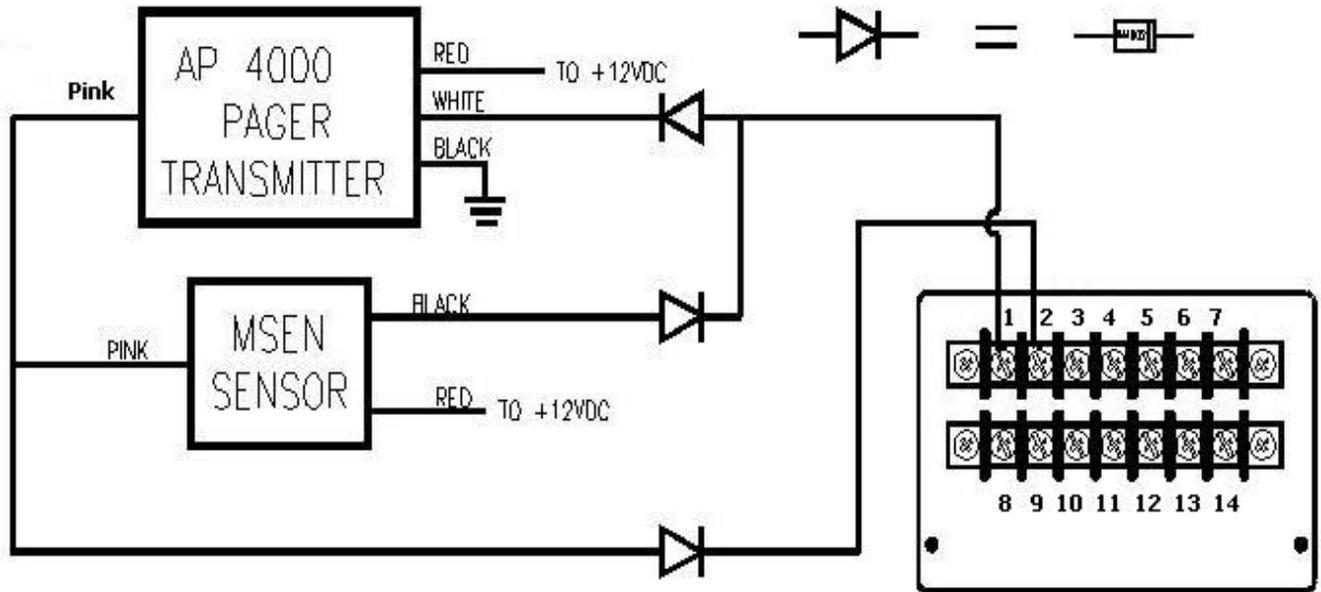
Make sure that the unit is not located near a heat source or placed in direct sunlight. Back up sensor probe may have engaged unit. Cool to below 92° F.

Please call us if you have any questions. We will be happy to assist you.

**Criminalistics, Inc. 7560 NW 82nd Street Miami, FL 33166 (305) 885-6444 Fax (305) 885-3330
and 1391 Main Ave. Morton, WA 98356 (360) 496-6363 Fax (360) 496-6210**

IX. SPECIAL Hookup of Premier Canine System™ with Optional Pager and Vehicle Alarm Function Sensors

Vehicle Alarm Installation Note: To prevent false alarms caused by the canine moving inside the car, hook up the sensor and the pager according to this diagram with the diodes provided.



Installing the unit in this manner disables the *optional* alarm sensor when the Premier Canine System™ is armed (Right-hand switch up). The vehicle alarm is activated with the right hand switch in the middle position. Both are off with the Right-hand switch in the down position.

Pager as a Vehicle Alarm System

This Pager system is actually the heart of a **full-blown burglar alarm system** for your vehicle. Many options are available to you at this point such as glass breakage detectors, motion sensors, key lock alarm and starter kills. Please feel free to contact us for additional information regarding these products.

IXX. Final Notes

Make sure that the system ground is connected to ground terminal of vehicle battery. Improper grounding will adversely affect the unit. After everything is complete and the final battery connection has been made, power up your **Premier Canine System™**. Make sure your programmed Maximum temperature and the MAX appears on the LCD screen.

Ensure that the locations designated for both of the system's primary and back up temperature probes are not in direct sunlight, or over / under the vehicle's heater vents, causing false alerts. Be mindful that chewed, eaten, snatched, cut, or otherwise damaged probes are not covered by the warranty.

Please test your system daily. When you enter the vehicle at the beginning of a shift and the vehicle is still hot, flip the **Premier Canine System™** on and check to make sure it alerts. Do not assume that the vehicle or system has not been altered during your time away. This could result in deadly consequences.

You will lose your high setting MAXIMUM PROGRAM if the car battery dies or becomes disconnected. Should this occur, simply reprogram the unit by following the programming instructions. Also, ensure that the control system is **connected directly to the battery** enabling power at all times, even when the car is not running. Some vehicles will shut down the accessory fuse block if they are over heating - Always connect to vehicle battery with the supplied fuse link. **A minimum 30 amp fuse is required, but 40 amps is recommended.**

Should you should ever have to **jump start your vehicle**, provide someone with a jump, or need to charge the vehicle battery, you must **remove the in-line fuse to the Premier™ control unit prior.** Failure to remove the fuse, may send a power surge to the unit and cause the system display to lock up. If your display is locked up, turn the unit off and remove the fuse. Let the system discharge over night. Replace the fuse and reset the system.

Carefully follow the instructions enclosed with your antenna. This antenna is designed and cut specifically for your **Premier Canine System™**. Degradation of range can usually be attributed to faulty antenna installation practices. Ensure that the grounding sheath does not come in contact with the signal wire, at either the plug or at the antenna base. A continuity tester can verify this. Poor antenna installation practices can decrease normal range for your remote door opener to approximately 60 - 70 feet.

x. Limited Warranty

Criminalistics, Inc. warrants your **Premier Canine System™** system to be free from defects in materials and workmanship for a period of one year from date of sale to the original purchaser. ***Criminalistics, Inc.*** will repair this product free of charge, when product is returned at customer expense to ***Criminalistics, Inc.***, and if in the judgment of our staff, said product has proven to be defective within the warranty period. This warranty does not cover any expenses incurred in the removal and reinstallation of this product.

This warranty does not apply to any product damaged by improper installation, accident, misuse, abuse, improper line voltage, fire, flood, lightning or other acts of God, or if the product was altered or repaired by anyone other than ***Criminalistics, Inc.***

PLEASE NOTE: Failure to follow installation guide, drilling into or opening the control unit, removal of any screws, improper mounting of the solenoid, or abusive use of the **Premier Canine System™** voids the warranty. It is not necessary to hold down the button on the remote; a single firm press and release will do the job. Failure to comply with these instructions can damage the unlatch solenoid.

Criminalistics, Inc. shall have no liability for any death, personal and/or bodily injury and/or damage to property or other loss whether direct, indirect, incidental, consequential or otherwise, based on a claim that the product malfunctioned. However, if we are held liable, whether directly or indirectly, for any loss or damage arising under this limited warranty or otherwise, regardless of cause or origin, our maximum liability shall not in any case exceed the purchase price of the product.

IMPORTANT
KEEP YOUR INVOICE WITH THIS WARRANTY STATEMENT!!!

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