

# Updates For The Trekmate Security System



Shown above are some of the components of the Trekmate security system, which is designed for RV use and has been updated to take advantage of new technology.

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**T**rekmate Security, C2885, makes security systems designed specifically for motorhomes. We reviewed the original Trekmate security system and reported our findings in the April 1991 issue of FMC (page 52). Since then, Trekmate has updated its product, so it offers even more safety and convenience.

The Trekmate system includes such noteworthy features as hard-wired or wireless sensors that detect motion, glass breakage, or the

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to this product,  
which is made  
especially for RV  
installations.**

opening of doors, as well as a variety of remote-control functions.

Three models are now available. Model 717 is the standard, hard-wired-only version. The deluxe wireless system, Model 737, offers all of the features of Model 717, plus the interface to accept wireless sensors. Model 737PG adds the pager option to Model 737.

New features are now offered in all these versions. They are never-the-same code (NTSC) technology; Soft Jumpers; AccuSensor; anti-hijack technology; noise abatement technology; chirp override; built-in starter interrupt circuit; and a built-in door lock and unlock option. Options for passive arming, passive door locking, and automatic re-arming, and the ability to control two system control modules (SCMs) with one key fob are also offered.

Perhaps the single most important new feature is the NTSC technology. NTSC changes the remote signal code with each use, making it impossible for anyone to copy the code and use it to defeat the alarm. Soft Jumpers is a feature that allows users to program the SCM using the key fob. This eliminates having to change the hard jumpers in the SCM itself.

AccuSensor, chirp override, and noise abatements are features specifically designed to make the alarm system user-friendly and campground-friendly. The chirp override eliminates the audible signal when arming and disarming the alarm. The AccuSensor has a trigger threshold that is calibrated during installation. If it senses a shock or impact

above the trigger threshold, the alarm will sound after a one-second delay. If the shock or impact is below the trigger threshold, the alarm will not activate.

The alarm also includes an early warning feature. When enabled, it can provide a short siren blast in response to a weaker impact that would not normally trip the alarm. When the trigger threshold is calibrated, the SCM computes an appropriate early warning threshold. Noise abatement technology prevents frequent and unnecessary alarms. If any zone trips the alarm for more than three minutes, the SCM ignores that zone until the system is disarmed. Also, if any one zone causes three trips of the alarm, that zone will be ignored. This includes the early warning threshold on the AccuSensor, with some modification. All remaining zones will continue to protect the coach's contents.

The Trekmate also offers two features that protect the coach itself from theft. The starter interrupt circuit is built in to the SCM. Once the system is armed, the engine will not start, even with the ignition key. Only disarming the alarm with the key fob will allow the engine to start. The second is the anti-hijack feature. When enabled, this permits an unauthorized person to drive the coach for only five minutes. At that time, the siren will sound and the exterior lights will flash. Once it's activated, the feature continues until three minutes after the ignition is turned off. After that, the "Start Interrupt" is engaged, and not even the key fob can reset the system. Only an authorized person who knows the appropriate procedure can return the system to normal operation.

The SCM also features options for passive arming, passive door

locking, and automatic re-arming. Although Trekmate does not recommend these options for use on the motorhome, they are of significant value for the towed vehicle. Having a separate alarm system protects the towed vehicle when it is not in proximity to the coach. Trekmate has designed the key fob so it can control both the coach and towed vehicle alarm systems.

In addition to these benefits, the updated version retains many of the features of the original Trekmate security system. These include temporary AccuSensor disable; key-fob-controlled panic alarm; courtesy/porch light control; auxiliary circuit for control of docking lights or drapes; a hard-wired zone for the hood, compartments, or doors; an optional hard-wired infrared motion sensor; wireless sensors (opening, glass break, infrared motion, smoke detector); pager; power conserving mode; valet mode; diagnostic mode with real-time zone monitoring; intrusion zone memory; and RF performance evaluation. All of these features were described in detail in the original Trekmate review article. (To obtain a photocopy of that article, send your request with a self-addressed, stamped envelope to the attention of Editorial Assistant, FMC, 8291 Clough Pike, Cincinnati, OH 45244.)

We have been using the original Trekmate alarm system for the past five years, and have found the diagnostic mode to be of significant value. It is a feature that we have not seen on other alarm systems. Instead of wondering why the alarm had been activated, we were able to determine that our dog was setting off the hard-wired glass break sensor in zone 1. We solved the problem by temporarily dis-

abling the glass break sensor while still protecting the rest of the coach.

While the Trekmate alarm is offered as a standard or optional accessory by various coach manufacturers, Trekmate encourages aftermarket dealer and do-it-yourself installations. The company provides excellent technical support.

The tools required for installation include an electric drill, with 3/16 inch and 1/4-inch bits, hand tools (screwdriver, pliers, etc.) wire cutters or wire strippers. Electrical tape, a crimping tool with assorted connectors, sheet metal screws, wire ties, grommets, and a multimeter (analog or digital).

Model 717, the standard wired system, has a suggested retail price of \$479. The wireless system, model 737, which comes with three opening sensors and two glass break sensors, sells for \$999. Model 737PG, the wireless system with pager, carries a suggested retail price of \$1,295.

We thought that the original Trekmate system was an exceptional product. When Thomas Behm, the owner of Trekmate, called to tell us that this new version was much improved, we wondered how he could possibly make it better. After careful review, we agree with him.

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