

CEA Standard

Remote Starter Safety

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(Formulated under the cognizance of the CEA **R6 Portable, Handheld and In-Vehicle Electronics Committee.**)

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FOREWORD

This standard was developed under the auspices of the Consumer Electronics Association (CEA) R6.1 Vehicle Security Subcommittee. It is being maintained by the CEA R6 Mobile Electronics Committee.

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Remote Starter Safety

1 Scope

This standard addresses the automotive accessories that allow the operator to start a vehicle while away from the vehicle, and the safety of such devices when installed.

Remote starters that are designed for installation in manual transmission vehicles are not compliant with this standard, and shall not be labeled or promoted as such.

2 Normative References

The following standards contain provisions that, through reference in this text, constitute normative provisions of this standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this standard are encouraged to investigate the possibility of applying the most recent editions of the standards listed in Section 2.1.

2.1 Normative References

47 CFR 15, Radio Frequency Devices

2.2 Reference Acquisition

- FCC

FCC Regulations, U.S. Government Printing Office, Washington, D.C. 20401; Internet
<http://www.access.gpo.gov/cgi-bin/cfrassemble.cgi?title=199847>

3 Run Time

Any remote starter complying with this standard shall not have a run-time of greater than continuous 30 minutes under any circumstances. In addition, cumulative run times (without customer intervention) – for example, in a self starting mode which may be looking to start the vehicle when the temperature or battery voltage drops--shall not exceed more than 30 minutes in any two hour period, excepting where the vehicle stalls.

4 In-Gear Detection

Any remote starter complying with this standard shall incorporate a feature preventing a vehicle from starting or driving off after starting the remote starter. In particular, a remote starter shall not start if the vehicle is in-gear. And, if the vehicle is shifted into gear, then the vehicle shall immediately shut down. If any special steps are necessary for the installer to insure this is met – these steps in the directions shall be clearly marked in bold print and with some wording giving the installer ample warning of the issues.

5 Safety Inputs

Provisions for each of the safety inputs identified in Sections 5.1, 5.2 or 5.3 shall be directed in the manual as required inputs on the product. In addition, before starting the vehicle for the first time, the remote starter shall verify that at least one of the safety inputs is connected.

5.1 Hood Input

Activating an input after the vehicle has been started via remote start control should terminate remote start operation. If the hood input is active (for example, the hood is opened) at the time a start sequence is initiated, the vehicle shall not start.

5.2 Brake Input

An input shall be provided from the brake switch to terminate an existing run cycle or prevent the vehicle from starting via remote start.

5.3 Service “Valet” Mode

The service or “valet” mode can contribute to the safety of the vehicle when it is in service to prevent injury. If a start sequence is initiated while the system is in service mode, the system shall not start.

6 Vehicle Security Integrity

Many vehicles that will have a remote starter installed will have an existing security system already in place. The installed remote starter shall interface with the vehicle security system in a manner that does not disable, or compromise, the existing vehicle security system, except during run-time.