

LIFESAFER MODEL FC100 IGNITION INTERLOCK



The FC100 introduces alcohol specific breath testing to the Ignition Interlock technology proven with the market leading SC100. The FC100 consists of a hand-held breath-alcohol analyzer attached to a vehicle's ignition system. The driver must provide a breath test with an alcohol concentration below a predetermined lockout point before the vehicle can be started.

SPECIFICATIONS

Size:	15.25 x 5 x 3.8 cm (hand module) 5 x 7.6 x 4.5 cm (relay module)	Temp Range:	-40°C to +85°C
Weight:	177g (hand module) 347g (relay-module)	Humidity:	10% to 90% RH
Sensor:	Electrochemical Fuel Cell	Altitude:	±0.02 g% at .025 g% lockout up to 2500 meters
Display:	10 LED's	Voltage Range:	+12 VDC nominal +11 VDC to +16 VDC
Accuracy:	±0.005 g% (-20°C to +70°C)	Current:	0.06 amps typical 1.60 amps maximum
Calibration: Stability	±0.02 g% after 67 days	Vibration:	Meets automobile vibration standard
Breath Sample:	Alveolar air in a continuous or discontinuous sample	Data Logging:	4,000 events
Breath Volume:	Minimum 1.5 litres	Compliance:	Meets NHTSA interlock Standard

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Lifesaver™ Features

- The *Lifesaver* ignition interlock combines breathalyser technology and sophisticated micro-electronics in a product designed to control drinking and driving.
- The *Lifesaver* is installed in a vehicle in a way that links it to the ignition, power and other on-board systems.
- Before a *Lifesaver*-equipped vehicle can be started, the intended driver must pass a breathalyser test. If alcohol is detected above the “fail” level, the driver will effectively be locked out.
- The *Lifesaver* also features a “running retest”. Once the vehicle has been started, the *Lifesaver* will require additional breathalyser tests at random times as long as the engine is running. The intervals within which random retesting occurs are programmable.
- In the event of a missed or failed retest, the *Lifesaver* can be set to sound the vehicle’s horn (optional) until the driver pulls off the road and shuts off the engine. Once the engine has been turned off the *Lifesaver* will enter a “lockout” condition, meaning that the driver will have to wait awhile before attempting another breathalyser test. The duration of this lockout is programmable.
- The *Lifesaver* has a built-in datalogger that records all breathalyser test results (including date, time, and breath alcohol concentration), together with a variety of other events. This information is stored on a memory chip for retrieval during scheduled service. The datalogger’s memory has an independent power supply to guard against loss of information in the event of an interruption in power from the vehicle itself.
- *Lifesaver* clients typically contract with an interlock service provider to carry out regular calibration checks, retrieve and review stored datalogger information, and supply detailed compliance reports.
- The breathalyser-datalogger component of the *Lifesaver* is fully detachable to facilitate scheduled service on a “mail-in exchange” basis if desired. Prior to the date fixed for service, a calibrated unit is sent to the client. Upon receipt, it is substituted for the existing unit and the existing unit is sent back to the service provider.
- It should be noted that non-compliance with scheduled service requirements will result in a “lockout” condition that cannot be reversed until the *Lifesaver* is serviced or replaced. This is to ensure that the unit is calibration checked regularly to maintain accuracy.
- The *Lifesaver* includes a wide range of anti-circumvention features to deter tampering, attempts to fool or bypass the device, or other forms of misuse. Depending on the option settings selected, the unit can be programmed to log certain events as violations and, if desired, to recall the vehicle for unscheduled service. Some of these events might include starting the vehicle without passing a breathalyser test, registering a high BAC level, and failing to take a retest.

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