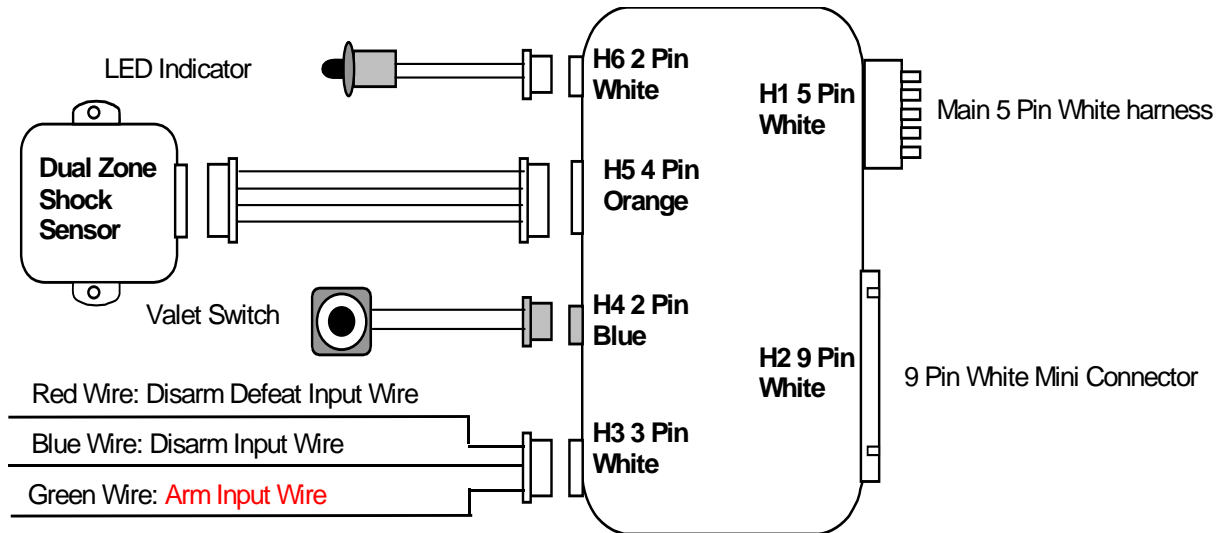
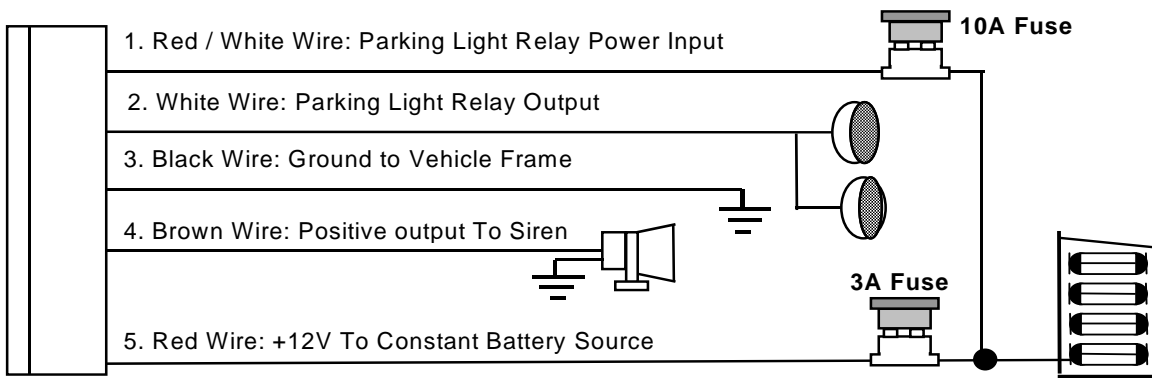


**MODEL UP310
FACTORY OEM ALARM
INSTALLATION & OPERATION INSTRUCTIONS**

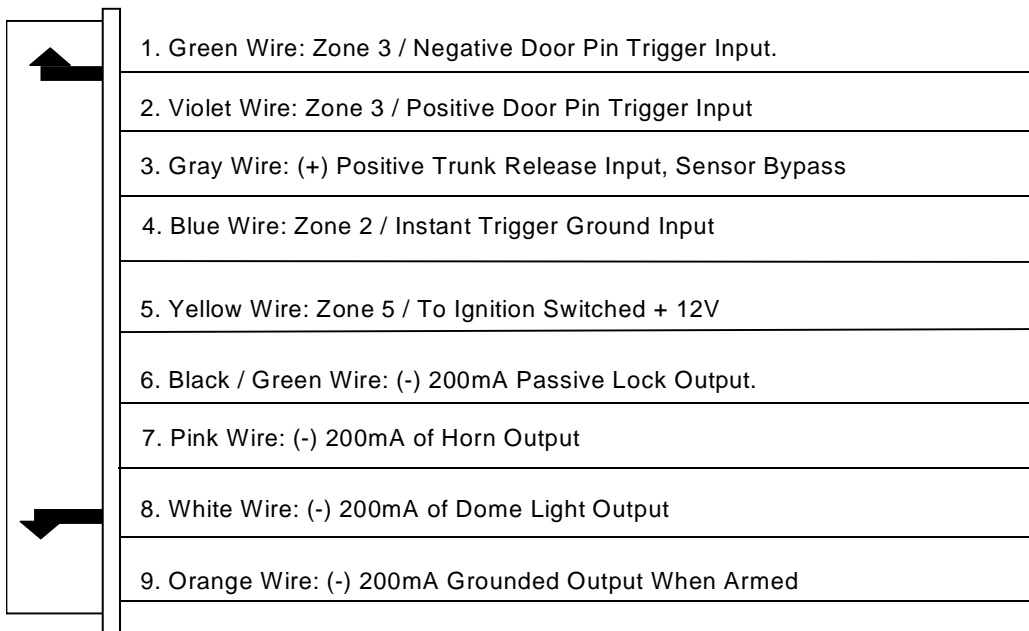
WIRING DIAGRAM



H1: MAIN 5 PIN WIRE HARNESS:



H2: 9 PIN MINI CONNECTOR WIRE HARNESS:



WIRING

Keep wiring away from moving engine parts, exhaust pipes and high-tension cable. Tape wires that pass through holes on the firewall to prevent fraying. Watch out sharp edges that may damage wires and causes short circuit.

CAUTION: Do not connect the wire harness to the control module until all wiring to vehicle is complete.

H1. MAIN 5 PIN WIRE HARNESS:

H1/1. Red / White wire – Parking Light Relay Input –

The RED/WHITE wire is the input to the flashing parking light relay. The connection of the RED/WHITE wire will determine the output polarity of the flashing parking light relay.

If the vehicle you are working on has +12volt switched parking light, you don't need connect this wire. This wire already connected to +12volt.

If the vehicle's parking light with ground switched, cut the RED/WHITE wire, connect the RED/WHITE wire to chassis ground.

H1/2. White wire – Parking Light Relay Output (+12 V 10A Output) –

Connect the WHITE wire to the parking light wire coming from the headlight switch. Do not connect the WHITE wire to the dashboard lighting dimmer switch. (Damage to the dimmer will result). The limitation of the WHITE wire is 10 Amp max. Do not exceed this limit or damage to the alarm and parking relay will result.

H1/3. Black wire – System Ground –

This is main ground connection of the alarm module. Make this connection to a solid section of the vehicle frame. Do not connect this wire to any existing ground wires supplied by the factory wire loom, make the connection to the vehicle's frame directly.

H1/4. Brown wire – Siren Drive Output –

This is the positive (+) output connection for the siren. Current capacity is 2 Amp. Make connection to the (+) red wire from the siren. Make the (-) black wire coming from the siren to a good chassis ground.

H1/5. Red wire – System Power (+12V Constant) –

The RED wire supplies power to the system. Connect this wire to a constant +12 volt source.

H2. 9-PIN MINI CONNECTOR WIRE HARNESS.

H2/1. Green wire – Negative Door Switch Sensing Input (Zone 3) –

This wire is the ground trigger input wire for negative door pin switch. This wire is connection for "grounding" type factory door pins locate the "common wire" that connects the door pin switches. Make the connection of the GREEN Wire here.

H2/2. Violet wire – Positive Door Switch Sensing Input (Zone 3) –

This wire is the positive trigger input wire for positive door pin switch. This wire is connection for "positive" type factory door pins (typical FORD MOTOR). Locate the "common wire" for all door pins and make the connection of the Violet Wire here.

H2/3 . Gray wire – (+) Positive Trunk Release Input, Sensor Bypass –

This input is used to bypass sensor input when the trunk is opened using the factory transmitter. Connect this wire to the (+) trunk release output of the factory keyless entry system or trunk release relay. When the system receives a (+) input on this wire, zone 2 and 4 are bypassed for three seconds. If during that three seconds, ground is applied to the H3/2 BLUE wire zone 2 and 4 will remain bypassed until the ground input is removed. This means that when the trunk is opened with the factory transmitter the only triggers that remains active while the trunk is open are the doors. Three seconds after the trunk is closed the bypassed zones will become active again.

H2/4. Blue wire -- Ground Instant Trigger Input (Zone 2) –

This wire is the ground trigger input wire for hood/trunk pin switches.

H2/5. Yellow wire – To Ignition Switched +12V –

This wire is connected to a switched 12 volts source. This wire should receive "12 volts" when the ignition key is in the "ON" and "START" position. When the ignition is turned "OFF", this wire should receive "0" voltage.

H2/6. Black / Green wire – (-) 200mA Passive Lock Output –

This wire provides a (-) 200mA pulse when the system passively arms. If passive arming is not enabled this wire has no function. If the customer wants the system to automatically lock the doors when the system passively arms, connect this wire to the lock circuit in the vehicle. An optional relay may be required.

H2/7. Pink wire – (-) 200mA Horn Output –

This wire is provided to use the existing vehicle's horn as the alarm system's optional's warning audible device. It's a transistorized low current output, and should only be connected to the low current ground output from the vehicle's horn switch. When the system is triggered, the horn will sound.

H2/8. White wire – (-) 200mA Dome Light Control Output –

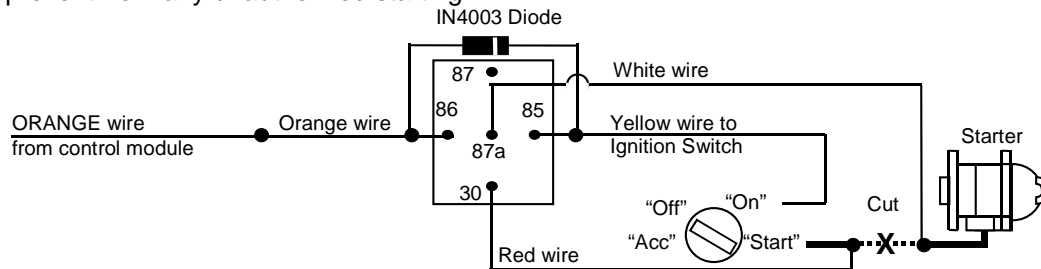
This wire becomes grounded when the dome light controls circuit active. The current capacity of this wire is 200mA. This wire can control the operation of the interior lights. An optional 10 Amp relay can be used to this system for interior lights operation.

a). Upon disarming, the interior lights will remain on for 30 seconds.

b). If the vehicle is violated, the interior light will flash for the same duration as the siren.

H2/9. Orange wire – (-) 200mA Grounded Output When Armed –

This wire will become grounded when the alarm is armed. The current capacity of this wire is 200mA. This output can control starter disable, when an intrusion is detected and the system is triggered. The vehicles prevent from any unauthorized starting.



H3 3-PIN MINI WHITE CONNECTOR.

Those wires are arm/ disarm signal control input wires, it has three control ways as below, choice either one:

1. Connect to the ignition switch wire. (The system is set up as a stand-alone passive (ignition control) alarm system.) or
2. Connect to the parking light wire, or
3. Connect to the power lock switch wire.

Ignition Switch Wire Connection:

Wiring the Arm / Disarm Input In Vehicles When The System Is Set Up As A Stand-Alone Passive (Ignition Control) Alarm System. For this mode of operation, be certain to set 'Alarm Feature "1 - 4" to 'Passive Arming With 15 Seconds Entry Delay'.

H3/1 Green wire –

Connect this wire to chassis ground.

H3/2 Blue wire –

Connect this wire to an ignition source that has +12 volts when the ignition switch is turned to the on and start positions and has 0 volts when the switch is in any other position.

H3/3 Red wire –

Connect this wire to chassis ground.

Parking Light Wire Connection:(Patent pending)

If your vehicle's with parking light confirm door lock / unlock, you may connect the Red wire to the parking light wire to control arm / disarm the alarm system. it has two control ways as below, choice either one:

One Wire Connection: (See Parking Light Learn Routine)

H3/1 Green wire –

Don't need connect, tape the end.

H3/2 Blue wire –

Don't need connect, tape the end.

H3/3 Red wire –

Connect this wire to a parking light wire that changes state when the doors are locked or unlocked using the factory keyless entry transmitter. This wire can accept a positive (+) or negative (-) input. The vehicle's parking light wire is ideal.

Three Wire Connections: (See Parking Light Learn Routine)

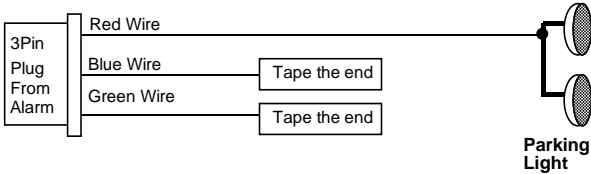
H3/1 & 2 Green wire and Blue wire –

Connect one of these wires to a wire that changes state when the driver's doors are locked using the factory keyless entry transmitter. And connect another wire to a wire that changes state when the driver's doors are unlocked using the factory keyless entry transmitter. Find the driver's door lock motor wire in most vehicle's this wire can be found in the driver's kick panel.

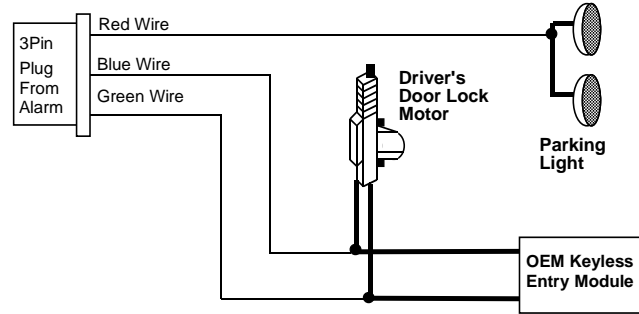
H3/3 Red wire –

Connect this wire to a parking light wire that changes state when the doors are locked or unlocked using the factory keyless entry transmitter. This wire can accept a positive (+) or negative (-) input. The vehicle's parking light wire is ideal.

One Wire Connection:



Three Wire Connections:



Power Lock Switch Wire Connection: (See Power Lock Switch Learn Routine)

H3/1 Green wire – Arm Input Wire –

Connect this wire to a wire that changes state when the doors are locked using the factory keyless entry transmitter. This wire can accept a positive (+) or negative (-) input. The vehicle's power door lock motor wire is ideal.

H3/2 Blue wire – Disarm Input Wire –

Connect this wire to a wire that changes state when the doors are unlocked using the factory keyless entry transmitter. This wire can accept a positive (+) or negative (-) input. If the factory transmitter unlocks the driver's door first, the BLUE wire must be connected to the wire that changes state when the driver's door is unlocked by itself. In this case, find the driver's door unlock motor wire. In most vehicles this wire can be found in the driver's kick panel.

H3/3 Red wire – Disarm Defeat Wire –

This wire is used to prevent the interior door lock switches from disarming the system. To determine the best location to interface this wire, first test the operation of the remote keyless entry system. When unlocking the doors with the factory remote transmitter, does the driver's door unlock first? Most vehicles operate this way. If this is the case connect the RED wire to the passenger unlock motor wire. When testing this wire be sure that it changes state when the unlock button on the factory transmitter is pressed twice. This wire can accept a positive (+) or negative (-) input.

If the factory keyless entry system unlocks all of the doors at the same time, connect this wire to the unlock wire coming from the lock switch.

Connecting door lock inputs in vehicles with driver's priority door unlock:

Driver's door unlock first when the unlock button on the factory transmitter is pressed and all passenger doors unlock at the same time. The following diagram shows how to install the system and prevent disarming from the lock switch.

Connecting door lock inputs in vehicles without driver's priority door unlock:

When Unlocking the doors with the transmitter all doors unlock when the unlock button on the factory transmitter is pressed twice. The following diagram shows how to install the system and prevent disarming from the lock switch.

FIG. 1

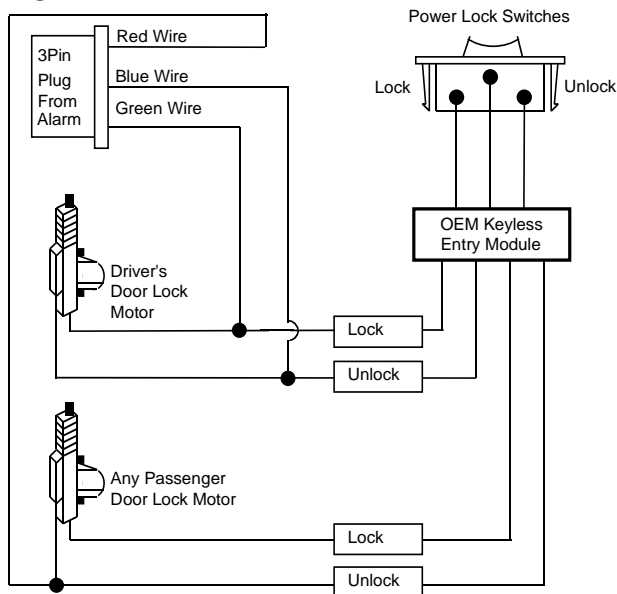
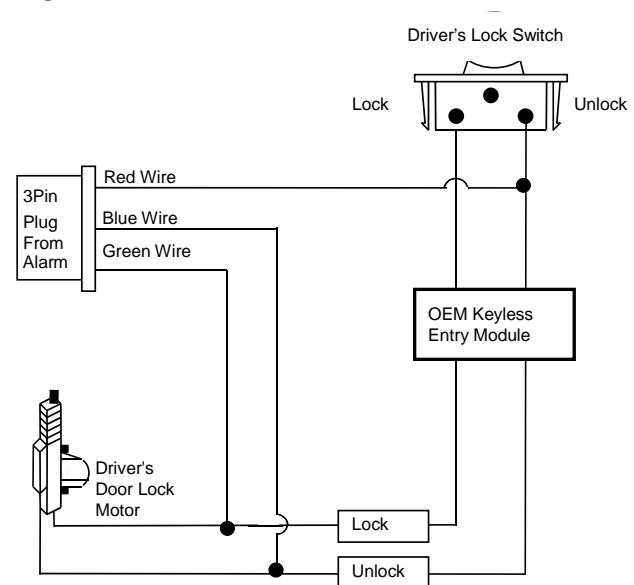


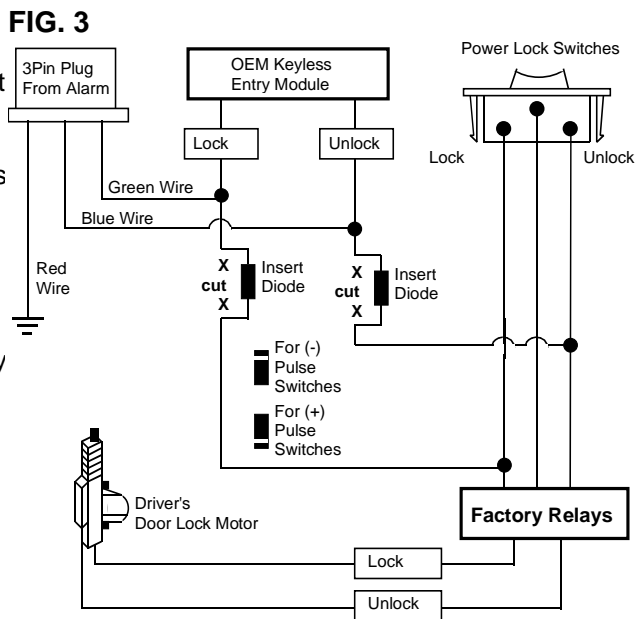
FIG. 2



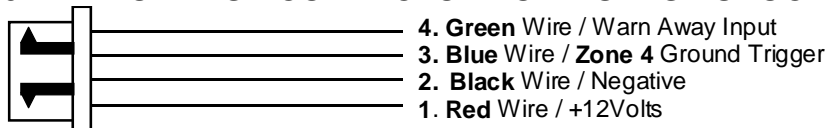
Connecting door lock inputs in vehicles without driver's priority door unlock: FIG. 3

This type of keyless entry system is common in import vehicles as well as many jeep vehicles. When Unlocking the doors with the transmitter all doors unlock at the same time. The following diagram shows how to install the system and prevent disarming from the interior lock switch.

Note: Failure to insert the diodes at the correct point will allow the system to be disarmed by one of the power door lock switches inside the vehicle. To best place to insert the diode is the keyless entry module itself or at the relays.



H5. 4 PIN ORANGE CONNECTOR FOR 2 STAGE SHOCK SENSOR



A. ARM / DISARM SIGNAL LEARN ROUTINE:

Important Note:

1. Before the unit will respond to the factory remote keyless system, it must learn arm / disarm signal from the polarity of the door lock wire or the flash pattern of parking light wire.
- 2-1. If you connect the **H3** wires to the parking light wire, then follow the "Parking Light Learn Routine" to learn arm/disarm signal.
- 2-2. If you connect the **H3** wires to the power lock switch wire, then follow the "Power Lock Switch Learn Routine" to learn arm/disarm signal.
- 2-3. If you connect the **H3** wires to the ignition wire, then you must set 'Alarm Feature "1 - 4" to 'Passive Arming With 15 Seconds Entry Delay'.

PARKING LIGHT LEARN ROUTINE: (Patent pending)

1. Turn the Ignition 'switch 'ON/OFF' 2 times and stay in OFF position. Within 15 seconds.
2. Push the Valet switch 7 times and holding in on **7th** push until the parking light flashing once & one long chirp is hearing then release the valet switch.
3. Press and release the '**Lock button**' on the key chain transmitter first, then press and release the **Unlock button**' on the key chain transmitter to unlock the vehicle's door.
4. After the parking light stop to flash then press the valet switch once. One long chirp to confirm this enters.
5. Press the '**lock button**' on the key chain transmitter to lock the vehicle; one chirps to indicate the arm signal is learned.
6. Press the valet switch once. One long chirp to confirm this enters.
7. Press the '**Unlock button**' on the key chain transmitter to unlock the vehicle; two chirp to indicate the disarm signal is learned.
8. Turn on the ignition switch to exit the learn routine, three long chirps from siren to confirm exit.

Exit: Turn Ignition to 'ON' position, or leave it for 15 seconds, three long chirps from siren to confirm exit.

POWER LOCK SWITCH LEARN ROUTINE:

1. Turn the Ignition 'switch 'ON/OFF' and stay in OFF position. Within 15 seconds.
2. Push and hold the Valet switch twice and holding in on **2nd** push until the LED flashing twice & two long chirp is hearing then release the valet switch.
3. Press and release the '**Lock button**' on the key chain transmitter, one chirp to indicating that the system in arm.
4. Press and release the '**Unlock button**' on the key chain transmitter, two chirps to indicating that the system in disarmed.

5. Press and release the **'Lock button'** on the key chain transmitter, one chirp to indicating that the system in arm.
 6. If your vehicle equipped the "Power Lock Switch", then presses the "Power Lock Switch" to **unlock** the vehicle's doors, the system should keep in **"Arm"** condition.
- After test, if the system isn't working as step 3 (5) / step 4 and step 6 then you must learn arm / disarm signal from the polarity of the door lock wire before the operation.

For FIG.1 / FIG.2 (Power Lock Switch wire Connection)

1. Turn the Ignition 'switch 'ON/OFF' 2 times and stay in OFF position. Within 15 seconds.
2. Push the Valet switch 3 times and holding in on **3rd** push until the LED flashing twice & two long chirp is hearing then release the valet switch.
3. Press the "Power Lock Switch" to **Lock** the vehicle's doors first then press the "Power Lock Switch" to **Unlock** the vehicle's doors.
4. Press the valet switch once. One long chirp to confirm this enters.
5. Press and release the **'Lock button'** on the key chain transmitter to lock the vehicle's door, one chirp from siren to indicate the arm signal is learned.
6. Presses the valet switch once, one long chirp to confirm this enters.
7. Press and release the **'Unlock button'** on the key chain transmitter to unlock the driver's door, two chirps from siren to indicate the disarm signal is learned.
8. Presses the valet switch once, one long chirp to confirm this enters.
9. Press and release the **'Lock button'** on the key chain transmitter to **Lock** the vehicle's doors first then press the "Power Lock Switch" to **Unlock** the vehicle's doors, three chirps from siren to indicate the disarm defeat signal is learned.
10. Turn on the ignition switch to exit the learn routine, 3 long chirps to confirm exit.

Exit: Turn Ignition to 'ON' position, or leave it for 15 seconds. Three long chirps from siren to confirm exit.

For FIG.3 (Power Lock Switch wire Connection)

1. Turn the Ignition 'switch 'ON/OFF' 2 times and stay in OFF position. Within 15 seconds.
2. Push the Valet switch 5 times and holding in on **5th** push until the LED flashing twice & two long chirp is hearing then release the valet switch.
3. Press and release the **'Lock button'** on the key chain transmitter first, then press and release the **'Unlock button'** on the key chain transmitter to unlock the vehicle's door.
4. Press the valet switch once. One long chirp to confirm this enters.
5. Press and release the **'Lock button'** on the key chain transmitter to lock the vehicle's door, one chirp from siren to indicate the arm signal is learned.
6. Presses the valet switch once, one long chirp to confirm this enters.
7. Press and release the **'Unlock button'** on the key chain transmitter to unlock the vehicle's door, two chirps from siren to indicate the disarm signal is learned.
8. Turn on the ignition switch to exit the learn routine, 3 long chirps to confirm exit.

Exit: Turn Ignition to 'ON' position, or leave it for 15 seconds. Three long chirps from siren to confirm exit.

B. ALARM FEATURES PROGRAMMING:

ALARM FEATURE "I" PRORAMMING:

1. Turn the Ignition 'switch 'ON/OFF' 3 TIMES and stay in OFF position.
2. Push the Valet switch **2** times and holding in on **2nd** push until **two** chirps with a long chirp is hearing then release the valet switch. You are now in the Alarm feature **'I'** programming mode.
3. Turn the ignition switch 'on' then 'off' 'A' times corresponding to the feature 'A' you want to program.

Turn the ignition switch 'on' then 'off'	Push the valet switch once	Push the valet switch twice	Push the valet switch three times	Push the valet switch four times
	One Chirp / LED one pulse Factory Default Setting	Two Chirps / LED two pulses	Three Chirps / LED three pulses	Four Chirps / LED four pulses
1. 1 chirp	All Chirps on	Siren Chirps on only	Horn Chirps on only	All Chirps off
2. 2 chirps	Automatic Rearm on	Automatic Rearm off		
3. 3 chirps	Active arming	Passive arming without passive door locking	Passive arming with passive door locking.	
4. 4 chirps	Passive arming without entry delay	Passive arming with 15 seconds entry delay		

Exit: Push and hold the valet switch for 2 seconds or leave it for 15 seconds. Three long chirps to confirm exit.

ALARM FEATURE “II” PRORAMMING:

1. Turn the Ignition 'switch 'ON/OFF' 3 TIMES and stay in OFF position.
2. Push the Valet switch 4 times and holding in on the 4th push until **four** chirps with a long chirp is hearing then release the valet switch. You are now in the Alarm feature 'II' programming mode.
3. Turn the ignition switch 'on' then 'off' 'A' times corresponding to the feature 'A' you want to program.

Turn the ignition switch 'on' then 'off'	Push the valet switch once	Push the valet switch twice	Push the valet switch three times
	One Chirp / LED one pulse Factory Default Setting	Two Chirps / LED two pulses	Three Chirps / LED three pulses
1. 1 chirp	Instantly Door Ajar error chirp	45 seconds Delay Door Ajar error chirp.	Without Door Ajar error chirp
2. 2 chirps	Pathway illumination feature "off"	Parking light "on" for 30-second upon an unlock signal	Parking light "on" for 30-second upon an unlock signal & 10-second upon a lock signal.
3. 3 chirps	With arm / disarm parking light confirmation flashes	Without arm / disarm parking light confirmation flashes	
4. 4 chirps	"TEST" Mode for Zone 2 Hood & Zone 3 Door Pin Switch	"TEST" Mode for Zone 4 / the Optional Sensor connected to 4 pin plug.	

Exit: Push and hold the valet switch for 2 seconds or leave it for 15 seconds. Three long chirps to confirm exit.

Test Mode

In this test mode, this system can test the Zone 1 Warn Away Trigger / Zone 2 Instant ground trigger / Zone 3 Door trigger and the Zone 4 optional sensor sensitivity. The installer can save time to test the optional sensor sensitivity and sensor without using the traditional arming/disarming procedures to test the sensors.

Enter:

1. Turn the Ignition 'switch 'ON/OFF' 3 TIMES and stay in OFF position.
2. Push the Valet switch 4 times and holding in on the 4th push until **four** chirps with a long chirp is hearing then release the valet switch. You are now in the Alarm feature 'II' programming mode.
3. Turn the ignition switch 'on' then 'off' four times. [4] siren/horn chirp to indicate you are in TEST MODE.

3-a. Test the Zone 2 Instant Ground Trigger & Zone 3 Door Trigger:

Press and release the valet switch once. [1] LED flash, [1] siren / horn chirp to indicate you are in Zone 2 / instant ground trigger and Zone 3 / Door trigger test mode.

Trigger sensor	Siren chirps
Zone 2 / Instant Ground trigger (Blue wire)	2
Zone 3 / Door trigger (Violet & Green Wire)	3

3-b. Test the Zone 1 /2 Shock Sensor (Connected to H5 4 Pin Plug):

Press and release the valet switch twice. [2] LED flash, [2] siren/horn chirps to indicate you are in shock sensor (connected to H5 4 pin plug) test mode.

1. Activate the warn-away (first stage optional sensor), system will emit a short chirp.
2. Activate the full alarm (second stage optional sensor), system will emit a long chirp.
3. Continue to test the optional sensor until reach the proper sensitivity.

Return To Factory Default Setting:

1. Turn the ignition ON then OFF 3 TIMES and stay in OFF position.
2. Push the Valet switch 12 times and holding in on the 12th push until **six** chirps with a long chirp is hearing then release the valet switch. The system "Alarm Feature all returns to factory default setting.

OPERATION:

A. FACTORY KEY CHAIN TRANSMITTER OPERATION:

Transmitter Button	System Function	Remark
Lock	Arm & Lock door	
Unlock	Disarm & Unlock Door	
Lock - Unlock - Lock	Panic function	Press twice within 5 seconds.

B. LED INDICATORS:

LED	Status
Off	Disarmed
Slow flash	Armed
Fast flash	Passive arming
On (solid)	Valet mode

LED	Status
2 flashes... pause	Zone 2 / Trigger on Trunk/Hood
3 flashes... pause	Zone 3 / Trigger on Door Switch
4 flashes... pause	Zone 4 / Trigger on Shock Sensor
5 flashes... pause	Zone 5 / Trigger on Ignition Switch

C. CHIRP INDICATORS:

Chirp	Function
1 chirp	Arm
2 chirps	Disarm
3 chirps	Ajar Warning
4 chirps	Disarm / Triggered

D. PARKING LIGHT:

Parking light	Function
1 flash	Arm
2 flashes	Disarm
3 flashes	Disarm / Triggered

E. SYSTEM OPERATING CONDITION:

	Siren, Horn	Parking Light	LED	Starter	Dome Light
1. Arming	1 or 3 Chirps	1 Flash	Slow Flash	Disable	
2. Disarming	2 or 4 Chirps	2 or 3 Flashes	Fast Flash or Off		Turns on for 30 -second
3. Trigger	Alarming	Flashes	Slow Flash	Disable	Flashes
4. Panic	Alarming	Flashes			Flashes

F. ACTIVE ARMING – LOCK & ARM:

1. Press and release the ‘**Lock button**’ on the key chain transmitter.

2. The siren will chirp once and parking light will flash once indicating that the system is now armed.

AJAR WARNING: If the siren sounds 3 chirps, then you have left a door, trunk, or hood lid ajar. (See Alarm Feature “II - 1 Programming)

SHOCK SENSOR BY-PASS: Upon the ignition on condition, press and release the valet switch five times, you will hear 2 chirps to indicate that the shock sensor have been bypass. The sensor bypass feature is programmed to activate for one arming cycle only. The security system will return to normal operation during the next arming cycle.

Note: Any time the door lock switch in the vehicle is used to lock the doors while the ignition key is turned off, the system will immediately arm. To lock the doors after entering the vehicle, make sure the ignition key is switched on first. Turning the ignition key on first will stop the system from arming.

G. PASSIVE ARMING (See Feature “I – 3 / 4” Programming)

Active arming / disarming is controlling your security system via the remote transmitter. This security system is equipped with an optional Passive Arming feature, which allows the security system to arm 30 seconds after the last door is closed. Operation is as follows.

1. Turn the ignition to the “OFF” position and exit the vehicle.
2. After all entrances are closed, the security system LED will flash fast for 30 seconds. If you reopen any door / hood / trunk, the security system LED will stop flashing. It will begin flashing again once the vehicle all entrances are closed.
3. After 30-second timer has elapsed, the security system will automatically “ARM”. The siren will chirp [1] time and the parking lights will flash [1] time.

PASSIVE DOOR LOCKING: (See Feature “I - 3” Programming)

The vehicle doors will automatically lock after passive arming cycle has been completed.

15 SECONDS ENTRY DELAY: (See Feature “I - 4” Programming)

It is possible to program the system, that when the alarm is allowed to automatically passive arm, there will be a 15-second delay after a door is opened before the alarm will sound. However, if the system is programmed for instant trigger there will be no delay. Check with your installer for the setting of this feature.

SHOCK SENSOR BY-PASS: Upon the ignition on condition, press and release the valet switch five times, you will hear 2 chirps to indicate that the shock sensor have been bypass. The sensor bypass feature is programmed to activate for one arming cycle only. The security system will return to normal operation during the next arming cycle.

H. ACTIVE DISARMING – UNLOCK & DISARM:

1. Press and release the '**Unlock button**' on the key chain transmitter.
2. The siren will chirp twice and parking light will flash twice to indicating that the security system is now disarmed. The vehicle's dome light will turn on for 30 seconds upon disarming when interfaced with the security system.

TAMPER DISARMING: If alarm triggered, upon disarm the system, siren chirp 4 times, parking light flash 3 times.

PATHWAY ILLUMINATION (See Alarm Feature "**II - 2**" Programming): This feature turns the parking light "ON" for 30 seconds upon a unlock signal and for 10 seconds upon the lock signal.

AUTOMATIC RE-ARM (See Feature "**I - 2**" Programming): If this feature is selected, the security system will automatically re-arm itself 60 seconds after disarming with remote transmitter. Automatic rearm will cancel if any door is opened before the 60 seconds timer has elapsed.

I. DISARMING WITHOUT A TRANSMITTER

The Override function may be used if the remote transmitter is lost or inoperative.

1. Enter the vehicle and turn the ignition switch to 'ON' position. (Alarm will sound.)
2. Within 10 seconds push and release the valet switch

The alarm will stop sounding and enter the disarm mode. You can now start and operate the vehicle normally.

J. VALET MODE:

The valet switch allows you to temporarily bypass all alarm function, eliminating the need to hand your transmitter to parking attendants or garage mechanics. When the system is in valet mode, all alarm function is bypassed, however the remote panic feature will remain operational. To use the valet mode, the system must first be disarmed either by using your remote transmitter, or by operating the Manual override sequence.

Enter Valet Mode:

1. Turn the ignition to "ON" position.
2. Push and hold valet switch for 2 seconds until the LED turns on. The LED will remain on as long as the system is in 'valet mode'.

Exit Valet Mode:

1. Return to normal operation, turn ignition 'ON'.
2. Push and hold valet switch for 2 seconds, The LED will turn off indicate the system are exiting the valet mode.

TEMPORARY VALET FEATURE: Some vehicle equipped the passive remote transmitter, the security will automatic disarm / unlock the vehicle's door when you approach the vehicle and the security will automatic arm / lock the vehicle's door when you are not around the vehicle.

This feature is useful for occasions when you wish to exit and lock the vehicle for short periods of time, but would like to leave the pet inside the vehicle also don't want the system at arm condition.

Upon ignition on condition, press and release the valet switch 2 times and holding in on 2nd push until the LED solid on. The LED will remain on as long as the system is in 'temporary valet mode'. The temporary valet feature will programmed to activate for one cycle only. The security system will return to normal operation (exit the valet mode) after you return the vehicle and unlock the vehicle's door.

K. PANIC FUNCTION:

The buttons on your key chain transmitter will allow you to immediately activate the alarm in emergency situations. To use the remote panic switch:

1. Press the '**Lock**', then '**Unlock**', then '**Lock**' buttons on your key chain transmitter within 5 seconds. The alarm will immediately sound, and continue to sound for 30 seconds.
2. To stop the alarm before the 30 seconds cycle has expired, simply press and release the 'Unlock' button on your key chain transmitter.

L. TRIGGER THE SYSTEM

When armed, your vehicle is protected as follows:

1. Light impacts will trigger the warn-away signal. Three chirps from siren/horn.
2. Heavy impacts / Doors open / Hood open / Trunk open / Turn on the ignition key will trigger the programmed sequence.

The starter disable relay (if installed) prevents the vehicle's starter from cranking. The siren, horn, parking lights, and dome light will turn on to alerting of an intrusion for 30 seconds. Then it will stop and automatic reset and re-arm. If the one of sensors or detectors still active, the alarm system will sound a maximum of 6 times of 30 seconds cycles.

M. DOME LIGHT CONVENIENCE DELAY & SUPERVISION

The alarm with a unique feature which will turn on your vehicle dome light as following:

1. Upon disarming, the interior lights will remain on for 30 seconds.
2. If the vehicle is intruded, the interior light will flash for the same duration as the siren.

Note: Turn ON the ignition switch or arm the alarm will turn off the dome light.

N. ELIMINATING THE ARM/DISARM CHIRPS:

The normal arming and disarming confirmation chirps can easily be turned off using the valet push button switch. To do this:

1. Turn the ignition key on, and then off.
2. Within 10 seconds of turning the ignition key off, press and release the valet switch 3 times.

Chirp off: you will hear 2 chirps to indicate that the chirps have been turned off.

Chirp on: you will hear 1 chirp to indicate that the chirps have been turned on.

Note: Whenever power to the system has been disconnected (for repair or service to the vehicle), the chirps will be activated when the power is re-connected. To turn the chirps off, simply execute steps 1 through 2 above.