

# Megatronix – UPG / UPS – Sensor Interface for Factory Alarm System

## **Description:**

The interface unit allows the ability to add a sensor to a vehicle's factory alarm system. Most factory systems are not equipped with any type of sensor (such as shock, glass, or radar). The interface module receives the trigger information from the sensor and then supplies a selectable positive or negative output to trigger a factory hood, trunk, or door pin input. This unit features the standard 4-pin sensor connector for use with the sensor unit. A status indicator LED and override switch is supplied for the operation of valet and test modes.

## **Basic Operation:**

- 1) Turn the ignition 'OFF'
- 2) Sensor turns on 30 seconds after ignition is turned off
- 3) The LED flashes once every 3 seconds
- 4) LED for sensor interface illuminates while sensor is triggered for visual indication

## **Valet Mode:**

Valet mode allows the use of factory alarm system without the shock sensor capability. Valet mode does not affect the functions of the factory alarm system and only disables the sensor from triggering the factory alarm system.

### *Enter Valet mode:*

- 1) Turn the ignition 'ON'
- 2) Press and hold the valet button for 2 seconds to enter valet mode
- 3) When entering valet mode, the LED flashes 2 times and remains off until you exit valet mode
- 4) The LED will always be off in valet mode

### *Exit Valet mode:*

- 1) Turn the ignition 'ON'
- 2) Press and hold the valet button for 2 seconds to exit from valet mode
- 3) When exiting valet mode, the LED flashes 1 time, and the sensor interface operates normally

## **Sensor Silent Test Mode:**

Test mode allows the sensor interface LED to illuminate when the sensor is triggered, to easily adjust the sensor without triggering the factory alarm, preventing the sounding of the vehicle's horn:

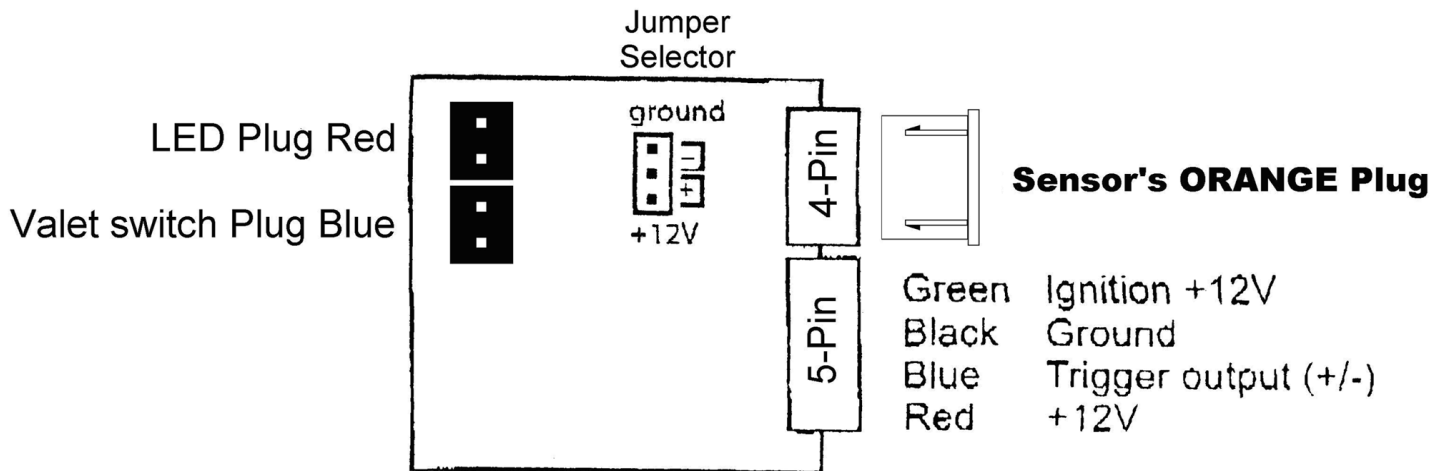
- 1) Turn the ignition 'OFF'
- 2) System must not be in valet mode
- 3) Close all doors and windows
- 4) Press the override switch 5 times
  - a) LED stops flashing
  - b) System is in sensor test mode
- 5) Test sensor
  - a) Tap vehicles body panels with palm of your hand or a rubber mallet
  - b) To increase sensitivity, rotate adjustment 1/8th of a turn clockwise.
  - c) Repeat until desired setting is reached
  - d) Red LED will illuminate when impact is detected
- 6) Exit sensor test mode
  - a) Turn the ignition 'ON' or wait 2 minutes so sensor test mode exits automatically

## **Versions:**

**UPG – Add-On Glass Break Audio Sensor**

**UPS – Add-On Shock Impact Vibration Sensor**

## Wiring Instructions



### Green Wire: (+) Ignition Switched Input

This wire is the switched ignition input. Connect this wire to a switched +12volt source. This wire should receive "12 volts" when the ignition key is in the "ON" or "RUN" and "START" or "CRANK" position. When this ignition is turned "OFF" this wire should receive "0 volts".

### Black Wire: (-) System Ground

This wire is the ground connection for the system. Connect this wire 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.

### Blue Wire: (- / +) Alarm Trigger Output

This wire is the trigger output for the sensor interface unit. Connect this wire to a wire in the vehicle that will trigger the OEM alarm. An existing hood open or trunk open detection wire is recommended. Most OEM security alarms do have the recommended hood open and/or trunk open detection circuit. Some vehicles have the hood/trunk open circuit go through the vehicle's canbus/databus in which case either of those two wires cannot be used. The door open detection circuit may be used instead.

### Note: Output Polarity (Default: Negative)

The polarity jumper selector on PCB selects the output polarity of the unit to trigger the factory alarm. Depending on the vehicle, the trigger input may either be a grounding type factory pin or positive type factory pin. After determining the polarity of the factory pin, adjust the jumper on the PCB accordingly to make sure the sensor interface unit provides the correct type of trigger output. Most vehicles use negative trigger input for the hood/trunk/door open detection circuit, but some vehicles (Such as Ford, Mercury, Lincoln) use positive input trigger for the door open detection circuit (Hood/trunk negative).

### Red Wire: (+) Power +12Volt Input

This wire is the power source for the system. Connect this wire to a fused constant +12volt power source. Do not connect this wire directly to the vehicle battery.

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