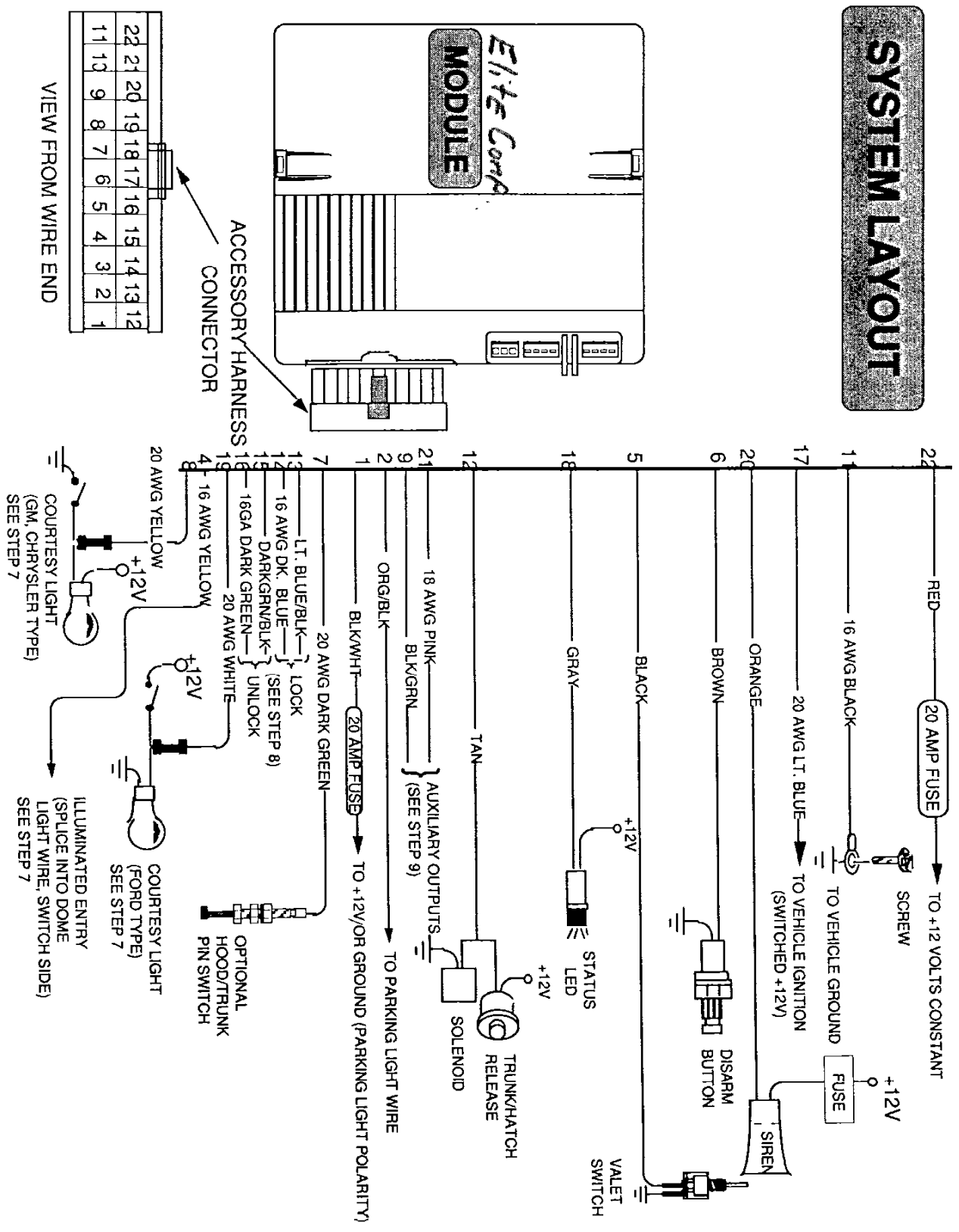
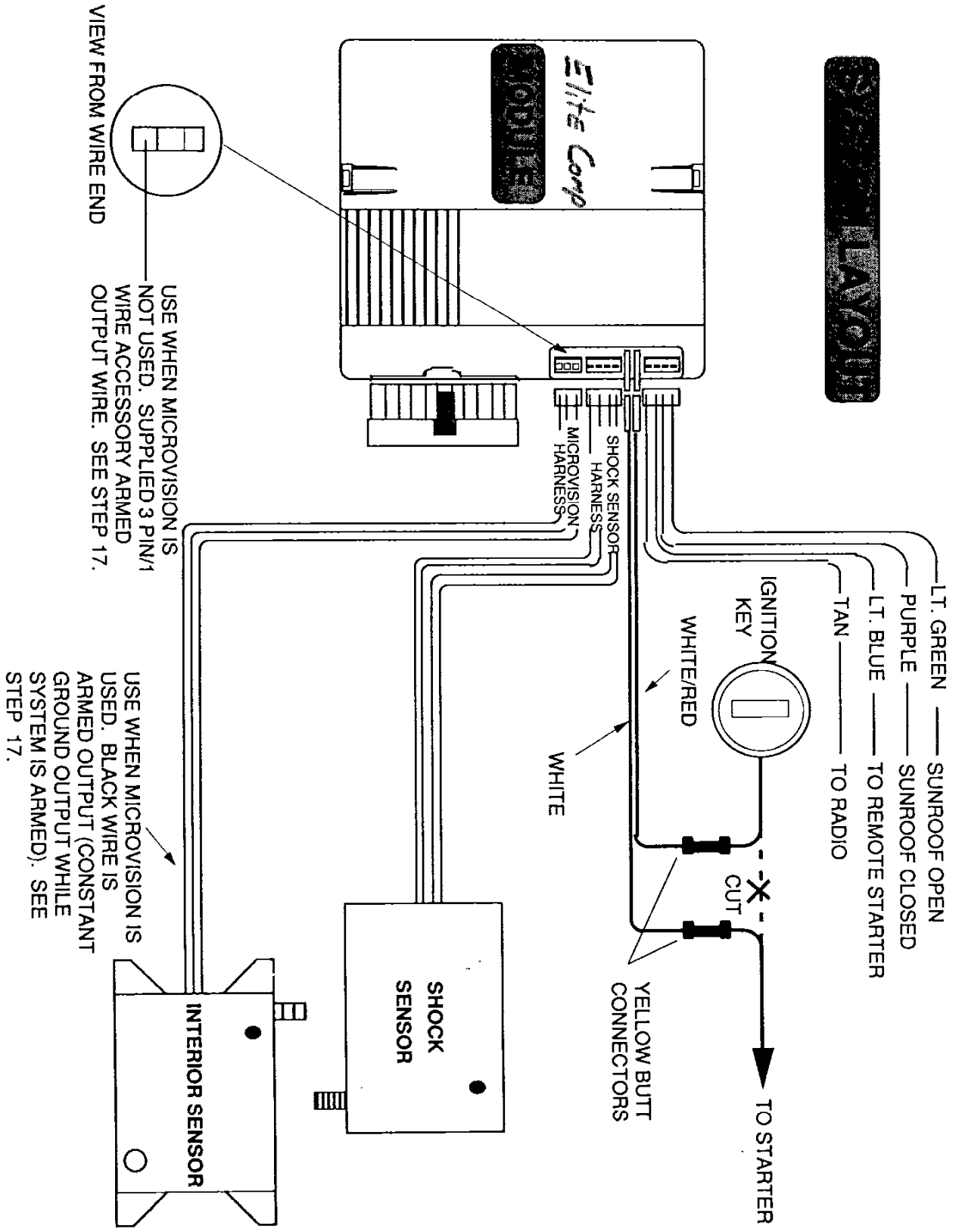


SYSTEM LAYOUT



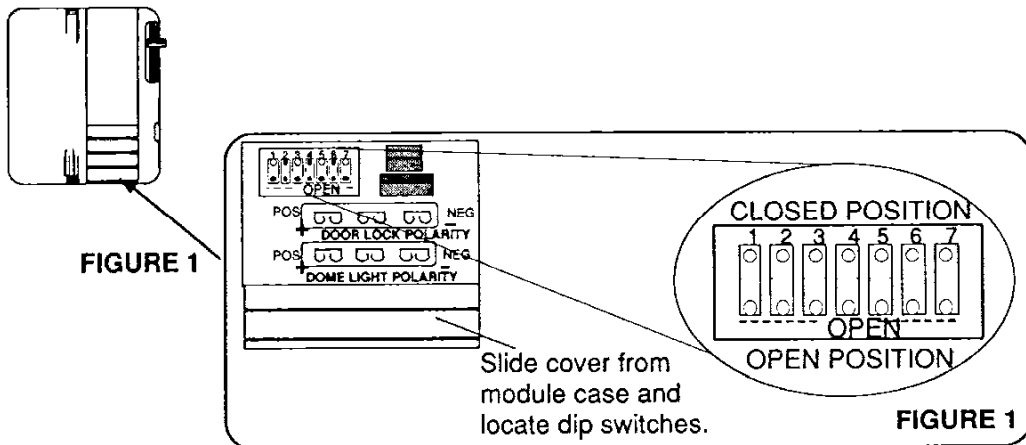
Wiring Layout



STEP 1: SELECTABLE OPERATING CHARACTERISTICS

NOTE: "CLOSED POSITION" DOES NOT MEAN "OFF" POSITION

| SWITCH # | FUNCTION | CLOSED POSITION | OPEN POSITION |
|----------|-------------------|-----------------|----------------------|
| 1 | EXTENDED LOCKS | "OFF" | "ON" |
| 2 | PASSIVE LOCKS | "OFF" | "ON" |
| 3 | PASSIVE ARM | "ON" | "OFF" |
| 4 | AUTO FUNCTIONS | "ON" | "OFF" |
| 5 | SIREN CHIRPS | "ON" | "OFF" |
| 6 | 2 CAR MODE | "OFF" | "ON" |
| 7 | AUXILIARY CONTROL | "OFF" | "ON" FACTORY SETTING |



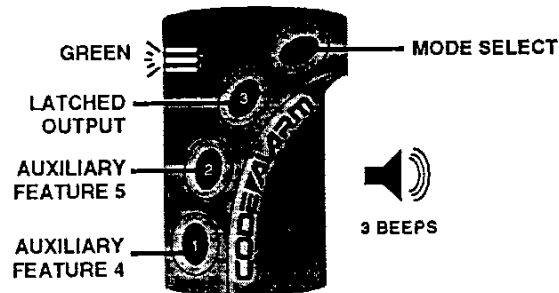
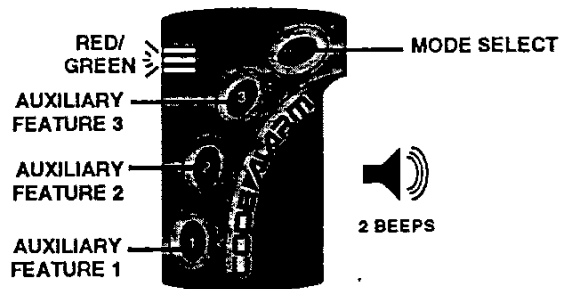
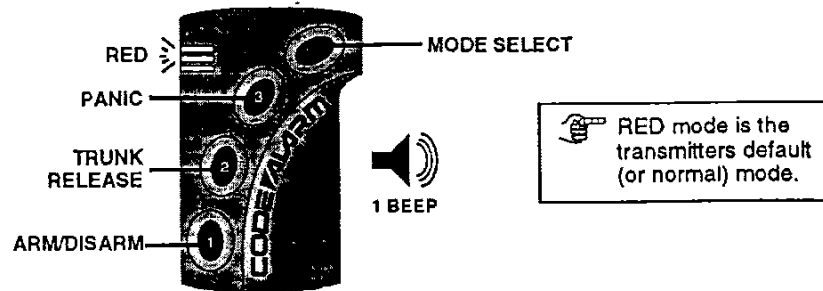
- SWITCH 1: EXTENDED LOCKS** Switch is in the "OPEN POSITION", the lock output of the alarm module will be extended to 3 seconds. Moving the switch to the closed position the locks are 1.5 seconds.
- SWITCH 2: PASSIVE LOCKS** Switch is in the "OPEN POSITION", the doors will lock when the system passively arms. Moving the switch to the closed position doors will not lock when alarm passively arms. SWITCH 3 must be "CLOSED POSITION" when SWITCH 2 is in the "OPEN POSITION".
- SWITCH 3: PASSIVE ARM** Switch is in the "CLOSED POSITION", the alarm will automatically arm one minute after the ignition is turned off. Moving the switch to the open position the system only arms with the remote control transmitter.
- SWITCH 4: AUTO FUNCTIONS** Switch is in the "CLOSED POSITION", the alarm module will automatically lock the doors when the ignition is turned on and unlock the doors when the ignition is turned off. Moving the switch to the open position will eliminate ignition trigger door locks but will not eliminate ignition trigger illuminated exit.
- SWITCH 5: SIREN CHIRPS** Switch is in the "CLOSED POSITION", siren will sound 2 short chirps when arming and sound 1 long chirp when disarming. Moving the switch to the open position will eliminate the arm and disarm chirps and will also audible intrusion alert.
- SWITCH 6: 2 CAR MODE** Switch is in the "OPEN POSITION", one transmitter is able to be used with 2 different modules (2 different cars). Moving the switch to the closed position the transmitter will only be able to be used with one vehicle.
- SWITCH 7: AUXILIARY CONTROL** Switch is in the "CLOSED POSITION", will disable the remote control of the auxiliary outputs. Moving switch to the open position auxiliary outputs are enabled (still can use pin #21 PINK wire armed output).

ET-4 REMOTE CONTROL TRANSMITTER

The remote control transmitter has three unique operating modes:

1. **RED mode** - Operates the most used functions (i.e. arm, disarm and trunk release).
2. **RED/GREEN mode** - Controls auxiliary functions 1 - 3.
3. **GREEN mode** - Controls auxiliary functions 4, 5 and the latched output.

The modes are identified, when any transmitter button is pressed, by the LED flashing a different color and the piezo buzzer emitting a different series of chirps for each mode.

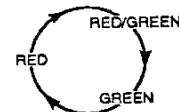


MODE SELECT BUTTON

The modes are switched by pressing the mode select button. Each time the mode select button is pressed the transmitter advances one mode.

Example: When in the RED mode, pressing the mode select button one time will advance the transmitter to the RED/GREEN mode. Pressing the mode select button again will advance the transmitter to the GREEN mode.

The transmitter automatically switches back to the RED mode after 10 seconds of non use.



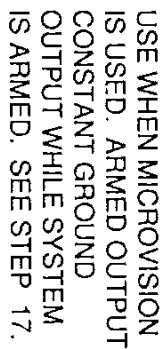
TROUBLE SHOOTING GUIDE

| SYMPTOM | PROBABLE CAUSE | REMEDY |
|--|--|---|
| K. Lite-touch shock sensor will not trip alarm. | <ul style="list-style-type: none"> - Module not armed. - Sensor connected incorrectly. - Sensor not adjusted properly. | <ul style="list-style-type: none"> - Arm module. - Refer to step 16. - Re-adjust sensor, refer to step 18. |
| L. Interior sensor will not trip alarm. | <ul style="list-style-type: none"> - Module not armed. - Sensor connected incorrectly. - Sensor not adjusted properly. - Sensor placement is incorrect. | <ul style="list-style-type: none"> - Arm module. - Refer to step 17. - Re-adjust sensor, refer to step 18. - Mount the sensor as close to the center of vehicle as possible away from any metal surfaces, refer to step 17. |
| M. Auxiliary outputs not responding. | <ul style="list-style-type: none"> - External relays are wired incorrectly. - Dip switch 7 is in the off position. - Transmitter programmed incorrectly. - Transmitter auxiliary code not properly selected. | <ul style="list-style-type: none"> - Refer to step 9. - Turn dip switch 7 on, refer to step 1. - Refer to page 24 and the Operating manual when selecting auxiliary code. |
| N. Dome light will not turn on. | <ul style="list-style-type: none"> - Improper connection of the dome light module output wire. - Wrong polarity. - Vehicle courtesy light fuse removed. | <ul style="list-style-type: none"> - Probe dome light wire for +12v or GROUND when any door is open, refer to step 7. - Refer to step 7 when determining polarity. Refer to step 18 when replacing fuse. Replace fuse. |
| O. Dome light will not turn off. | <ul style="list-style-type: none"> - Dome light switch is on. - An entry point is open or ajar. | <ul style="list-style-type: none"> - Turn off dome light. - Close all doors tightly. |
| P. Trunk will not release. | <ul style="list-style-type: none"> - Improper connection of the TAN module output wire. | <ul style="list-style-type: none"> - Trunk output is positive, a relay must be used with negative trunk systems. - Probe trunk wire for +12v or GROUND when trunk release switch is pressed, refer to step 10. |
| Q. Doors do not lock/unlock when ignition is turned on or off. | <ul style="list-style-type: none"> - Wrong switched +12v source. - Dip switch 4 off. | <ul style="list-style-type: none"> - Probe module BLUE (22 AWG) wire for +12v when ignition is turned on and 0v when off, refer to step 4. - Turn dip switch 4 on, refer to step 1. |
| R. Disarm button will not disarm module. | <ul style="list-style-type: none"> - Ignition not on. - Disarm wired to ground incorrectly. | <ul style="list-style-type: none"> - Turn ignition on then press the disarm button. - Verify ground by clipping test light to +12v, refer to step 14. |
| S. Valet switch not responding. | <ul style="list-style-type: none"> - Valet switch wired to ground incorrectly. | <ul style="list-style-type: none"> - Verify ground by clipping test light to +12v, refer to step 12. |

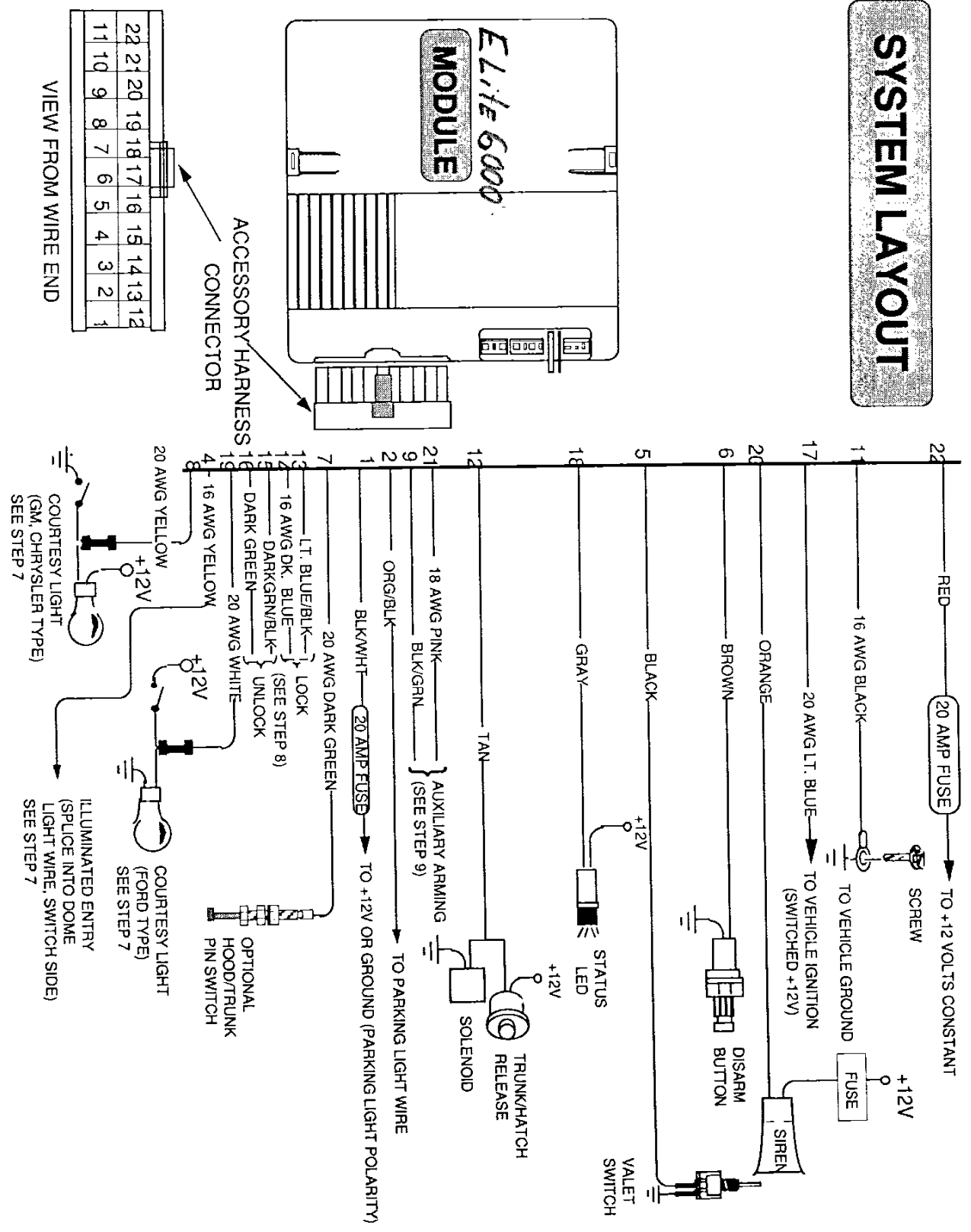
TROUBLE SHOOTING GUIDE

| SYMPTOM | PROBABLE CAUSE | REMEDY |
|--|---|--|
| A. No arm or disarm chirps. Module will not respond to transmitter. | <ul style="list-style-type: none"> - Transmitter battery dead, or not taught to module. - Ignition is on. | <ul style="list-style-type: none"> - Replace battery. - Teach transmitter to module refer to page 24 and the Operating manual. - Turn off ignition. |
| B. Poor transmitter range. | <ul style="list-style-type: none"> - Transmitter battery is weak. - Module antenna not positioned correctly. | <ul style="list-style-type: none"> - Replace battery. - Reposition antenna, refer to step 21. |
| C. No passive arming. | <ul style="list-style-type: none"> - Ignition is on. - Valet switch is on. - Dip switch 3 is in the off position. | <ul style="list-style-type: none"> - Turn off ignition. - Turn off valet switch. - Turn dip switch 3 to the on position refer to step 1. |
| D. Siren will not chirp while arming or disarming. | <ul style="list-style-type: none"> - Siren wired incorrectly. - Dip switch 5 is in the off position | <ul style="list-style-type: none"> - Probe siren RED wire for +12v, refer to step 2. - Turn dip switch 5 to the on position refer to step 1. |
| E. Module only emits one siren chirp upon arming. | <ul style="list-style-type: none"> - An entry point is open. - Domelight is on. | <ul style="list-style-type: none"> - Close all doors, hood and trunk. - Turn off domelight. |
| F. Doors will not lock or unlock. | <ul style="list-style-type: none"> - Door lock wires wired incorrectly. - Wrong polarity. | <ul style="list-style-type: none"> - Refer to step 8 when determining lock wires. - Refer to step 8, probe lock wires for +12v or GROUND when lock switches are on. Refer to step 18 when replacing fuse. |
| G. Status LED will not flash. | <ul style="list-style-type: none"> - Module not armed. - Status +12v wired incorrectly. | <ul style="list-style-type: none"> - Arm module. - Verify +12v source, refer to step 13 |
| H. Parking lights will not flash while arming, disarming or cycling. | <ul style="list-style-type: none"> - ORG/BLK AND BLK/WHT outputs wired incorrectly. - Wrong polarity. | <ul style="list-style-type: none"> - Probe parking light wire for +12v or GROUND when parking light switch is on, refer to step 11. - Determine polarity by probing parking light wire while switch is on, refer to step 11. |
| I. Siren will not sound when an entry point is opened. | <ul style="list-style-type: none"> - Module not armed. - Module YELLOW or WHITE inputs wired incorrectly. | <ul style="list-style-type: none"> - Arm module. - YELLOW input is for negative type WHITE is for positive type. Refer to step 7. |
| J. Siren will not sound when trunk is opened. | <ul style="list-style-type: none"> - Module not armed. - Module GREEN input wired incorrectly. - Option not installed. | <ul style="list-style-type: none"> - Arm module. - GREEN input is for negative type. Refer to step 15. - Install option. |

SYSTEM LAYOUT



SYSTEM LAYOUT



[illegible]