

# **UNDERSTANDING HOW AN ALARM SYSTEM WORKS:**

## **D.I.Y ALARMS:**

**Here is how a DIY Talking or non-talking alarm system operates: After the unit has been mounted down to the metal body of the vehicle, and you got the Thank You or chirp reply from the unit, it is now ready to be armed. Use the remote control and arm the unit, the unit should either chirp (1) time or say: System Armed! You must wait at least 1 minute before doing any testing. After the (1) one minute wait, you can now test the dual stage Impact or shock sensor. To do this, take your open hand and impact the vehicle directly above where you mounted the unit. The unit detects a metal on metal or a metal on glass impact to the body of the vehicle. Your hand not being metal for it to be seen by the unit, you must impact the vehicle directly above the mounted unit. With the first impact the unit will give a warn away, (3) three chirps on non-talking units and on talking units it will say: "Please move Away from the Vehicle". If you impact the vehicle again with in 10 seconds the unit will go into full alarm. For testing the Current Sensor, after arming the alarm, wait again 1 minute. After the wait to test the current sensor open the door on the vehicle, if a Dome Light or Interior light turns on when the door is opened, the alarm will sound. The unit can tell that reading the 12 volts that the unit sees when connected to the battery opened the door. When a light in the vehicle turns on the battery voltage drops, the unit sees this drop in voltage and triggers the alarm to sound.**

## **PRO-SERIES ALARMS:**

**Here is how a Pro-Series system operates: After the unit has been connected to all of the proper and required wires for the operation of the unit, this includes, if required, an external shock sensor (5002pro), it is now ready to be armed. Arm the system, the unit will chirp 1 time, the parking lights will flash 1 time and the door will lock. If the unit chirps 3 times upon arming, the wrong door pin trigger or door pin trigger polarity has been used. Once this is straightened out, arm the system again, 1 chirp is heard, now let the unit set. After 1 minute you can now test the dual stage Impact or shock sensor. To do this, take your open hand and impact the vehicle directly above the unit or as close as possible to where the unit is mounted. The on-board or off-board dual stage shock sensor depending on the unit or units you have, detects a metal on metal or a metal on glass impact to the body of the vehicle. Because your hand is soft flesh and not metal, for the impact to be seen by the unit, you must impact the vehicle directly above the unit or at least as close to the unit or shock sensor as possible. With the first impact the unit will give a warn- away, (3) three chirps, another impact to the body will set the alarm off in full alarm. These units also tie into the door pin trigger input wires; these wires are either a (+) Positive type on most Fords and a (-) Negative type on all other manufactures from around the world. This wire lets the unit know when a door is opened. This wire in most cases is the same wire you connect to for the Dome Light Supervision function. For this test after waiting 1 minute all you have to do is open any door that turns on the interior lights, the lights turning on will trigger the alarm in full alarm. The alarm will also trigger if when the system is armed, the ignition switch is turned to the on position. There is also an option on these units called Current Sensing, this is used if you have a light under the hood or in the trunk of the vehicle that when you open the trunk or hood these lights turn on. In that case, if you program the Current Sensor on, when these are opened the alarm will sound.**