

Glossary of Terms:

“A” PILLER: the “A” Pillar refers to the part of the vehicle just in front of the driver and passenger door, this Pillar travels from the floor to the windshield and is the brace that supports the front of the roof and windshield. The “A” Pillar usually contains the Door Pin Switch and the Dome Light wire, it at times is also referred to as the Door Jam.

ACCESSORY WIRE (+): this is wire in the Ignition Switch harness that supplies (+) Positive 12V's to the Accessory circuit in the vehicle, usually powering up the AC/Heater Blower circuit and Alternator in the vehicle.

ACTIVE ARMING: this refers to the setting of the Alarm system, Active Arming requires that you arm the system manually.

ACTUATOR: this is a DC motor and mounting hardware that is mounted in the doors of a vehicle at the manual Lock and Unlock knob to add a Power Door Lock/Unlock motor to a vehicle that only has manual door locks. This Actuator/motor usually has 2 wires that will need to run thru the door jam boot of the vehicle and connected to relays or to the door lock harness of a keyless entry system to let these Actuator/motors work as power door locks.

ANTI-THEFT SYSTEM: this is a Security OR Starter Interrupt device, usually Factory installed that prevents the vehicle from being Remote Started, this system is intended to prevent the vehicle from being stolen. The system will prevent the Remote Starter from operating without some type of Security Bypass Module (AKA: 791 or 795 Security Bypass Module)

ANTENNA: the Antenna is used to receive the RF (Radio Frequency) signal sent from the Remote Control to operate the Main Unit.

ANTENNA PLACEMENT: this is the location the Antenna should be placed during installation of a unit for best RF reception.

AUTOMATIC START: this is a Program in the remote starter that lets the vehicle remote start every 3 hours on it own, without pressing a button, no matter the temperature.

AUTOMATIC HOT and COLD START: this is a Program in the remote starter that let you program the remote starter to automatically start the vehicle with a pre-set programmed temperature. The temperature setting is selected by programming it can be HOT or COLD depending on the unit.

AUXILIARY INPUT or AMA: this is an Input on a Remote Starter that when a (-) Negative or Ground is pulsed to this wire will cause the Remote Starter to start and run, another pulse of (-) Negative or Ground on this wire will cause the Remote Starter to shutdown.

“B” PILLER: the “B” Pillar is located just behind the front seats, this pillar runs from the floor to the roof line, the “B” Pillar usually contains the Seat Belt Retraction Device. On most (4) door vehicles, the Dome Light wire and the rear door pin trigger wires are located here.

BCM (Body Control Module): this is the Main Computer Module in newer vehicles, the BCM usually controls all important functions on newer vehicles, Door locks, trunk release, Dome lights, most power functions, dash functions and almost any other function that needs a processor to operate in a modern vehicle.

BRAKE INPUT (+): the Brake Input wire, is a wire from the Remote Starters Main Harness that is connected to the (+) Positive side of the Brake switch output wire on the vehicle. The Brake Input wire is used to shut down the Remote Starter after the Key is inserted into the Ignition switch and turned on or for entering programming mode and **MUST** be connected when doing the installation.

BUILT IN ALARM FEATURES: the Built in Alarm features added to a Remote Starter/Keyless Entry will let this unit also operate as an Alarm, these features usually are: Door Pin Triggers, Shock Sensor Inputs and Siren/Horn Outputs.

BULB CHECK OUTPUT WIRE (-): this is the PURPLE wire from the Security Bypass Module that throws a (-) Negative or ground out during the Starter/Crank sequence of the remote starter. This wire must have a (-) Negative output on it during the remote starter operation or the PassLock 1 operation will not function.

BLUB CHECK WIRE: the Bulb check wire is used only on PassLock 1 Installation. This wire is a wire in the ignition switch harness that opens a window for the Anti-theft processor in the vehicle to learn the correct voltage from the ignition key. This wire is a (-) Negative only during cranking. You must make sure the PURPLE wire from the Bypass Module is connected to this wire.

BYPASS OUTPUT: this is the wire that on the Security Bypass Module you connect to the (+) Positive or Hot VATS, PASSLOCK 1 or PASSLOCK 2 wire in the vehicle. This wire reads the voltage from the Anti-Theft system.

“C” PILLER: the “C” Pillar on a (4) door vehicle is located just behind the rear seats, it travels from the floor to the roof line.

CAR FINDER or CAR LOCATER FUNCTION: this function is used in crowded or large parking lots. It is used to locate the vehicle by honking the horn and flashing the parking lights. Some DIY units have built in Car finders that do not connect to the horn but operate through the siren itself.

CHILD SAFTEY MODE/SAFE START: this is a program for a Remote Control that requires the Remote Start button on the remote control to be press (2) times or (2) different buttons to be pressed at the same time for the vehicle to remote start.

CLEARING THE MEMORY OF THE UNIT: this is a procedure that is used to Re-set or clear the main units memory, this procedure varies from unit to unit. The procedure at times is also called

“Clearing the Memory E-Prom”. Clearing the unit will set the unit back to Factory Default and clear out any unwanted programming.

CHASSIS GROUND (-): this is also known as **BODY GROUND, SOURCE GROUND** or **(-) Negative**. This can be found at any bolt or screw that is attached to the metal body of the vehicle. It is also found at the **(-) Negative** side of the Battery.

CODE LEARNING: this is a feature that is built into the unit that lets you program in extra Remote Controls. As it states, it lets the unit Learn a new Code. Each Remote having it own must have a way to be entered into the unit, Code Learning provides that path.

COLD START: See **AUTOMATIC HOT** and **COLD START**

CONSTANT POWER (+) 12V: this in simple terms is **(+) Positive 12Volt Battery Power**. All Ignition Switch harnesses at the Ignition Key switch have a wire that supplies **(+) 12Volts** to power up all the Ignition, Accessory and Starter/Crank circuits.

CRANK or CRANKING WIRE: this is the **YELLOW** (with the tag labeled **CRANK**) or **YELLOW/BLACK** wire on the Security Bypass Module that must be connected to the Starter/Crank wire on the vehicle. You can also tie this wire into the heavy gauge **YELLOW/BLACK** Starter/Crank wire from the remote starter that you connected to the Starter/Cranking wire on the vehicle.

“D” PILLER: the **“D” Pillar** is on Station wagons and SUV’s, this is the far rear pillar next to the back hatch on these vehicles.

DAILY TIMMER START: this is a program that lets you program the remote start to start the vehicle every day at the same time of day. This function is only available on the Two-way systems.

DIESEL START: this is a programming option for units that are designed to operate with Diesel engines. When programming diesel start, the unit will automatically default to tach mode.

D.I.Y: this stands for **“DO-IT-YOURSELF”** and is used such as **“DIY Alarms”** and **“DIY Remote Starters”**

DOME LIGHT SUPERVISION (-) OUTPUT: this is a built in feature, when connected to the vehicles Dome Light Circuit, turns on the Dome Light in the vehicle upon Disarming and/or Unlocking the vehicles doors via Remote Control. The Dome Light Supervision Output is normally a **(-) Negative**, but on some newer units the output is switch controlled and can be **(+) Positive** or **(-) Negative** output depending on your needs.

DOOR JAM BOOT: the Door Jam boot is the protective cover between the door of the vehicle and the **“A” Pillar/door jam**. This protective cover or boot protects the wires coming from door lock switch, mirror, power windows, or any other wires that travel from the door to the inside of the vehicle.

DOOR JAM: this is the location just below the “A” Pillar, the door jam is the location just in front of the door, the door pin switch is usually mounted in the door jam.

DOOR SILL: the Door Sill also known as the Running Board, is the area between the “A” Pillar and the “B” Pillar, this area has a cover plate that covers the carpeting and the wiring harness that runs from the front of the vehicle to the rear, there is a door sill on both sides of the vehicle and if the vehicle is a (4) door you have a door sill at every door.

DOOR TRIGGERS/DOOR PIN INPUTS (+) or (-): the Door Triggers are the wires (usually coming from the Door Pin Switch) in the vehicle, that is used to trigger (trip) or set off an alarm system. The Door Triggers are either a (+) Positive or a (-) Negative in type and in some cases, this wire is also the same wire used for the Dome Light Supervision function (See DOME LIGHT SUPERVISION)

DOOR PIN SWITCH: See DOOR TRIGGERS

DOOR LOCK PULSE LENGTH: the Door Lock Pulse Length is the length of time a voltage is sent out of the (+) Positive or (-) Negative Door Lock output. This pulse length or time can be changed depending on the vehicle the unit is being installed into, Example: Most vehicles require the Short (.6) second pulse length to Lock and Unlock the vehicles doors, some European vehicles require the Long (3.5) second pulse length to operate vacuum door locks.

DOOR LOCK TYPE: the Door Lock Type classifies the Door locking systems in the vehicle. Different types and manufactures of vehicles use different types of door locking systems. (See TYPE “A”, TYPE “B” and TYPE “C” Systems)

DOUBLE CRANK TIME: this is a programmed that is used to extend the Start/Crank output time when in tachless mode. By using this program as it implies, the Crank time is doubled when you remote start the vehicle.

DUAL PULSE DOOR LOCK/UNLOCK: this programming feature is used to Arm OR Disarm factory Security Systems that use the factory door lock or unlock wires to activate or deactivate the system. In most case the Dual Pulse Unlock is the only program this is needed. What it does when programmed is, when you press the button on the remote to unlock, (2) voltage pulses, a (+ or -) depending on the door lock type, is sent down the door unlock output wire from the unit, the first pulse disarms the factory alarm and the second pulse unlocks the vehicle. On vehicles with a dual pulse lock wire, the first pulse locks the doors and the second pulse arms the alarm.

DAUL STAGE: this is implied to a sensor, usually a Shock or Radar sensor. Dual stage meaning it has (2) levels of detection. The first being a warn-away, and the second meaning a full alarm.

ECM (Engine Control Module): this is the Module that controls the engine operation and function on newer vehicle, most of the time you can fine the Tach wire at this module.

E-MODEL UNITS: the “E” in E-Model stands for “Extended Range Antenna”, this is referring to the Antenna type on this unit, all E-Model units have a long Black antenna that mounts on the windshield of the vehicle, by placing the E-antenna on the windshield provides extra range for the unit.

E-PROM: this is a computer memory chip that is programmable and can be re-set. This chip is on-board in the unit.

FACTORY ALARM SHUT DOWN (FASD) WIRE (-): this is a wire that is used to Disarm or turn off a Factory Security/Alarm system. This wire is a (-) Negative pulsed output when the remote control is used to, Unlock or Remote Start. This wire must be connect to a Factory disarm wire to prevent the factory alarm from sounding when a door is Unlocked or Remote Started.

FIREWALL: the Firewall is the area between the cab or Interior of the vehicle and the engine compartment of the vehicle. The firewall is the area the dash and windshield mounts to and is in front of the kick panels of the vehicle. You also will find many of the main engine compartment wiring harnesses exiting the firewall and the heater core and blower motor assembly is also mounted to the firewall.

FLOOR BOARD: this is the area of the floor that is the area that transitions between the firewall and the floor of the vehicle. Many European vehicle manufactures place BCM'S and other modules such as Alarm modules in this area.

GLOW PLUG TIMER: the Glow Plug Timer is a program that is used when you cannot use the Diesel Glow Plug Input wire(s). This is a program that delays the unit (5, 10 or 15 second delay) from sending out a Crank signal to the starter after the ignitions are energized from the main unit.

GROUND (-): See CHASSIS GROUND (-)

GROMMET: a Grommet is usually made of rubber or plastic and is used to prevent a wire(s) from chaffing, chaffing is when a wire rubs against body metal, this rubbing removes some of the wires plastic covering, causing the wire to short to ground. Placing a Grommet between the wire(s) and body metal such as the firewall will prevent this from happening.

HEADLINER: this refers to the area above your head that covers the roof of the vehicle, this is usually a cloth material that is in place to hide any wiring or metal at the roof of the vehicle. The front edge of the Headliner is where you place the Extended Range antenna's of the unit.

HOOD PIN SWITCH: the Hood Pin Switch is usually a normally closed switch that is used as a safety device. This switch, most of the time, is placed under the hood in a location that lets this switch, when the hood is closed, to have an open circuit. When the hood is opened, the switch closes to ground, this grounding circuit when connected to the Hood Pin Switch wire on the unit, will prevent the Remote Starter from starting with the remote control. This type of switch can also be used on an Alarm System, this switch can be used as an alarm trigger Example: A Tailgate on a Pick up truck, if that switch in mounted at the tailgate, if a (-) Trigger input wire from the alarm is connected to this switch, when the tailgate is opened and the switch goes to ground, this ground will trigger the alarm to sound.

HOOD PIN SWITCH WIRE (-): this is a (-) Negative Input wire that is connected to the Hood Pin Switch. (See HOOD PIN SWITCH)

HORN OUTPUT or HORN HONK OUTPUT WIRE (-): this is a (-) Negative output wire that is connected to the Factory Horn wire on the vehicle. This wire is used to operate the vehicles horn. On units with alarm features, this wire will honk the horn when arming and disarming the system, honks the horn with the Car Finder Function and on some newer units this Horn output is only used to honk the horn when programming the unit.

IGNITION #1: this wire is the Primary Ignition wire in the vehicle, this wire supplies (+) Positive 12volts when the ignition key is turn on to the BCM, ECM and Ignition Control Modules in the vehicle.

IGNITION #2: this wire is the secondary Ignition wire in the vehicle, this wire supplies (+) Positive 12volts when the ignition key is turned on to the secondary processors PCM's (Powertrain Control Modules) in the vehicle such as the transmission and on some vehicle the climate controls.

IGNITION COIL/IGNITION MODULE: the Ignition Coil/Ignition Module is used to energize and fire the spark plugs on the engine, the Ignition Coil is usually where you will find the Tach wire for the Tach signal for a Remote Starter.

IGNITION CONTROLLED DOOR LOCKS: this is a programming function that lets you control the doors through the Ignition switch and Brake pedal. When the vehicle is started with the ignition key or the remote starter, when you step on the brake the doors will lock, when you turn the ignition key off the doors will unlock.

IGNITION #1 OUTPUT (+): this wire coming from the Remote Starter is connected to the Ignition #1 wire at the Ignition Switch Harness on the vehicle, this wire supplies a (+) Positive 12volt output from the Remote Starter to energize the Ignition #1 circuit in the vehicle.

IGNITION #2 OUTPUT (+): this wire coming from the Remote Starter is connected to the Ignition #2 wire at the Ignition Switch Harness on the vehicle, this wire supplies a (+) Positive 12volt output from the Remote Starter to energize the Ignition #2 circuit in the vehicle.

IGNITION #3 OUTPUT (-): this is a wire that is used to energize a relay for Ignition # 3 or the wire from the unit that connects to the Security Bypass module, wire activates or puts a (-) Negative/Ground output when you press the start button on the remote control.

IGNITION INPUT WIRE: this wire is an activation wire, it is connected to the IGNITION #1 Circuit on the vehicle. This wire is used to tell the unit that the Ignition #1 circuit is active or powered up. This wire is used on older units and is YELLOW and on the 791 security bypass module this is the WHITE wire.

IGNITION KILL OUTPUT: See "STARTER DISABLER/STARTER IMMOBILIZER"

IGNITION NEGATIVE TRIP: this is the BLUE wire on the Security Bypass Module that is connected to the thin WHITE wire on the 3-Pin plug on the relay pack harness or connect it to the YELLOW, WHITE or YELLOW/BLACK, Ignition #3 or Security Bypass Output wire from the main unit.

IMPACT: is a term for the force or the implied force of striking or hitting the body of a vehicle.

INTERIOR TEMPERATURE MONITOR: this monitors the vehicle inside temperature on the Two-way remote controls LCD status display.

KEYLESS ENTRY/KEYLESS ENTRY MODULE: Keyless Entry refers to the operation of the power door locks via a remote control, Keyless Entries can be Factory installed or of Aftermarket type systems, most high end Remote Starters and Alarm Systems have a Keyless Entry System built in. The Keyless Entry Module refers to the Factory Installed Module that control the power door locks from the vehicles Factory Remote Control.

KICK PANEL: the Kick Panel is a panel that is either screwed or snapped into place that covers the wire harnesses from the driver or passenger's door and/or the main harnesses running to the rear of the vehicle. There are (2) Kick Panels (1) on the drivers side and (1) on the passenger side. Both of these panels are located in front of each door and under the dash.

L.C.D: the LCD or Liquid Crystal Display is the little screen that lets you monitor the status of the vehicle on your Two-way Remote Control.

L.E.D: the LED stands for Light Emitting Diode, this is the little light at you have mounted on the dash of the vehicle that flashes when the unit is armed. This LED is also used to let you know when the unit is in Valet Mode and also the status of the unit.

LOW VOLTAGE START: this is a program that lets the Remote Start automatically start and run for the pre-set programmed run time when the vehicles Battery voltage drops below 11Volts.

NEUTRAL SAFETY SWITCH: this is a switch either at the steering column of the vehicle or at the transmission on the vehicle. This switch prevents the vehicle from starting with the Ignition key or by remote Start while the vehicle is in gear.

O.E.M.: this stands for Original Equipment Manufacture and refers to parts that are original equipment on vehicles.

ONE (1) WIRE DOOR LOCKS: this refers to a type of door locking systems. The One (1) Wire Door locking System operates off of one (1) wire through a resistor or resistors. To operate this door locking system will take either a (+) Positive or (-) Negative voltage through a resistor to the one (1) wire in the vehicle. The resistor or resistors change the voltage values on this door lock/unlock wire. A processor in the vehicle will see the change in these voltages and either locks or unlocks the vehicles doors.

PATHWAY ILLUMINATION: is a function that lets you program the length of time the parking lights either flash or the time they stay on during arming and disarming.

PANIC FUNCTION or PANIC MODE: this is a operation done by the unit, it triggers or sets off the Alarms Siren or Horn in full Alarm. This function is used only when you feel threatened or need to attract attention to you or your vehicle.

PARKING LIGHT CONFIRMATION: this confirms that the unit has received the transmitters signal by flashing the Parking Lights on the vehicle.

PARKING LIGHT OUTPUT (+/-): this is an output either (+) Positive or (-) Negative that connects to the Parking Lights on the vehicle. This function flashes the parking lights with you Arm/Lock, Disarm/Unlock, Remote Start, Pop the Trunk or use the finder function.

PASSIVE ARMING: refers to the setting of the Alarm system, Passive Arming requires programming the unit for this function. Passive Arming will activate after the last door on the vehicle is closed. Passive Arming is an Automatic arming feature, meaning the unit arms itself.

PIT STOP MODE: this is a function on the remote starter that lets you exit the vehicle and remotely lock the vehicle while the engine is still running without having to leave the keys in the ignition switch.

PROGRAMMING: this is a procedure to “add” an optional feature or operating mode, this is usually done through the remote control or but using the ignition key and the valet/program switch.

RANGE/ OPERATING RANGE: this is basically the approximant distance the unit will operate or function from or to.

REARM OUTPUT (-): this is a wire from the unit that connects to the Factory Arm wire on the vehicle. This wire will Arm the Factory Security or alarm system.

REMOTE VALET: this is a function that lets you program your unit in and out of Valet Mode through the hand held Remote control. (See “VALET MODE”)

R.P.M.: this stands for Revolution Per Minute, this is the amount of turns by the engine when it is running, the RPM is monitored by the Tach signal.

RUN TIME CONFIRMATION: this is a feature that lets you confirm through the number of Parking Light flashes on the vehicle, the pre-set or programmed run time set into the remote start.

SHOCK SENSOR: this is a Sensor that is either on board or off board of the unit. When the unit is armed, this sensor will pick up impact on the body of the vehicle to trigger or trip the alarm.

SILENT ARMING/DISARMING: this is a feature that let your turn off the Horn Honk or Siren chirp during the entering or exiting of the vehicle. This is usually a programmed feature.

SIREN OUTPUT (+): this is the (+) Positive output from the unit that connects to the positive wire on the siren. This wire activates the siren either when arming or disarming or when the alarm is triggered or tripped.

STARTER/CRANK OUTPUT (+): this is the wire coming from the Remote Starter that throws (+) Positive 12Volts to the Starter/Cranking wire in the vehicle. Energizing this wire turn the Starter Motor on the engine over.

STARTER/CRANK WIRE: this is the wire at the Ignition Switch Harness in the vehicle, that when the Ignition Key is held in the Cranking position causes the starter motor on the engine to turn over. The Starter/Crank wire from the Remote Starter or the Starter Immobilizer device is connected to this wire in the vehicle.

STARTER DISABLE/STARTER IMMOBILIZER: this is security device or relay that breaks the Starter/Crank or Ignition wire in the vehicle. When this relay is energized, it will prevent the vehicle from starting with an ignition key or from being Hot wired in an attempt to steal the vehicle.

STARTER DISABLE/STARTER IMMOBILIZER OUTPUT (-): this is the wire from the unit that connects to the Starter disable or Starter Immobilizer Device or Relay. This wire has a (-) Negative output that activates the devise upon arming.

TACH INPUT: this is the wire from the Remote Starter that you connect to the Tach wire or Tach Signal on the vehicle. This wire is only used when the remote starter is programmed for Tach Mode.

TACH LEARN: this is a programming operation that lets the Remote Starter learn the Tach Signal from the vehicle once the Tach wire is connected to the Tach Signal wire on the vehicle.

TACH MODE: this is a programming mode in a Remote Start that lets the processor see a signal from the Ignition module on the vehicle. This mode monitors the tach signal from the vehicle and lets the remote start know that the vehicle's engine is running in remote start mode.

TACHLESS MODE: this is a programming mode in a Remote Start that lets the processor see a signal from the Charging Circuit on the vehicle. This mode monitors the Battery voltage from the vehicle and lets the remote start know that the vehicle's engine is running in remote start mode.

TACH WIRE or TACH SIGNAL: this is a wire at the vehicles BCM, ECM or Ignition coil/Ignition module that is used by the vehicle to monitor the operation of the engine, this wire is used to feed a tach signal to the remote starter.

TEMPARY SILENT ARMING/DISARMING: this is a feature that lets you Arm and Disarm the alarm in silent Mode only for this Arming only, it automatic returns to normal mode the next time you use the remote control.

TIMER/TEMPATURE START: this is a programming operation that let you program the remote starter to start ever (2) to (3) hours on its own without using the remote control.

TRIGGER/TRIP: this is the term used for the operation or activation of an input. To Trigger or Trip means to “set off” or activate an Alarm System. It is mostly heard or used with Impact or Shock sensor inputs. The term Trigger wire is also used.

TRUNK POP SILONOIDE: this is an aftermarket Solenoid or motor that you can add to a vehicle to give it the Power Trunk Release option. This Solenoid mounts to the trunk release key cylinder on the trunk and will turn the release mechanism when connected to a relay and the trunk release output of a unit.

TRUNK RELEASE/TRUNK POP OUTPUT (-/+): this is an output wire from the unit that can be either a (+) Positive or a (-) Negative and is used to release the electric trunk release on the vehicle. This wire is connected to the wire in the vehicle that connects between the factory trunk Release switch and the Trunk Release motor in the vehicle.

TURBO CHARGE/TURBO COOL DOWN MODE: this is a program that lets you keep the vehicle running for a preset run time, the engine will keep running like in Pit Stop mode, this will let the Turbo cool down to prevent damage to the Turbo on the vehicle.

TWO STEP DOOR LOCKS: this is a wire on the unit that is added to an extra relay that let you wire into the door unlock wire in the vehicle. By using this function you can unlock the driver’s door first, and then unlock all other doors by remote control.

TWO-WAY TRANSEIVER: this refers to a Remote Control that communicates back and forth between the Main unit. The Two-way system talks to each other, it has the ability to let you know the operating status of the unit via a LCD on the remote control.

TYPE “A”/POSITIVE DOOR LOCKS: this refers to a type of door locking systems. The TYPE “A” or Positive Door Locks means this door locking system is operated by a (+) Positive voltage.

TYPE “B”/NEGATIVE DOOR LOCKS: this refers to a type of door locking systems. The TYPE “B” or Negative Door Locks means this door locking system is operated by a (-) Negative voltage.

TYPE “C”/REVERSE POLARITY DOOR LOCKS: this refers to a type of door locking systems. The TYPE “C” or Reverse Polarity Door Locks means this door locking system is operated by a (+) Positive voltage on one wire while at the same time another wire will need a (-) Negative or Ground. When the door locks are operated by the power door lock switch, this switch as it refers to in its name, reverses the polarity to the door lock motors which in turn lock and unlock the doors.

TYPE “F” DOOR LOCKS: this refers to a type of door locking systems. The TYPE “F” Door Locks requires a Relay placed in between the common Lock/Unlock wire. Either by breaking this wire in half or by putting this Lock /Unlock wire back together will Lock or Unlock the vehicles doors.

UNIVERSAL BYPASS MODULE: this is another name for the Security Bypass Module or the models 721,781, 791 or 795 this will also refer to other bypass modules that are manufactured.

VACUUM DOOR LOCKS: this refers to a type of door locking systems. Vacuum Door locks are usually used on older European vehicles. This type of door locking system will requires extra relays to connect.

VALET MODE: the Valet Mode is a way to program either through the Remote Control or by the Valet/Program switch to turn On or OFF the alarm section of the unit. When the unit is in Valet Mode the unit will still operate the keyless entry and on some units, the Remote starter section will still function.

ZONE VIOLATION STATUS/ZONE VIOLATION: this refers to a Zone or area of protection provided by the Alarm system. The zone violation status is a code that is flashed through the L.E.D. on the unit. This code will let you troubleshoot what zone was violated or what triggered the alarm.

