VISION

1014C

DIY AUTOMOTIVE ALARM SYSTEM

Instruction Manual

KIRAMEK INCORPORATED

Ver. 1.2, Jul'07

Thank you for purchasing this VISION 1014C Vehicle Security System. The 1014C is a state of the art device that will provide you with years of trouble free service if used properly. Please familiarize yourself with the content of this Instruction Manual to get the most out of your new system. We trust you will enjoy using the product.

TABLE OF CONTENTS

NOTICE! Although reasonable efforts have been taken to ensure accuracy in this Instruction Manual, Kiramek Inc. shall not be held liable for any errors, omissions, property damage, or injury resulting from the use of this information.

All product specifications and features are subject to change without notice.

ONE YEAR WARRANTY

The VISION 1014C system alarm unit is backed by a one (1) year warranty against defective components and/or improper product assembly to the original purchaser for as long the vehicle is owned by that same purchaser. The warranty becomes void if the VISION 1014C system is moved to another vehicle. All other parts and/or accessories that connect to VISION 1014C systems, including the shock sensor and ultrasonic sensor and status LED, are also warranted for one (1) year from the original date of purchase.

During the warranty period, Kiramek Inc. will repair or replace, at its sole discretion, any system component that is found defective in material or assembly during the warranty period, provided that the product is returned to Kiramek Inc. or an authorized VISION dealer with a clear and legible copy of the original purchaser's receipt. Any damage to your VISION 1014C system that results from normal wear-and-tear, accidents, improper use, neglect, exposure to high humidity or extreme temperatures, faulty wiring, incorrect installation, modification, removal or defacement of the product serial number, alteration or repair outside Kiramek Inc or its Authorized VISION Dealers immediately voids this warranty.

This warranty is limited to defective parts only and does not provide any compensation whatsoever for damages associated with the VISION 1014C system or its accessories. This warranty does not cover installation labor, product removal and/or reinstallation fees. This warranty is valid for the original purchaser only and may not be transferred to another party. Kiramek Inc makes no warranty against theft or vandalism of the vehicle in which the VISION 1014C system was installed. This warranty shall not be interpreted as an insurance policy against loss, nor shall Kiramek Inc be liable any in way for such loss, financial or otherwise.

⚠ **IMPORTANT!** THIS SYSTEM WAS DESIGNED TO BE AN EASY-TO-INSTALL, "DO IT YOURSELF" PRODUCT, BUT YOU MAY WISH TO CONSIDER PROFESSIONAL INSTALLATION IF YOU ARE APREHENSIVE ABOUT AND/OR INEXPERIENCED WITH WORKING WITH VEHICLE ELECTRONICS. THIS WARRANTY DOES NOT COVER DAMAGE TO THE VISION PRODUCT OR YOUR VEHICLE CAUSED BY INSTALLATION MISTAKES! BY INSTALLING THIS SYSTEM YOURSELF, YOU ASSUME FULL RESPONSIBILITY FOR YOUR OWN INSTALLATION AND ANY PROBLEMS THAT MAY RESULT. CONSIDER THE RISKS BEFORE INSTALLING YOURSELF.


INSTALLATION

PRECAUTIONS & SAFETY

⚠ **OPERATION.** Use of the 1014C outside its intended purpose as described in this Instruction Manual could result in damage to the vehicle or surrounding property, or cause serious injury or even death. Seek professional installation by an authorized VISION dealer if you feel uncomfortable proceeding yourself.

⚠ SAFETY POINTS TO ABIDE BY:

1. Never start the vehicle's engine in enclosed spaces that lack adequate ventilation. Extended exposure to carbon monoxide exhaust fumes can result in death!

2. Do not disconnect the vehicle's battery, as it could cause serious problems with airbag systems, anti-theft radios or vehicle diagnostics. If you absolutely must disconnect the vehicle's battery, first disconnect the main power wiring harness of the 1014C and then disconnect the vehicle's battery.

3. Do not proceed with installing this system in vehicles that do not have a 12-volt electrical system. This system will not function in 24-volt trucks, and any damage resulting from such installation shall be the sole responsibility of the installer.

4. Do not install the 1014C alarm unit or associated sensors in or near water, or in a location where water could gather. The 1014 alarm unit is weatherproof but not waterproof, and an electrical short could occur if water gets inside or shorts a contact in the wire harness. *Only an optional siren and the 1014C alarm unit can safely be installed in the engine compartment, not sensors! (Also see page 33.)*

5. Do not install the 1014C alarm unit in an environment of intense condensing humidity or steam, in an area with an unusally large number of airborne particles, or any place where oil could build up inside the control module case. All of these extreme environments could lead to an electrical short and possible cause a fire.

6. Avoid installing the 1014C and its associated sensors near sources of intense RF transmissions which could possible interfere with the operation of the system. If you find the system is randomly working and not working, consider relocating the alarm unit and/or sensors.

INSTALLATION TIPS

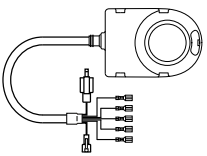
Steps Toward a Professional Installation:

- Secure all electrical contacts so you cannot easily break the connection by tugging on the wires. Use solder if required, and securely cover all connections with electrical tape, heat shrink tubing and/or corrugated tubing.
- Use only a DMM (digital multi-meter) to test leads or take voltage readings. Do not use "test lights" or "logic probes" ("computer-safe test lights" included) because they draw a large amount of electrical current that could overload and destroy sensitive circuitry in the vehicle.
- Manually turn off all lights (such as the dome light) that trigger when a hatch is opened so you will not run down the battery. If you cannot manually turn off all the lights, then remove the appropriate fuses and don't forget to replace the fuses after your installation is complete.
- Remember to not lock the keys in the car during your installation! Leave a door open or roll down a window, just in case.
- Consult the vehicle owner about where the Status LED, Alarm Unit, and Sensors should be mounted.
- If you cannot find a suitable constant +12 volt power source under the dash, run a thick-gauge wire direct to the battery terminal. Do not disconnect the battery, but rather connect to the battery terminal clamps by removing the appropriate bolts.
- When running extension wires (such as a +12v lead to the battery), use a wire gauge that is at least as big or bigger than the wire you are extending.

Recommended Tools and Accessories:

- DMM (digital multi-meter)
- Battery-powered drill & driver
- Electrical Tape or Heat Shrink Tubing
- Soldering Iron & Solder
- Corrugate Tubing
- Wire Stripper/Crimper

INCLUDED ITEMS



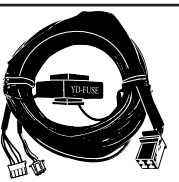
Alarm Unit (1pc)

2-Button Remote (1pc)

Ultrasonic Sensor (1pc)

Shock Sensor (1pc)

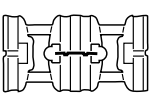
Status LED (1pc)



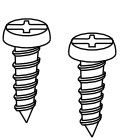
Main Harness (1pc)

Window Decals (2pc)

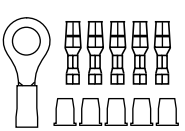
2-Sided Tape (2pcs)



Electrotap (1pc)



Mounting Screws (2pc)



Ring & Bullet Connectors

This Manual (1pc)

TECHNICAL SPECIFICATIONS

Alarm Unit

Operating Voltage:	12Vdc
Current Consumption:	5mA (armed w/ LED flashing, excludes shock sensor)
Operating Temp.:	-40°C to +110°C
Built-in Siren:	115dB, 1-Tone Piezo
Housing:	Water-resistant (cannot be submerged)

Shock Sensor

*(Certified for **IP40**, but also passed IP50 tests)*

Operating Voltage:	12Vdc (fed from Alarm Unit)
Current Consumption:	5.0mA (avg.)
Operating Temp.:	-40°C to +85°C
Sensor Technology:	Infra-red Beam Deflection
Trigger:	2-Stage

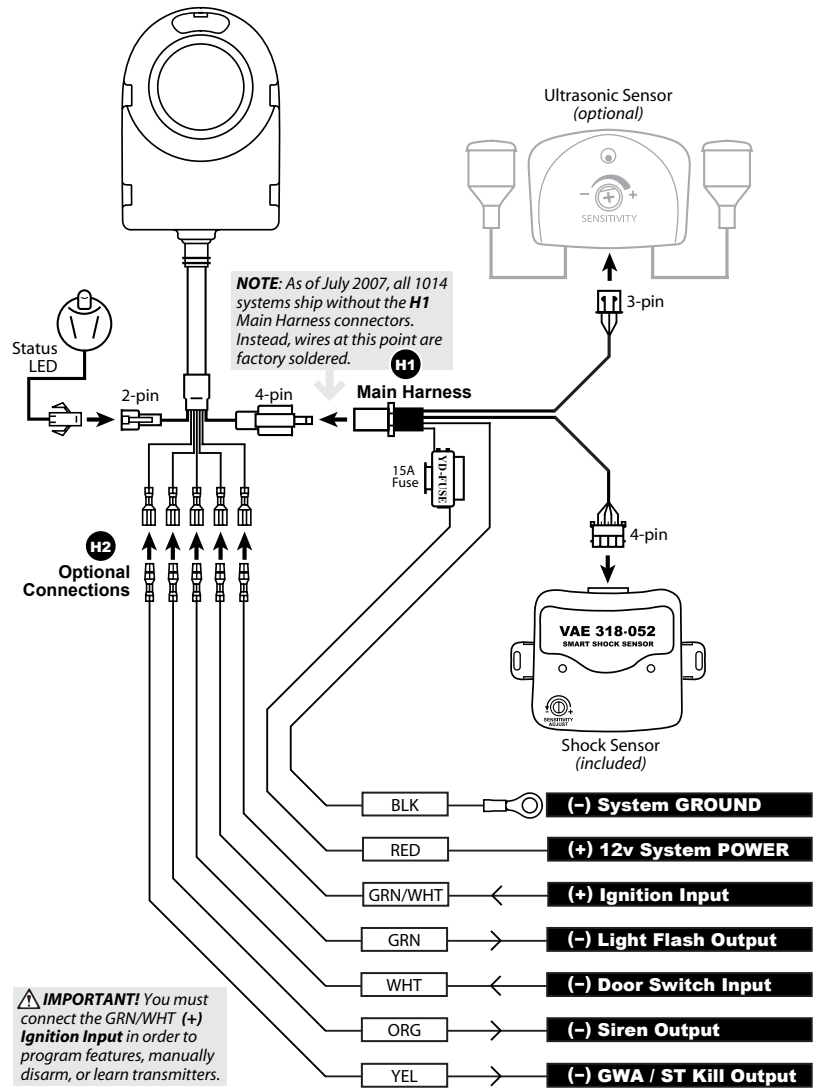
Ultrasonic Sensor

Operating Voltage:	12Vdc (fed from Alarm Unit)
Current Consumption:	6.0mA (avg.)
Operating Temp.:	-20°C to +75°C
Sensor Technology:	Ultrasonic Audio Transducer
Trigger:	1-Stage

Transmitter

Battery Power:	Two CR1616 Lithium Button Cells
Battery Life:	1 Year (10 presses per day)
Normal In-City Range:	20~30m (65~100ft.)
RF Transmission:	Digital, 66-bit Rolling Code Security
Housing:	Waterproof to 1.8m (6ft.)

SYSTEM WIRING DIAGRAM



⚠ ***IMPORTANT!*** *You must connect the GRN/WHT* ***(+) Ignition Input*** *in order to program features, manually disarm, or learn transmitters.*

H1-BLK (–) System GROUND

This wire is the main (–) ground input to the 1014. Be sure to connect this wire securely to a good ground source. *Most security system installation problems result from a bad ground connection!*

Find a piece of bare metal on the vehicle and use some steel wool to clean it off before you make your connection. Determine the length of wire needed, and cut the black wire shorter if necessary. Crimp on the included ring connector. Screw down your connection tightly.

H1-RED (+) System POWER

This wire is the main (+) 12v power input to the 1014. Be sure to connect this wire securely to a *constant* 12v source, but connect this wire *last* so the siren doesn't go off.

If you cannot find a constant 12-volt source under the dash, you may need to run a wire directly to the positive battery terminal in the engine compartment. If you need to extend this 12v power wire, use wire thicker than the RED wire. Do not bypass the fuse on the RED wire. If you blow the fuse, replace with a 15A blade type.

H1-4 pin Shock Sensor Connector

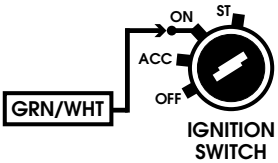
This cream-colored 4-pin connector is to be attached to the included 318-052 shock sensor, as shown in the diagram on page 7. Optional sensors (such as VISION RSA-series field sensors or the 318-022 digital tilt sensor) can be easily added to this line with the purchase of an optional 318-035 Sensor Splitter.

H1-3 pin Ultrasonic Sensor Connector

This white 3-pin connector can be attached to the included 318-04 ultrasonic sensor, as shown in the diagram on page 7. Be sure to keep the control unit of the Ultrasonic sensor more than 30cm (1ft) away from the body of the 318-052 shock sensor to avoid interference and possible false alarms.

H2 OPTIONAL CONNECTIONS

H2-GRN/WHT (+) Ignition Input ⚠ Important Connection!



This wire must be connected to the (+) 12v Ignition line (showing 12v when IG switch is turned on). You must connect this GRN/WHT wire to trigger the siren when the ignition goes on (while Armed), for remote start compatibility (pg.23), for Force Reset (pg.29), for Feature Programming (pg.25), and for Transmitter Learning (pg.31).

H2-GRN (–) Light Flash Output

This wire supplies a (–) 0v Ground (250mA max.) output for flashing the vehicle's lights during security breaches (at times of Warning Chirps and Full Siren Blast). See **Fig-1** below. The "Vehicle Light" shown can be the parking lights, small lights, hazard lights or headlights. It doesn't matter which lights you connect to, but you may need an optional relay in some cases, such as connecting to the hazard (turn signal) lights.

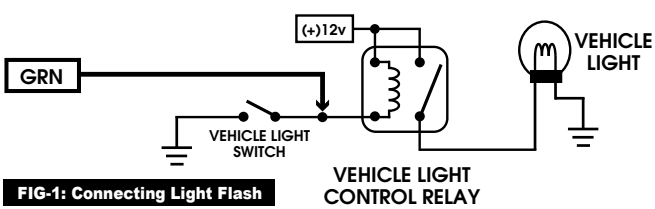


FIG-1: Connecting Light Flash

⚠ ***NOTE:*** *The relay shown in* ***Fig-1*** *is not an "optional" relay. The diagram shows the vehicle's factory relay attached to the factory light switch. The 1014's GREEN wire has sufficient output to drive a factory relay only. Never connect the GREEN wire directly to the vehicle lights! If you need to invert the polarity from (–) to (+), you will need to purchase an optional VISION 896H-1C relay.*

H2-WHT (–) Door Switch Input

This input detects if a door is opened and is also used for Force Reset — *see page 29*. If a door opens while Armed, the siren will go off for 30 seconds or until Disarmed. This input can also be connected to the trunk if *optional* diodes are used. The connection is made between the door (and/or trunk) switch and the dome (and/or trunk) light as shown below in **Fig-2**. The switches shown are open-ciruit (no ground) when the door/trunk is closed.

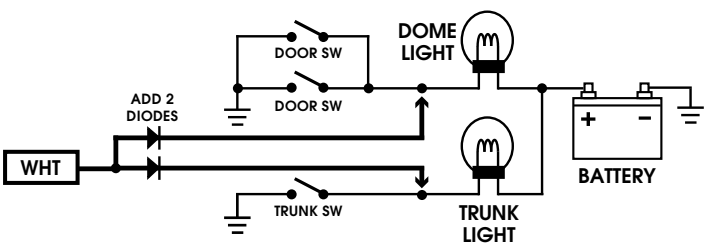


FIG-2: Connecting Door/Trunk Input

⚠ ***NOTE:*** *If you connect the WHITE wire to the trunk, keep in mind that the siren will go off when the trunk is opened while armed. Disarm the system before opening the trunk.*

H2-ORG (–) Siren Output

This wire supplies a (–) 0v Ground (1.5A max.) output to operate an optional external siren during a security breach. See **Fig-3** below.

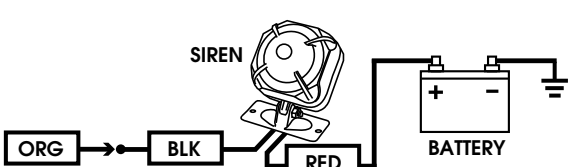


FIG-3: Connecting to the Siren

H2-YEL (–) GWA / Starter Kill Output

"GWA" stands for "Ground When Armed." This wire supplies (–) 0v ground (500mA max.) while the 1014 is armed. This output can be used for a variety of purposes, with the two most popular being Starter Kill Immobilization *(optional **896H-1B** relay required)* and Door Locking *(optional **318-16U** door lock module required).* When the optional door lock module is connected, doors will lock when the system is Armed and unlock when Disarmed.

When connecting Starter Kill, the Yellow GWA wire is connected to the Yellow wire ("86") of the *optional* 896H-1B starter kill relay, as shown in **Fig-4** below.

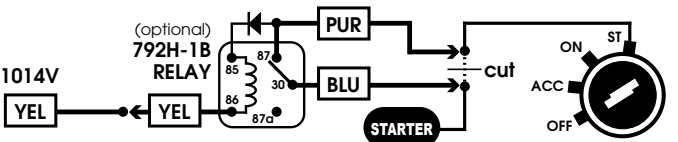


FIG-4: Starter Kill Wiring

TIP: You may also attach low-current devices, such as scanning LEDs and other automotive illumination products, to the YELLOW wire. These devices will turn on when the 1014 is armed. A relay will be needed if your combined devices (including starter kill relay) exceed 500mA. See **Fig-5** below for example wiring of an optional LED scanner.

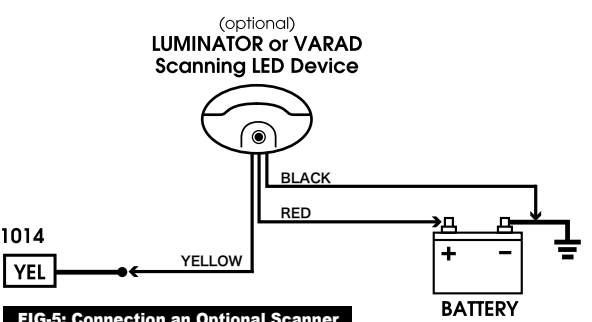


FIG-5: Connection an Optional Scanner

MOUNTING SYSTEM COMPONENTS

Alarm Unit

The Alarm Unit is "the brain" of your 1014 system. It therefore should be installed in a secure location, either under the dash or in the engine compartment.

> ⚠ ***WARNING!*** *If you install the Alarm Unit in the engine comparment, NEVER mount near any source of heat or where water could collect! And NEVER mount the Alarm Unit near moving parts or in a location where it can vibrate or move around excessively. The firewall is usually the best mounting location in the engine compartment. (Also see page 33.)*

> ⚠ ***IMPORTANT!*** *When considering an appropriate mounting location under the dash, keep in mind that most thieves hot-wire vehicles by removing the plastic panel just under the steering column.*

If you purchased an optional external siren, it may be best to install the 1014 Alarm Unit *inside* the vehicle and the external siren in the engine compartment. This way, the built-in piezo siren can then act as a "pain generator" to further scare off thieves who try to get inside your car.

Locations above or behind the glove box, behind the radio or high up under the dash are all good mounting places. *If you extend wires, always use the same or larger gauge wire! Solder all large gauge wire connections and cover with electrical tape or heat shrink tubing and/or corrugate tube.* Mount the Alarm Unit to a secure, flat surface with the included 2-sided tape or use wire ties to attached the Alarm Unit to a sturdy factory wire harness.

Ultrasonic Sensor

Please consult the included "318-04 Ultrasonic Sensor WIRING GUIDE" in conjunction with the wiring diagram shown on page 7 of this manual.

> ⚠ ***IMPORTANT!*** *Mount the included 318-052 shock sensor >30cm (1ft.) away from the main body of the included 318-04 Ultrasonic Sensor. Failure to do so may cause the shock sensor to randomly false trigger.*

Status LED

The Status LED is used as a visual theft deterrent when the system is armed. It also is used to alert you if the siren went off while you were away from the vehicle.

You can mount the Status LED in any location you like, but keep in mind that the wire harness is only 150cm (5ft.) long. A recommended mounting location would be near the door window on the driver's side where it can be easily seen (e.g., placed on a *switch blank*). Use the affixed 2-sided tape to mount and run the wires out of view.

Shock Sensor

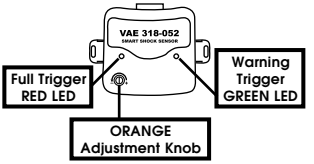
The shock sensor is not waterproof so only mount it *inside the vehicle*, preferably in a concealed location under the dash. Use the affixed double-sided tape or screws and mount the shock sensor to the outside of an air duct, to the inside of a trim panel, or use wire ties to secure it to large wiring harness under the dash. Avoid mounting the shock sensor to the metal body of the car or on the steering column because sensitivity may become poor. *Test the sensor in your preferred mounting location prior to affixing it with the included 2-sided tape.*

> ⚠ ***IMPORTANT!*** *Always mount the included 318-052 shock sensor more than 30cm (1ft.) away from the main body of the included 318-04 Ultrasonic Sensor. Failure to do so may cause the shock sensor to randomly false trigger the siren.*

ADJUSTING THE SHOCK SENSOR

Sensitivity

The shock sensor is factory preset to work well with most vehicles out-of-the-box. However, if you find that the siren is going off too easily, or if the siren doesn't go off when you think it should, it's time to adjust the sensitivity.



Turn the orange sensitivity adjustment knob clockwise to *increase* sensitivity and counter-clockwise to *decrease*. If you cannot find a suitable adjustment level, consider remounting the shock sensor.

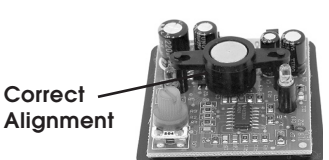
False Alarms

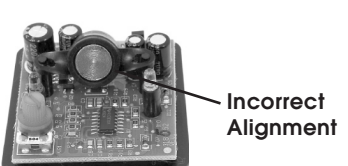
The VISION 318-052 "Active-IR" shock sensor has been engineered to avoid false triggers in most situations. However, there is still the possibility the sensor could trigger the siren during a strong earthquake, jackhammer operation adjacent to the vehicle, hurricane/typhoon, large explosions/fireworks, large animals ramming against the vehicle, etc. If any of these extreme cases are anticipated, you can avoid false siren triggers simply by arming the system with the Sensor Bypass Method, which ignores the shock sensor *(see page 19)*.

Another consideration is temperature. The sensitivity can vary by as much as 20% under extreme temperature conditions. You may wish to *reduce* the sensitivity in *hot* weather and *increase* sensitivity in *cold* weather.

Suspended Reflector Malfunction

If the shock sensor is not working well or at all, it may be that the suspended element inside the case was jolted out of position. Disconnect the wire harness, snap open the shock sensor case, and adjust as shown below.

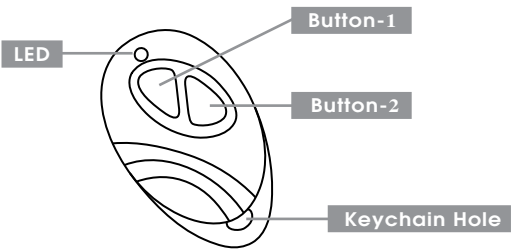





OPERATION

TRANSMITTER FUNCTIONS

OVERVIEW



BUTTON FUNCTIONS

- **Button-1**: "Normal Mode" Arm/Disarm *(siren sound enabled)*
- **Button-2**: "Silent Mode" Arm/Disarm *(siren sound disabled)*
- **Buttons 1 & 2 (short press)**: "Sensor Bypass" Arm
- **Button 1 or 2 (long press)**: Panic Mode

TRANSMITTER USAGE & CARE

PRECAUTIONS

Your 2-button transmitter is a fairly durable device that can endure common jolts or falls from a pocket. (Be aware that falls on hard surfaces may nick the plastic or the painted surface.) Your transmitter can even be submerged in water to 1.8 meters (5.9ft.) However, your transmitter can still be damaged by excessive heat, direct sunlight for extended periods, rapid movement through water *(we advise against diving/surfing with your transmitter).* If water gets inside, remove batteries and allow to dry thoroughly before testing.

CHANGING THE BATTERIES

There are two CR1616 Lithium button-cell batteries inside your transmitter, which last about 1 year with normal every-day use. When the battery is getting low, the range will become shorter and the LED will become dim or not light at all. Snap open the case at the keychain hole to open. Be careful when snapping open the case with a screwdriver, so you don't dent the plastic.

REPLACEMENT CASES

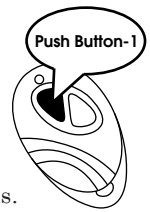
If you damage your transmitter's plastic case, or if you simply want to change the color and style of your case, VISION offers four models to choose from: TX-23 Black, TX-23W Burlwood, TX-23L Blue Metallic, TX-23F Hawaiian Flower. You can view photos of these replacement cases on our website at this URL: http://visionsecurity.jp/en/parts/

COMMUNICATION RANGE

Your transmitter's range is adversely affected by RF noise. However, the typical in-city range is often greater than 20m (>65ft), and normal range in the country side (or any low RF noise area) can be as high as 50m (165ft.). Please keep in mind, however, that if metal objects (coins in your pocket) come in contact with the transmitter, range may be adversely affected. Also, your proximity to high-power TV station antennas and or powerful mobile phones will also limit range.

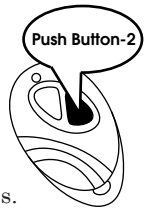
ARMING

NORMAL METHOD



This method is the typical way to arm the 1014, with the siren and sensors enabled. Ensure that all doors are closed and then press Button-1 on your transmitter. After you press Button-1, the doors will lock (if so installed) and vehicle lights will flash once (if so installed). The siren will chirp 1 time and Status LED will light solid for 5 seconds. Alarm triggers (sensor, door, etc.) are ignored for the first 3 seconds while the LED is lit solid. *(See "Error Chirp" on the next page.)*

SILENT MODE METHOD



This method of arming will prevent the siren from making any sound (no confirmation chirps, no warning chirps, no siren blast, etc.). Press Button-2 on the transmitter, then release. The doors will lock and vehicle lights will flash once (if so installed), and the Status LED will light solid for 5 seconds. Triggers (sensor, door, etc.) are ignored for the first 3 seconds while the LED is lit solid. *(See "Error Chirp" on the next page.)*

> ⚠ ***NOTE:*** *In Silent Mode, the onboard piezo siren of the Alarm Unit will continue to produce "Confirmation Chirps" but no other alert sounds.*

SENSOR BYPASS METHOD

This method of arming allows you to disable all sensors while keeping all other alarm triggers active (e.g., door, ignition). Press Transmitter Buttons 1 & 2 at the same time then release. The doors will lock and vehicle lights will flash once (if so installed). The siren will chirp 2 times quickly, and Status LED will light solid for 5 seconds. Triggers (sensor, door, etc.) are ignored for the first 3 seconds while the LED is lit solid. *(See "Error Chirp" on the next page.)*

Error Chirp

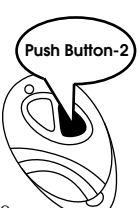
When you arm the 1014, the system ignores all trigger sectors (e.g., door, sensor, ignition, etc.) for the first 3 seconds while Status LED is lit solid. If there is still an unsecured sector after the 3 seconds, the siren will chirp 1 time and then a 2nd time ("error chirp") a few seconds later. (In Silent Mode, chirps will only be produced by the internal piezo siren of the Alarm Unit.) Vehicle lights will flash twice, if so installed. If the unsecured sector is later secured (i.e., the opened door was later closed), the system will silently re-enable that sector 5 seconds later. *(Also see "Exit Delay Time Selection" at the bottom of page 26.)*

DISARMING

NORMAL METHOD

This method is the typical way to disarm the 1014, with confirmation chirps active. Press Button-1 on the transmitter while the system is armed. The doors will then unlock and hazard lights will flash 3 times (if so installed). The siren will chirp 3 times. The system is now disarmed, and you may enter the vehicle without triggering the siren.

NO-CHIRP METHOD



This method of disarming is identical to the "Normal" method except there are no siren chirps emitted after you disarm. Press transmitter Button-2 then release. The doors will then unlock and vehicle lights will flash 3 times (if so installed). The system is now disarmed, and you may enter the vehicle without triggering the siren.

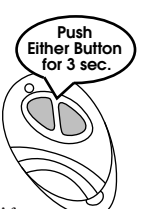
⚠ ***NOTE:*** *The "No-Chirp" disarming method only silences confirmation chirps from the external siren, not the internal piezo of the Alarm Unit.*

HIGH SECURITY DISARM

When the system is "triggering" *(warning chirps, siren blast, light flash),* two presses of the transmitter are required to disarm. This feature allows you to stop the trigger condition with only 1 press while keeping the system armed. You can press Button 1 or 2. Your first press stops the trigger (kills the siren, or kills only light flash if in Silent Mode). Your second press disarms the system.

TIP: The transmitter button you use to stop a trigger condition may change the mode of the system. For example, if you armed with Button-2 ("Silent Mode") and you later press Button-1 while the system is triggered, triggering will stop and the system will remain armed—but the system will remain armed with the siren enabled.

Panic Mode



Panic Mode allows you to trigger the the full siren blast from your remote, whether the system is armed or disarmed. Press Button-1 or Button-2 for 3 seconds. *(Note that Button-2 initiates "Silent Panic.")* When you release, vehicle lights will flash, the Status LED will flash quickly, and the siren will go off for 30 seconds *(siren will not go off if you pressed Button-2).* **You can exit Panic Mode (and silence the siren) any time after you initate Panic Mode by pressing either button.**

SYSTEM "ARMED" FEATURES

GWA (Ground When Armed)

The 1014 feeds a (–) Ground output while the system is armed. Optional components can be added to this control line, such as a Starter Kill Immobilizer Relay, door lock interface, or vehicle lighting devices. When the system is disarmed, power to this output is removed and all attached devices shutdown. *See page 11 for details on electrical specifications.*

2-STAGE SENSOR TRIGGER

1st Stage ("Warning Chirps"). When the included shock sensor detects a light impact to the vehicle body, the siren will chirp 5 times. Note that any optional sensors attached to the shock sensor's 1st Stage input can also trigger the 5 warning chirps. *No siren chirps will be produced while in Sensor Bypass Mode (or Silent Mode).*

2nd Stage ("Full Siren"). When the included shock sensor detects hard impact to the vehicle body or when the optional Ultrasonic sensor is triggered, the siren will go off for 30 seconds (or until stopped by a button press on your transmitter). Note that any optional sensors attached to the shock sensor's 2nd Stage input can also trigger the full siren blast sequence. *The siren will not be triggered while in Sensor Bypass Mode or Silent Mode.*

STATUS LED

The system Status LED flashes slowly "once per second" while the system is Armed, acting as a visual theft deterrent. The LED turns off when the system is disarmed (unless the full siren blast had gone off).

TRIGGER MEMORY

This feature informs you if the siren went off in your absence and you were too far away to hear the siren (or Silent Mode prevented you from hearing it). The Status LED flashes rapidly while the siren is going off. When the siren stops 30 seconds later, the Status LED will continue to flash rapidly until you disarm the system and turn on the ignition (or until you disarm and then arm again).

SBS (Sector Bypass System)

When a vehicle sector (i.e., door, ignition, sensor) is triggered **8 times**, the security system will automatically bypass that sector until you disarm and arm the system again. This feature is useful to prevent noise pollution caused by multiple siren triggers in a short period of time. Parking near construction sites or having animals jump on the vehicle can cause such shock sensor triggers to occur, especially if the sensitivity is set to maximum.

DOOR TRIGGER

The siren will blast for 30 seconds whenever a door is opened while the system is armed (if the door input is connected). Vehicle lights will also flash, if so installed, during the 30 seconds.

IGNITION TRIGGER

IG PROTECT MODE (user-programmable, enabled by default)

The siren will blast for 30 seconds when the ignition switch is turned on while the system is armed. Vehicle lights will flash if so installed.

REMOTE START COMPATIBILITY MODE (user-programmable)

When the ignition goes on while the system is armed, the siren will not go off. Instead, sensor and ignition triggers are bypassed, while door and trunk triggers remain active.

This feature allows a 3rd party remote starters or turbo timer systems to run the engine without triggering the 1014 siren. The 1014 is still protecting the vehicle, so any attempt to open a door will trigger the siren (if the door input is connected). And when the remote starter or turbo timer turns off the ignition, the shock sensor and ignition triggers are then reactivated.

IIP (Intelligent Ignition Protect)

When you activate **Remote Start Compatibility Mode**, the 1014 uses a feature called "**IIP**" to automatically switch back to **IG Protect Mode** when needed. (*IIP is user-programmable. See "13" on page 25 for details.)*

Why IIP is Needed. Most competing "remote start / turbo timer" compatible car alarms *bypass all trigger inputs* when the ignition goes on while armed. If a thief opens the door the siren will go off, but the thief can then close the door, turn on the ignition and wait. When the siren stops, he can drive away in silence because the Ignition-ON state prevents the siren from going off again! Yet other car alarms trigger the siren when the ignition goes on while armed, but they are incompatible with remote start or turbo timer systems. **IIP** solves this "compatibility versus security" problem.

How IIP Works. Normally, if the ignition is turned on while in **Remote Start Compatibility Mode**, the system automatically bypasses the sensor & ignition inputs but keeps door input active. However, if the 1014 was triggered *before* the ignition was turned on (via door or sensor), IIP automatically switches back to **IG Protect Mode** and will trigger the siren when the ignition is turned on. The siren will blast for 30 sec. and repeat up to 7 times while the ignition remains on. *(See "13" on page 25.)*

LIGHT FLASH

When installed, vehicle lights will flash continuously while the siren is going off (during the full 30 seconds). Lights will also flash 1 time during arm and 3 times during disarm, flash 5 times during "Warning" triggers (e.g., shock sensor 1st-stage trigger), and flash 2 times during Error Chirp. *See page 9 for details on installation.*

FEATURE PROGRAMMING

To program features, have your vehicle's key ready to turn the ignition (IG) "on-and-off" several times. ***(TIP:** Use the "ACC" position as IG "off" because its easier to switch.)* Perform the following 3-step procedure to alter the features shown in **Table-1** below:

1. Disarm the system. *(Or "Arm-then-Disarm" if repeating this procedure.)*

2. Turn IG on-and-off the same number of times as the feature you wish to program *(refer to "No." in **Table-1** below),* **within 20 sec. of disarming**. *(For example, if you want to change "Auto Arm," you must turn the IG on-and-off 8 times within 20 sec.)*

3. Push Button-1 on the transmitter. *(Your chosen setting has toggled. The Status LED will then flash the same number of times as the feature you just programmed.)*

- When the Status LED stops flashing in Step-3 above, you may program another feature by restarting this procedure at Step-1.

⚠ **NOTES:** (1) After you program a feature, the Status LED will flash the same number of times as the feature you just programmed, but there will be no indication of the "setting" you just toggled to—*simply test your 1014 system to confirm your programming.* (2) There is no "reset to factory default" feature.

TABLE-1 **Feature Selection Menu**

No.	Feature Description	Toggle Settings	
3	IG Protect Mode / Remote Start C. Mode	**IG Protect**	RSCM
4	Vehicle Lights ON During Remote Start	**OFF**	ON
8	Auto Arm	**OFF**	ON
9	Exit Delay Time Selection	**3 sec.**	15 min.
10	Auto Rearm	**OFF**	ON
13	IIP Trigger Selection	**All**	Door
17	Exterior Illumination	**OFF**	ON
20	Transmitter Learning / Force Reset Code	**Default Reset Code = 6**	

FACTORY DEFAULT SETTINGS SHOWN IN BOLD TEXT ABOVE

3 IG Protect Mode / Remote Start Compatibility Mode

When set to **IG Protect Mode**, the system will trigger the siren when the Ignition goes on while armed, as described on page 23.

When set to **Remote Start Compatibility Mode (RSCM)**, the system will bypass the Sensor and Ignition triggers and IIP will become active when IG goes on while armed, as described on page 23.

4 Vehicle Lights ON During Remote Start

When set to **ON**, vehicle lights will illuminate for safety while the Ignition is turned on by a remote start system. *(Only works if optional light flash is installed, and only if* **Remote Start Compatibility Mode** *is also turned* **ON**.*)*

8 Auto Arm

This feature automatically arms the system when you do the following: (1) Turn IG on, (2) Turn IG off, (3) Open and Close any door. Upon seeing these events, the system will arm 20 seconds after the last door is closed. The doors will NOT be locked (so you won't be locked out if you leave your keys in the car by accident), but the system will be armed.

9 Exit Delay Time Selection

After Arming, there is a default **3 sec.** delay before the system will accept alarm triggers (e.g., door, ignition, sensor). This delay is sufficient to let the vehicle settle after you exit and close the door so the shock sensor will not be triggered by residual vibration. You can change this delay to **15 min.** for compatibility with vehicles that have long door lock pulses or engine cooling fans. When set to "15 min.", The Ignition and Door input triggers will continue to activate 3 seconds after arming, but the *Sensor input* will not activate until 15 minutes after arming.

10 Auto Rearm

This feature automatically rearms the system 60 seconds after it is disarmed, unless a door is opened or the Ignition goes on during the 60 seconds. Doors will be locked when the system rearms, if so installed. *Note that this feature is incompatible with vehicles that automatically illuminate the dome light upon door unlock, unless the 1014's door input is wired directly to the "door switch" (and not wired to "door dome light switch"). The reason is that the system will not rearm if it sees "a door open" condition.*

13 IIP Trigger Selection

When **Remote Start Compatibility Mode** is **ON**, you may select which "trigger sectors" IIP uses to temporarily switch the system back into IG Protect Mode while IG is off. You have two programming choices: **(1) ALL:** switch to IG Protect Mode upon sensing a door open condition *and/or* a sensor trigger; or **(2) DOOR:** switch to IG Protect Mode upon sensing *only* a door open condition.

Here is how IIP responds when set to "ALL":

- If a door is opened and/or if a sensor was triggered, the system will automatically switch to IG Protect Mode and trigger the siren, and turning on IG will continue to trigger the siren up to 7 times (30 sec. each time). IIP will then automatically switch back to Remote Start Compatibility Mode when the system is disarmed by the remote.

Here is how IIP responds when set to "DOOR":

- If a door is opened, the system will automatically switch to IG Protect Mode and trigger the siren, and turning on IG will continue to trigger the siren up to 7 times (30 sec. each time). IIP will then automatically switch back to Remote Start Compatibility Mode when the system is disarmed by the remote.

- If only a sensor was triggered (no door opened), and later if the ignition goes on, the siren will *not* go off and the shock sensor will be bypassed in accordance with normal "Remote Start Compatibility Mode" functionality *(as described on page 23).*

17 Exterior Illumination

When set to **OFF** (default), vehicle lights will not illuminate after disarming.

When set to **ON**, vehicle lights will flash 3 times upon disarming and then light solid for 30 seconds (or until the Ignition switch is turned on) to illuminate the area surrounding the vehicle for greater security.

20 Transmitter Learning / Force Reset Code

When you turn the Ignition on-and-off 20 times, you can then select one of two features: (1) Transmitter Learning or (2) Force Reset Code. The Transmitter Learning feature allows you to add new transmitters to your system. The Force Reset Code feature allows you to program a unique code that will allow you to disarm the system even without your transmitter. *The factory default Force Reset Code is "6," but you should change this as soon as possible to your own unique code for greater security.*

To choose Force Reset Code, you must turn the Ignition on again (for the 21st time), and then leave the Ignition on—*follow steps given on page 29.* Transmitter Learning is done with the Ignition turned off (no need to turn it on for the 21st time)—*follow steps given on page 31.*

FORCE RESET

Purpose

In the event the battery in your remote dies or the remote itself is lost, the 1014 can be manually reset (i.e., "disarmed") using a secure procedure.

Programming Your Unique Reset Code

The default Reset Code is factory set to "6." It is strongly recommended that you change this code to something unique soon after your 1014 system is installed.

The following procedure will allow you to change the Reset Code:

1. Perform Steps 1 & 2 as described on page 25, turning the Ignition on-and-off 20 times. The Status LED will then flash 20 times.

2. After the Status LED flashes 20 times, turn IG on and leave it on.

3. The Status LED will light solid for 20 seconds and then it will start to flash very slowly (up to 30 times). Decide beforehand what code you want to program (1~30). When the number of flashes matches the code you wish to program, quickly turn off IG. The Status LED will now flash the same number of times as the Reset Code you just programmed, and the siren will chirp 3 times and vehicle lights will flash 3 times.

⚠ **NOTE: Make time now to record your new Reset Code and store it in a safe place.**

Using Your Reset Code to Disarm

1. With the system armed, open the driver's side door. *The siren will now go off.*

2. With the door still open, turn the Ignition ON and OFF the same number of times as the Reset Code you programmed. *(If no unique Reset Code has been programmed, then turn the Ignition ON and OFF 6 times.) When the siren finishes sounding for 30 seconds, the siren will turn off and the system will then be disarmed.*

⚠ NOTES:

- **IMPORTANT!** You must connect the *Door input* and the *Ignition input* for Force Reset to work (see pages 7, 9 & 10 for wiring details). Failure to connect both the Door input and Ignition Input will prevent you from disarming system manually. And you will need to disarm manually if you lose your trasmitter or if the transmitter battery dies or if your transmitter has been lost from memory somehow.

- The siren will go off for a full 30 seconds when you open the door *(unless the system was armed in Silent Mode)*. When you open a door, the system will trigger and the Status LED will flash rapidly. The Status LED will then shut off when the system has been succesfully disarmed.

- If you enter an incorrect Force Reset Code, or if you fail to enter your code within 30 seconds, the siren will shut off for 8 seconds and then sound for another 30 seconds (because the door is open). You must try to enter your Reset Code again during the next 30 seconds. If you fail again, you must wait until the siren stops and starts again. DO NOT CLOSE THE DOOR, or the siren will eventually stop and the system will not recognize your Reset Code. You can close the door once you have disarmed the system.

- Don't worry if the siren doesn't stop immediately after you enter your Reset Code. The system forces the siren to go off for the full 30 seconds for security.

TRANSMITTER LEARNING

Purpose

You can program additional remotes to your 1014 system, or program a remote to replace one that you have lost. You can program a total of 3 transmitters to the 1014.

⚠ ***NOTE:*** *Initiating Transmitter Learning deletes all transmitters from memory for security. You must therefore relearn all your existing remotes each time you want to learn new remotes.*

⚠ ***NOTE:*** *You must have the GRN/WHT Ignition Input wire connected to learn perform the transmitter learning steps on this page! See pages 7 and 9 for wiring details.*

Programming Transmitters

The following procedure will allow you to program transmitters:

1. Perform Steps 1 & 2 as described on page 25, turning the Ignition on-and-off 20 times. The Status LED will then flash 20 times.

2. After the Status LED flashes 20 times, you have 10 seconds to press and release Button-1 on the first transmitter you wish to program. The siren will then chirp once and the vehicle lights will flash once to confirm your transmitter is learned. You will then have 10 seconds to press and release Button-1 on the *next* transmitter you wish to program. (You can program up to 3 total.)

3. Turn the Ignition on-and-off. The Status LED will flash the same number of times as the Force Reset Code, and the siren will chirp 3 times and the lights will flash 3 times. *Transmitter learning is now complete!*

TROUBLESHOOTING

THE SENSOR 1ST-STAGE TRIGGER ISN'T WORKING.

- Check the green LED on the shock sensor (or the 1st-Stage indicator light on other sensors you have attached). If you never see the 1st-Stage indicator light up, adjust the sensitivity and/or check the connector to the sensor to ensure it is seated properly. Also check power connections to the sensor. The ground (–) connection may be bad.
- If you can see the indicator light on the sensor for the 1st-Stage trigger, then it is likely a timing issue. After you connect the harnesses, wait 2 minutes before testing the sensor. If that doesn't work, remember that sensors are ignored for 3 seconds after arming. If that is not the issue, check your wiring to the sensor.

MY TRANSMITTER USED TO WORK FINE BUT NOW IT DOESN'T.

If you sent your vehicle in for maintenance and/or the battery was disconnected, or if substantial noise was present on the 12-volt line in the vehicle, it is possible that transmitter memory could be lost. *For this reason we strongly recommend that the main wire harness of the 1014 be disconnected BEFORE you disconnect the vehicle's battery.*

- If the system is Armed, please use your Force Reset Code to disarm the system, then relearn your transmitters. (Both the Ignition and Door inputs must be connected for you to do this!)
- If the system is Disarmed, you will need to disconnect then reconnect the main harness of your 1014 system. When you do this, the system will come back online in the "Armed" state. You can then use your Force Reset code to disarm and then relearn your transmitters.

TRANSMITTER LOST or TRANSMITTER WON'T ARM/DISARM THE SYSTEM

- Simply relearn the transmitter(s) you have. Relearning always erases previously learned transmitters **from memory. If you lost all your remotes, see "MY TRANSMITTER USED TO WORK..." above.**
- ***NOTE:*** *You must connect GRN/WHT Ignition Input wire to learn transmitters! The Door Input must also be connected for Force Reset.*

TRANSMITTER BATTERY DIED.

Replacement batteries for the 2-button transmitters (2 CR1616 Lithium button cells) can be purchased at any convenience store.

AFTER KILLING THE ENGINE, A FAN RUNS WHICH TRIGGERS SIREN.

See "Exit Delay Time Selection" on pages 25-26. You need to program this feature to "15 min." for compatibility with such vehicles.

CAN'T MAKE SIREN GO OFF AFTER ARMING

- You may have Armed using the Sensor Bypass Method. See page 19.
- You may have Armed using Silent Mode. See page 19.
- If you Armed using the Normal Method, did you hear a single chip when you Armed the system? If not, the Ignition may be on. You *cannot Arm* the system when the Ignition is ON while "IG Protect Mode" is active. See page 23 for details on IG Protect Mode.

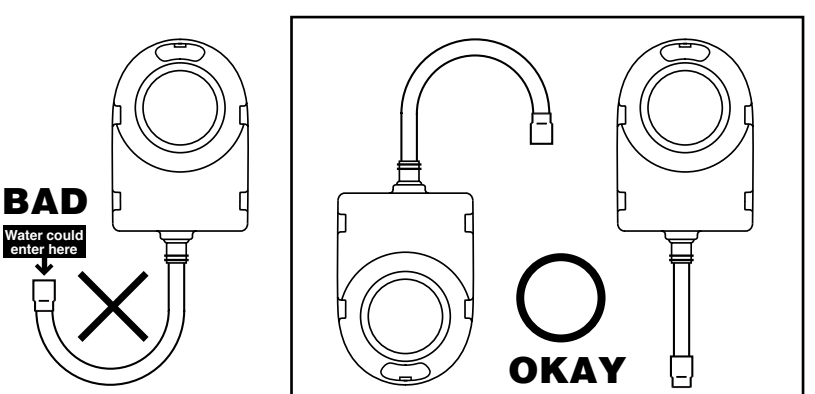
FULL SIREN GOES OFF WITH ONLY LIGHT IMPACT TO THE VEHICLE.

If you are using the included 318-04 Ultrasonic Sensor along with the included 318-052 IR Shock Sensor, it is likely that the two sensors (the main body of each sensor) were installed too close together. They must be separated by more than 30cm (1 ft.) or interference will cause false triggering of the siren.

If you do not have the Ultrasonic Sensor installed, try adjusting sensitivity of your shock sensor. If that doesn't work, you will need to snap open the housing of the shock sensor and verify if the suspended reflector has been jolted out of position *(see bottom of page 14 for details).*

WATER GOT INSIDE THE ALARM UNIT!

Installing the Alarm Unit in the engine compartment is not a problem, but how you mount the Alarm Unit can be. Because water could enter the case through the opening at the end of the main wire harness, never mount the wire harness end UP. See the diagrams below.



NOTES

NOTES

VISION products are engineered in Japan and manufactured in strict accordance with Japanese QC standards at an ISO9000/ QS9000 certified factory.

www.kiramek.com

9-183-1 Itayama-cho, Handa-shi, Aichi-Ken 475-0936 JAPAN
TEL: +81-569-20-5585 • FAX: +81-569-20-5586 • EMAIL: support@kiramek.com