

# 13705

**2-WAY PAGING SECURITY SYSTEM**



**Thank you** for purchasing this VISION 1370S Vehicle Security System. The 1370S 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 Owner's Guide to get the most out of your new system. We trust you will enjoy using the product.

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**NOTICE!** Although reasonable efforts have been taken to ensure accuracy in this Owner’s Guide, 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.

## LIMITED LIFETIME WARRANTY

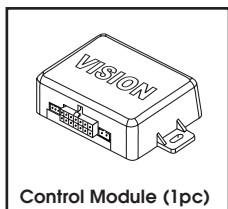
The VISION 1370S system control module is backed by a limited lifetime warranty against defective components and/or improper product assembly to the original purchaser for as long the vehicle is owned by that same purchaser, contingent upon installation by an Authorized VISION Dealer. All product warranties become void if the VISION 1370S system was not sold and installed by an Authorized VISION Dealer or the system is moved to another vehicle. All other parts and/or accessories that connect to VISION 1370S systems, including the shock sensor and status LED, are 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. by an Authorized VISION Dealer and is accompanied by a clear and legible copy of the original purchaser's receipt. Any damage to your VISION 1370S system that results from normal wear-and-tear, accidents, improper use, neglect, 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.

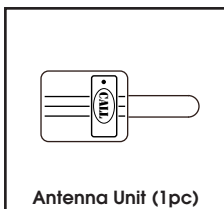
This warranty is limited to defective parts only and does not provide any compensation whatsoever for damages associated with the VISION 1370S system or its accessories. This warranty does not cover installation labor, product removal and/or reinstallation fees. This warranty is valid for the original 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 1370S 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.

**⚠ WARNING! DO NOT ATTEMPT TO INSTALL THIS VISION 1370S VISION PRODUCT YOURSELF BECAUSE SUCH WILL IMMEDIATELY VOID THE WARRANTY. THIS SECURITY SYSTEM MUST BE PROFESSIONALLY INSTALLED BY YOUR AUTHORIZED VISION DEALER TO VALIDATE YOUR WARRANTY.**

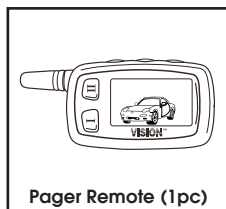
## INCLUDED ITEMS



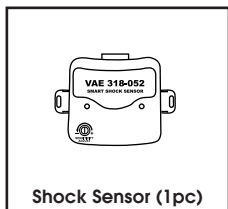
Control Module (1pc)



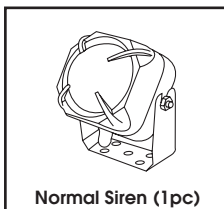
Antenna Unit (1pc)



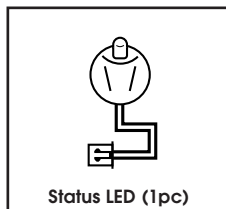
Pager Remote (1pc)



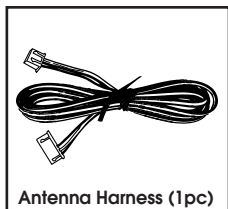
Shock Sensor (1pc)



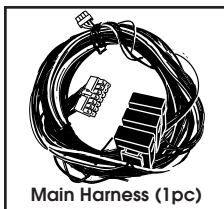
Normal Siren (1pc)



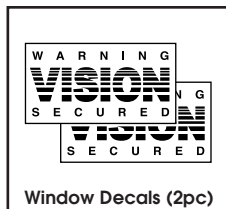
Status LED (1pc)



Antenna Harness (1pc)



Main Harness (1pc)



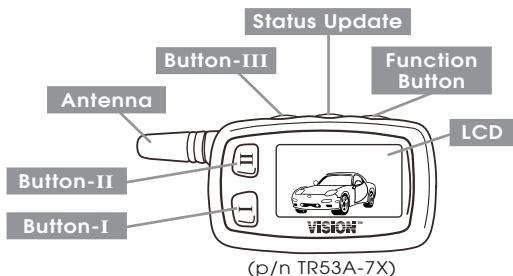
Window Decals (2pc)

### **OTHER INCLUDED ITEMS:**

- Double-Sided Mounting Tape for Antenna Unit (1pc)
- AAA Battery for Pager Remote (1pc)
- Wire Ties (2pcs)
- Owner's & Installation Guides

# 2-WAY PAGER REMOTE

## OVERVIEW



## GENERAL PAGER FUNCTIONS

- (S) stands for a **Short** press, while (L) means a **Long** press.
- ① indicates the icon blinks ON/OFF.
- After pressing any pager button, if the **i** icon disappears, you are either out of range or RF noise is interfering with the pager signal.

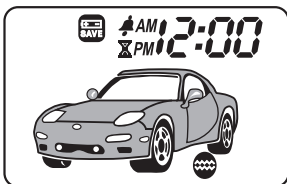
| SELECTABLE FUNCTIONS     | BUTTON OPERATION                        | ICON ALERT | PAGER BEEPS | SIREN CHIRPS | LIGHT FLASHES |
|--------------------------|---|------------|-------------|--------------|---------------|
| Lock/Arm                 | <b>I</b> (S)                            |            | 1           | 1            | 1             |
| Unlock/Disarm            | <b>I</b> (S)                            |            | 2           | 3            | 3             |
| Silent Mode Arm          | <b>II</b> (S)                           |            | MELODY      | none         | 1             |
| Silent Mode Disarm       | <b>II</b> (S)                           |            | 2           | none         | 3             |
| No Confirmation Arm      | <b>III</b> (S)                          |            | 1           | none         | 1             |
| No Confirmation Disarm   | <b>III</b> (S)                          |            | 2           | none         | 3             |
| Sensor Bypass <b>ON</b>  | <b>I</b> + <b>II</b> (S)                |            | 1           | 2            | 1             |
| Sensor Bypass <b>OFF</b> | <b>I</b> or <b>II</b> or <b>III</b> (S) |            | 2           | 3 or none    | 3             |
| Door Lock / Unlock       | <b>II</b> + <b>III</b> (S)              | none       | none        | none         | 1 / 3         |
| Panic Siren              | <b>I</b> or <b>II</b> or <b>III</b> (L) |            | SIREN SOUND | Siren Blast  | Continuous    |
| Vehicle Status           | (S)                                     | various    | MELODY      | none         | none          |




Also see page 4, "SPECIAL PAGER FUNCTIONS."




## SPECIAL PAGER FUNCTIONS

- (S) means a **Short** press, (L) means a **Long** press.
- ① RF receiver sleeps, power cut to 1/3 of normal.
- ② **hour** digit(s) selected for adjustment.
- ③ **minute** digits selected for adjustment.
- ④ **⏏** adjusts upward; **⏎** adjusts downward.
- ⑤ routine exists after **8 seconds** of inactivity.

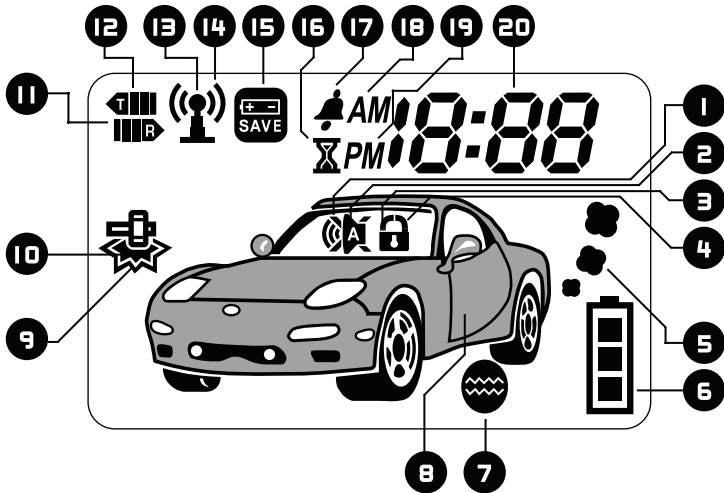
 **TIP:** When pressing **F** along with other buttons, Press & Hold **F** before pressing other buttons.



| SELECTABLE FUNCTIONS               | BUTTON OPERATION              | ICON ALERT  | PAGER BEEPS | FUNCTIONAL DETAILS   |
|------------------------------------|-------------------------------|---|-------------|--|
| E.L. Backlight ON                  | <b>F</b> (S)                  | none  | none        | Turns off in 5 sec.  |
| Power Save Mode <sup>①</sup>       | <b>I</b> + <b>F</b> (S)       |            | 2           | Activates in 2 min.*   |
| Audio/Vibe Alert                   | <b>II</b> + <b>F</b> (S)      |            | none        |  |
| Time Adjustment Mode <sup>②③</sup> | (1st) <b>F</b> (L)            | AM 12:00 <sup>④</sup>   | 2           | Keep adjusting hour to change AM/PM.   |
|                                    | (2nd) <b>F</b> (S)            | AM 12:00 <sup>④</sup>   | none        |  |
| Alarm Clock                        | (3rd) <b>F</b> (S)            | AM 12:00 <sup>④</sup>   | none        | When alarm goes off, a special melody plays on the pager for 25 sec.   |
|                                    | (4th) <b>F</b> (S)            | AM 12:00 <sup>④</sup>   | none        |  |
| ON or OFF                          | (5th) <b>F</b> (S)            | OFF   | none        |  |
| Countdown Timer                    | (6th) <b>F</b> (S)            | X 0:00 <sup>④</sup>   | none        | When count reaches zero, the pager will beep continuously for 10 sec.  |
|                                    | (7th) <b>F</b> (S)            | X 0:00 <sup>④</sup>   | none        |  |
| ON or OFF                          | (8th) <b>F</b> (S)            | X OFF   | none        |  |
| Alarm Toggle                       | <b>III</b> + <b>F</b> (S)     |  (when ON) | 2           |  |
| Fixed Timer <sup>⑤</sup>           | (1st) <b>⏏</b> + <b>F</b> (S) | X 0:10  | 2           | All times in <b>hours:min.</b><br><br>Use the Time Adjustment Mode "Countdown Timer" feature to set a custom timer that is not shown here. |
|                                    | (2nd) <b>⏏</b> + <b>F</b> (S) | X 0:20  | 2           |  |
|                                    | (3rd) <b>⏏</b> + <b>F</b> (S) | X 0:30  | 2           |  |
|                                    | (4th) <b>⏏</b> + <b>F</b> (S) | X 1:00  | 2           |  |
|                                    | (5th) <b>⏏</b> + <b>F</b> (S) | X 1:30  | 2           |  |
|                                    | (6th) <b>⏏</b> + <b>F</b> (S) | X 2:00  | 2           |  |
|                                    | OFF                           | (7th) <b>⏏</b> + <b>F</b> (S)   | X 0:00      |  |

\* **Pager Power Save Mode only works while the system is DISARMED.** If you try to activate Power Save Mode while Armed, the  icon will appear but Power Save Mode is in fact not active (the  icon never disappears). The reason for not working while Armed is that your pager would not automatically receive notification of vehicle threats in Power Save Mode because Power Save Mode improves battery life only by shutting down the pager's RF receiver. When the RF receiver is off, your pager won't update. If you push any button, Power Save Mode will deactivate (even though the  icon will continue displaying on the pager) and then reactivate 2 minutes later.

# PAGER ICON DESCRIPTIONS



- |  |  |
|--|--|
| 1. Silent Mode ARMED (no siren)                    | 13. In-range Indicator (icon vanishes if out of range or in Pager Power Save Mode) |
| 2. Siren Active Mode ARMED                         |  |
| 3. Vehicle Doors Locked                            | 14. Pager Button Pressed ("Transmitting")  |
| 4. Vehicle Doors Unlocked                          | 15. Pager Power Save Mode Active   |
| 5. Engine Running                                  | 16. Countdown Timer Mode   |
| 6. Pager Battery Level                             | 17. Alarm Clock Enabled  |
| 7. Pager Vibration Alert Mode                      | 18. Morning Time Indicator   |
| 8. Door Open/Closed                                | 19. Afternoon Time Indicator   |
| 9. Sensor: Heavy Impact or Bypass                  | 20. Hour & Minute Display  |
| 10. Sensor: Light Impact                           |  |
| 11. RF Receive Active (icon) or Standby (no icon)  |  |
| 12. RF Transmit Active (icon) or Standby (no icon) |  |

## PAGER USAGE & CARE

### PRECAUTIONS



Your 2-way pager is a delicate device that can be easily damaged by excessive heat, direct sunlight, humidity, dirt, oil and water. Never immerse your pager in water. If it gets wet, remove the battery and allow to dry. Never drop your pager because impact can break the LCD and/or cause internal malfunction to occur. *Rough handling of the pager is not covered under warranty!*


### COMMUNICATION RANGE

Your pager's range is adversely affected by RF noise. Typical in-city range is often greater than 300m (>985ft), and normal range in the country (any low RF noise area) can be as high as 600m (2,000ft.). Keep in mind that if metal objects (coins in your pocket) or even your hand touches or surrounds the antenna, range can be adversely affected. Also, your proximity to high-power TV antennas and or powerful mobile phones will also limit range.



### RESPONSIVENESS

It can take several seconds before your pager is updated with the current status of the vehicle (e.g., door open, siren blast, etc.). During this time, the pager may become less responsive to your button presses. Also, the pager will not receive updates while you are pressing any button.

### CHANGING THE BATTERY

Pager batteries last an average of 2 months with normal use. If the  icon appears on the LCD pager, it is time to replace the battery. The battery icon may flash and the pager may beep 6 times when the battery is just about to die. Replace the battery soon with a fresh (+)1.5v AAA Alkaline. *(You can use non-Alkaline batteries, but the life will be shorter.)*

**Follow this procedure every time you replace the battery**, to ensure proper operation of your pager:

- (1) Remove the cover and take out the old battery.
- (2) Press the  button for 2 seconds to clean out the pager memory.
- (3) Insert the new battery and replace the cover.
- (4) Press the  button again to initiate communication.

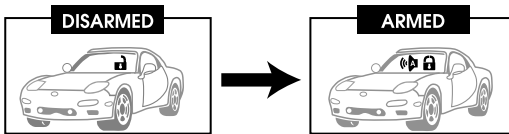
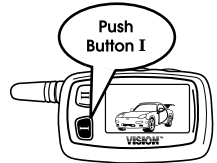
# SYSTEM OPERATION

## ARMING



### NORMAL METHOD

This method is the typical way to arm the 1370S, with the shock sensor enabled. Ensure that all doors are closed and then press Button-I on the Pager remote. After you press Button-I, the doors will lock and hazard lights will flash once (if so installed). The siren will chirp 1 time, the Pager remote will beep once and update (see **Fig-1** below), and Status LED will light solid for 5 seconds. (The siren can't be triggered while the LED is lit solid — See “Error Chirp” on the next page.)

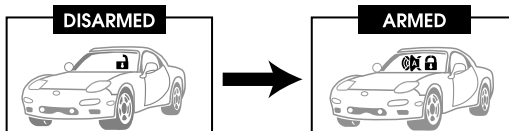
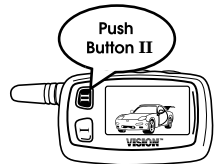


**FIG-1: Pager LCD Icon Change After Arming**

### 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 Pager Button II then release. The doors will lock and hazard lights will flash once (if so installed). The Pager will play a melody and update (see **Fig-2** below), and Status LED will light solid for 5 seconds. (The siren can't be triggered while the LED is lit solid — See “Error Chirp.”)

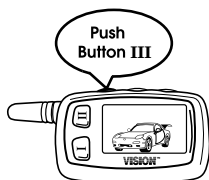


**FIG-2: Pager LCD Icon Change After “Silent Mode” Arming**

## NO CONFIRMATION CHIRP METHOD




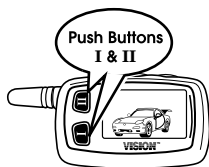
This method of arming is identical to the “Normal” method except there is no siren chirp emitted after you arm. Ensure that all doors are closed and then press Button-III on the Pager remote. After you press Button-III, the doors will lock and hazard lights will flash once (if so installed). The Pager Remote will beep once and update (see Fig-1), and Status LED will light solid for 5 seconds. (The siren can’t be triggered while the LED is lit solid — See “Error Chirp” below.)



## SENSOR BYPASS METHOD




This method of arming allows you to disable all sensors (e.g., shock sensor) while keeping all other alarm triggers active (e.g., door, trunk, hood, IG). Press Pager Buttons I & II at the same time then release. The doors will lock and hazard lights will flash once (if so installed). The siren will chirp 2 times, the Pager will beep once and update as shown in Fig-1 but also with the  icon, and the Status LED will light for 5 sec. (The siren can’t be triggered while the LED is lit solid — See “Error Chirp” below.)



## Error Chirp



When you arm the 1370S, the system ignores shock sensor “Warning” triggers while Status LED is lit solid. If there is any other trigger while the LED is lit solid (IG, Door, Shock Full Trigger), the siren will chirp 2 times (“error chirp”) and the hazard lights will flash twice and that trigger sector will be bypassed. (No siren chirps will sound in Silent Mode.) If the bypassed sector is later secured (i.e., the opened door was later closed), the system will silently re-enable that sector 5 seconds later.

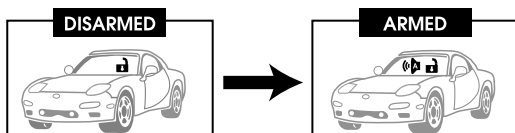
**NOTE:** Your 2-way pager will update its icons during an error chirp condition to show the bypassed sector. However, the pager will not update if that sector is later re-enabled—press the  button to update status.

## AUTO-ARM



This method of arming is **disabled** by default — see page 16 for programming details. This feature automatically arms your system when you do the following: (1) Turn Ignition ON, (2) Turn Ignition OFF, (3) Open a Door and then (4) Close the Door. Twenty seconds later, you will hear 1 chirp and 1 pager beep and see 1 light flash. Five seconds later, the Status LED will start flashing, and all zones will be secured (i.e., the system will be Armed). **NOTE: Doors will not be locked.**

**⚠ NOTE:** If you open a door before hearing the *Arm* chirp, the system will wait until you close the door. After the door closes, the siren will chirp, the 20 second delay-to-Arm timer will reset and start again.



**FIG-3: Pager LCD Icon Change After Auto-Arming**

## AUTO-REARM



This method of arming is **disabled** by default — see page 16 for details. This feature automatically arms your system 60 seconds after it is disarmed. (If a door is opened during the sixty seconds, the 1370 will not automatically rearm.) Fig-1 on page 7 shows the pager LCD display for Auto-Rearm.

**NOTE: Doors will be locked, unlike Auto Arm.**

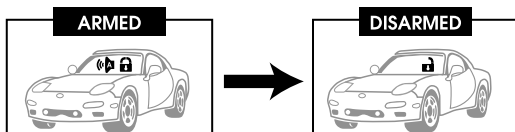
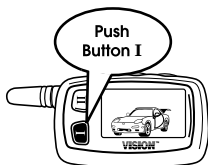
**⚠ NOTE:** During the 20 second delay of Auto Arm or the 60 second delay of Auto Rearm, the siren cannot be triggered because the system is not yet armed.

## DISARMING

**NOTE:** To disarm without the remote, see page 19.

### NORMAL METHOD

This method is the typical way to disarm the 1370, with confirmation chirps active. Press Button-I on the Pager remote 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 Pager remote will beep 2 times (or vibrate twice, if in Vibe mode), and icons will update (see Fig-4 below). The system is now disarmed, and you may enter the vehicle without triggering the siren.

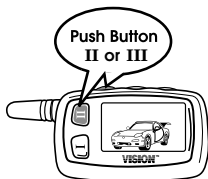


**FIG-4: Pager LCD Icon Change After Disarming**

### NO-CHIRP METHOD



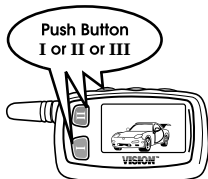
This method of disarming is identical to the “Normal” method except there are no siren chirps emitted when you disarm. Press Pager Button-II or Button-III then release. (You may have to press Button-II twice.) The doors will then unlock and hazard lights will flash 3 times (if so installed). The Pager Remote will beep 2 times (or vibrate twice, if Vibe Mode is selected), and icons will update (see Fig-4 above). The system is now disarmed, and you may enter the vehicle without triggering the siren.



### HIGH SECURITY DISARM



When the system is “triggering” (warning chirps, siren blast, hazard flash), two button presses 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 Buttons I or II or III (continues on the next page).



## HIGH SECURITY DISARM *continued...*

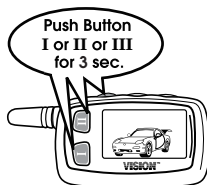
Your first press stops the trigger (kills the siren, or kills hazard light flash if in Silent Mode). Your second press disarms the system. (“2 presses” are required to disarm whenever there is a system trigger, such as the siren going off.)

**⚠ NOTE:** For the first few seconds after the pager siren tone (or vibration) begins, you may not be able to disarm with 2 presses. If you wait 3 seconds or so, 2 presses will always work (you can stop the siren with one press, and disarm with the second). But during the first few seconds, it may take multiple presses before you can stop the siren and disarm.

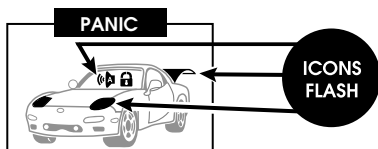
## Panic Mode



Panic Mode allows you to trigger the full 30 second siren blast from your remote, whether the system is armed or disarmed. Press Button-I or Button-II or Button-III for 3 seconds. When you release, the pager icons will update as shown in **Fig-5** below, and the pager will emit a siren tone (or vibrate). Vehicle hazard lights will flash, the Status LED will flash quickly, and the siren will go off for 30 seconds.



To stop Panic Mode and silence the siren, simply press Button I, II or III for a short duration (1 sec. or less) and release. Note that you must wait approximately 4 seconds after you initiate Panic Mode before you press Button I, II or III, otherwise your button press will be ignored and the siren will keep sounding.



**FIG-5: Pager LCD Icon Display During Panic Mode**

## SYSTEM "ARMED" FEATURES

### GWA (Ground When Armed)



The 1370 feeds a (-) 300mA Ground output while the system is armed. *Optional* components can be added to this control line, such as LED scanners or a starter immobilizer relay. When the system is disarmed, power to this output is removed and all attached devices shutdown.

### STARTER KILL IMMOBILIZER



(OPTIONAL PART NEEDED)

Your vehicle's starter can be automatically immobilized whenever the 1370 is Armed by the addition of an *optional* 896H-1B relay.

### 2-STAGE SENSOR TRIGGER



**1st Stage ("Warning Chirps").** When the shock sensor detects a light impact, the siren will chirp 5 times, the pager will beep and update icons as shown in **Fig-6** below. Any optional sensors attached to the 1st Stage sensor input can also trigger the 5 warning chirps. *No chirps will be produced in Sensor Bypass Mode or Silent Mode.*

**2nd Stage ("Full Siren").** When the included shock sensor detects hard impact to the vehicle body, the siren will go off for 30 seconds (or until stopped by a button press on your pager remote), and the pager will emit a siren tone and update icons as shown in **Fig-6** below. 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.*



FIG-6: Pager LCD Icon Change Upon Shock Detection

### STATUS LED



The LED flashes slowly "once per second" while Armed, acting as a visual theft deterrent. The LED turns off when the system is disarmed.

## SYSTEM "ARMED" FEATURES

### TRIGGER MEMORY



This feature informs you if the siren went off in your absence and you were too far away for your 2-way pager to be updated about the alert. The Status LED flashes rapidly while the siren is going off. The Status LED will continue to flash rapidly until you disarm and turn on the Ignition (or until you disarm and then arm again).

### SBS (Sector Bypass System)

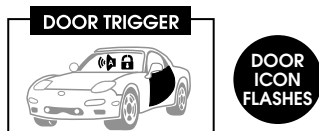


When the *ignition* or a *sensor* is triggered **10 times**, the security system will automatically bypass that specific sector until you disarm and arm the system again. If a *door* is left open, it will be bypassed after the siren goes off **5 times**. This feature is useful to limit noise pollution 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. Vehicle hazard lights will flash if so installed, and your pager will emit a siren tone and update icons as shown in **Fig-7** below.



**FIG-7: Pager LCD Icon Change Upon Door Trigger**

### POWER-UP ARMED

If the vehicle's power is cut and then restored, the 1370 will always power-up in the Armed state for greater security.

## SYSTEM "ARMED" FEATURES


### IIP (Intelligent Ignition Protect)



"IIP" is a feature unique to VISION security products that automatically switches from **Remote Start Compatibility Mode** to **IG Protect Mode** when needed. These two modes are described in detail below. (See *Table-1, No.3, on page 16 for programming.*)


### IG PROTECT MODE (enabled by default)



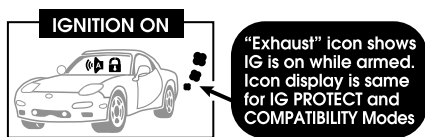
 When the ignition goes on while the system is armed, the siren will go off for 30 seconds. Vehicle lights will flash if so installed. A siren tone will be emitted on the pager, and icons will update as shown in **Fig-8** below. (This mode is the **IG Protect** setting shown in No.3 of *Table-1* on page 16.)

### REMOTE START COMPATIBILITY MODE



 When the ignition goes on while the system is armed, the siren will *not* go off. Instead, shock sensor and ignition triggers are bypassed while door, hood and trunk triggers remain active. A melody tone will sound on the pager, and icons will update as shown in **Fig-8** below. (This mode is the **RSCM** setting shown in No.3 of *Table-1* on page 16.)

This feature allows 3rd party remote starters or turbo timer systems to run the engine without triggering the 1370's siren. The 1370 is still protecting the vehicle, so any attempt to open a door, the trunk or the hood will trigger the siren. And when the remote starter or turbo timer turns off the ignition, the shock sensor and ignition triggers are then re-activated. (A separate pager melody will sound when the Ignition is turned off.)



**FIG-8: Pager LCD Icon Change Upon Ignition ON**

## SYSTEM "ARMED" FEATURES

**Why IIP is Needed.** Most competing “remote start / turbo timer” compatible car alarms bypass all trigger inputs when the ignition goes on while armed: *so 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 such is incompatible with remote start and turbo timer systems. **IIP solves this “compatibility versus security” problem.**

**How IIP Works.** If the ignition (IG) is turned on in **Remote Start Compatibility Mode**, the siren will not trigger because IG is bypassed; but sectors other than IG can still trigger the siren. However, if the siren was triggered by a door/trunk *before* IG was turned on, IIP switches back to **IG Protect Mode** and will trigger the siren if IG is later turned on.

### LIGHT FLASH



The 1370 has two built-in light flash relays (“+” control, for left/right turn signals), making light flash easy to install in most vehicles. (Note that your VISION dealer may need to change the polarity, requiring the purchase of an *optional* **VISION 896H-1C relay**.)



When installed, lights will flash continuously while the siren is going off (during the full 30 seconds), flash 1 time during arm and flash 3 times during disarm, flash 5 times during “Warning” triggers (e.g., shock sensor 1st-stage trigger), and flash 2 times during Error Chirp.

### DIRECT DOOR LOCK



### (SYSTEM “DISARMED” FEATURE)

Pressing Button-II & Button-III at the same time for a short duration will lock or unlock the doors without Arming or Disarming the security system. This feature can be useful if someone is inside the vehicle and you temporarily leave the vehicle and secure the car but keep the siren from accidentally being triggered by the passenger inside. ***Never use this feature to leave unattended children in a vehicle!***

This feature only works when the 1370 is *Disarmed*. If you press Buttons II & III while the system is Armed, the security system will Disarm. And if you lock doors with this feature and later try to Arm, the doors will unlock and the system will be Disarmed—a second press will be required to Arm.

# 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-I on the pager or transmitter. (Your chosen setting has toggled. Vehicle hazard lights will then flash the same number of times as the feature you just programmed.)
- **When the hazard lights finish flashing in Step-3 above, you may program another feature by restarting this procedure at Step-1.**

**⚠ NOTES:** (1) After you program a feature, hazard lights 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 1370 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    | <b>IG Protect</b>              | RSCM |
| 4  | Hazard Lights ON During Remote Start      | <b>OFF</b>                     | ON   |
| 8  | Auto Arm                                  | <b>OFF</b>                     | ON   |
| 10   | Auto Rearm                                | <b>OFF</b>                     | ON   |
| 17   | Exterior Illumination                     | <b>OFF</b>                     | ON   |
| 20   | Transmitter Learning / Manual Disarm Code | <b>Factory Disarm Code = 6</b> |      |
| <b>FACTORY DEFAULT SETTINGS SHOWN IN BOLD TEXT ABOVE</b> |   |                                |      |

# PROGRAM FEATURES EXPLAINED

## 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 14 of this manual.

When set to **Remote Start Compatibility Mode (RSCM)**, the system will bypass the Shock Sensor and Ignition triggers and IIP will become active when IG goes on while armed, as described on page 14 of this manual.

## 4 Hazard Lights ON During Remote Start

When set to **ON**, hazard lights will illuminate solid (not flash) 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. *Your 2-way pager will NOT be updated that the system is now armed.*

## 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. And unlike Auto Arm, your Pager will update when Auto Rearm arms the system. *Note that this feature is incompatible with vehicles that automatically illuminate the dome light upon door unlock, unless the 1370'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.*

### 17 Exterior Illumination



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

When set to **ON**, vehicle hazard 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.

**⚠ COMPATIBILITY NOTE:** *If your vehicle automatically activates the dome light and/or other interior lights when doors are unlocked, you must connect the 1370's WHITE door input wire exactly as shown on pages 7 & 8 in the Installation Guide—to the door switches themselves. Exterior Illumination may not function properly if the 1370's WHITE door input is connected differently.*

### 20 Transmitter Learning / Manual Disarm Code

When you turn the Ignition on-and-off 20 times, you can then select one of two features: (1) Transmitter Learning or (2) Manual Disarm Code. The Transmitter Learning feature allows you to add new transmitters to your system, as described on page 21. The Manual Disarm Code feature allows you to program a unique code that will allow you to disarm the system even without your pager remote. *The factory default Manual Disarm Code is "6," but you should change this as soon as possible to your own unique code for greater security.*

**To choose Manual Disarm Code**, you must turn the Ignition on again (for the 21st time), and then leave the Ignition on—*follow steps given on page 19.*

**To choose Transmitter Learning**, you must leave the Ignition turned off (no need to turn it on for the 21st time)—*follow steps given on page 21.*

# MANUAL DISARMING

## Purpose



Also known as “Emergency Reset” or “Force Reset,” Manual Disarming allows you to disarm your 1370 system without the wireless remote. So long as you have your vehicle’s ignition key, you can manually disarm the 1370 with a special Disarm Code. This is useful if the battery in your pager dies or the pager itself is lost or if RF interference prevents your pager from disarming the system.

## Programming Your Unique Disarm Code

The default Disarm Code is factory set to “6.” It is strongly recommended that you change this code to something unique soon after your 1370S system is installed.

**The following procedure will allow you to change the Disarm Code:**

1. Disarm the system. (Or “Arm-then-Disarm” if repeating this procedure.)
2. Turn IG on-and-off **20 times** within 20 sec. of disarming. Hazard lights will then flash 20 times.
3. Wait until hazard lights flash 20 times, then turn IG on and leave it on.
4. 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 Disarm Code you just programmed, and the siren will chirp 3 times and vehicle hazards will flash 3 times.

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

## Using Your Disarm Code

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 Disarm Code you programmed. *(If no unique Disarm Code has been programmed, then turn the Ignition ON and OFF 6 times.)*
3. Close the door and the siren will stop and the system will be disarmed. *(If you do not close the door, the siren will stop in 30 seconds and the system will then be disarmed.)*



## IMPORTANT NOTES

- Don't worry if the siren doesn't stop immediately after you enter your Disarm Code. The system forces the siren to go off for the full 30 seconds for security.
- The siren will go off for a full 30 seconds when you open the door *unless the system was armed in Silent Mode*. If your 1370S system was purchased with an optional battery backup siren, you should use your siren key to disable the siren temporarily to avoid disturbing the neighbors. 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 successfully disarmed. **DO NOT** forget to re-enable the siren with your siren key after the disarm sequence is complete.
- If you enter an incorrect Disarm 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 Disarm 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 Disarm Code. **You should close the door only when you have successfully disarmed the system.**

# TRANSMITTER LEARNING

## Purpose

You can program additional remotes to your 1370S system, or program a remote to replace one that you have lost. You can program a total of 3 remotes.

**⚠ 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.*

## Programming Transmitters

The following procedure will allow you to program transmitters:

1. Disarm and then Turn IG on-and-off **20 times** within 20 sec. of disarming. Hazard lights will then flash 20 times.
2. Wait until hazard lights flash 20 times, then you have 10 seconds to press and release Button-I on the first remote you wish to program. The siren will then chirp once and the hazard lights will flash once to confirm your remote was learned. You will then have 10 seconds to press and release Button-I on the *next* remote 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 Manual Disarm Code. The siren will then chirp 3 times and the hazards will flash 3 times. Transmitter learning is now complete!

**⚠ IMPORTANT!** *When programming more than one pager, only the first pager programmed will receive answer-back communication from the vehicle. Hence, there is little meaning to have more than one pager because the second pager will only act as a 1-way transmitter. The primary reason to purchase additional pagers is to have a backup in the event the primary page is lost or damaged.*

## TROUBLESHOOTING

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### 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 TRANSMITTERS USED TO WORK FINE BUT NOW THEY DON'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 1370S be disconnected BEFORE you disconnect the vehicle's battery.*

- If the system is armed, please use your Manual Disarm Code to disarm the system, then relearn your transmitters. (The Ignition and Door inputs must be connected for you to do this.)
- If the system is disarmed, assuming none of your remotes work, you must consult your VISION dealer. The reason is that it is not possible to re-learn new transmitters in this case without opening the control module and accessing points on the circuit board. Since accessing the circuit board is not covered under warranty, we advise consultation with your dealer. **Note however, that all your Program Features (described on page 16) will be reset when your dealer relearns your transmitters in this case. Note your settings first!**

### TRANSMITTER LOST, WORRIED ABOUT SECURITY.

Simply relearn the transmitter(s) you have. Learning transmitters always erases previously learned transmitters from memory.

If you lost all your remotes, see “MY TRANSMITTERS USED TO WORK...” above.

### TRANSMITTER BATTERY DIED.

A replacement battery for the pager remote (1 AAA) can be purchased at any convenience store.

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

The 1370 is not compatible with such vehicles.

### **CAN'T MAKE SIREN GO OFF AFTER ARMING.**

- You may have Armed using the Sensor Bypass Method. See page 8.
- You may have Armed using Silent Mode. See page 7.
- If you Armed using the Normal Method, did you hear a single chirp 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 14 for details on IG Protect Mode.

### **WARNING CHIRPS GO OFF FOREVER, CAN'T DISARM WITH REMOTE.**

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

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

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 Installation Guide for details*).

### **I ONLY DRIVE MY CAR ONCE A MONTH, WILL MY BATTERY DIE?**

It depends how long you drive, as such will determine if your vehicle's alternator can fully charge the battery. But assuming your battery is not fully charged during your drives, then it is possible the 1370S (or any other aftermarket security device) will drain your vehicle's battery. In this case we strongly recommend you purchase a 3rd party solar charger device (noting that our company does not sell or support these devices). These solar chargers are available in some auto parts stores and merely plug in the cigarette lighter, trickle-charging your car's battery.

### **CANNOT USE REMOTES WHEN THE SIREN GOES OFF.**

You may not be able to effectively control your vehicle with the remote for the first few seconds after the full siren goes off. Simply wait for 5 seconds or so before pushing transmitter buttons. See “*Responsiveness*” on page 6 for more information.



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

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# 13705

**2-WAY PAGING SECURITY SYSTEM**

*Installation Guide*





**INSTALLERS, READ THIS MANUAL THOROUGHLY!**

The 1370S must be connected by an experienced VISION installer. All product warranties immediately become void if the 1370S is not installed by an authorized dealer.


If you acquired this product *without* professional installation, DO NOT install it yourself to save a little money at the risk of damaging your vehicle or causing physical injury.

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 **NOTE:** Consult Owner's Guide page 16 for Feature Programming.

**NOTICE!** Although reasonable efforts have been taken to ensure accuracy in this Installation Guide, 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.

## PRECAUTIONS & SAFETY

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**⚠ OPERATION.** Use of the 1370S outside its intended purpose as described in this Installation Guide and the 1370S Owner's Guide, could result in damage to the vehicle or surrounding property, or cause serious injury or even death. As the installer of this security system, it is your responsibility to ensure that the vehicle owner is properly informed of all the details of your installation which are pertinent to safety.

### **⚠ 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 1370S 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 1370S control module or associated sensors in or near water, or in a location where water could gather. The 1370 is not waterproof and an electrical short could occur if water gets inside. *Only the siren can safely be installed in the engine compartment.*
5. Do not install the 1370S control module in an environment of intense condensing humidity or steam, in an area with an unusually 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 1370S and its associated sensors near sources of intense RF transmissions which could possibly interfere with the operation of the system. If you find the system is randomly working and not working, consider relocating the antenna unit and sensors.

# INSTALLATION TIPS

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## 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, Control Module, Siren, Antenna 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)
- Soldering Iron & Solder
- Battery-powered drill & driver
- Corrugate Tubing
- Electrical Tape or Heat Shrink Tubing
- Wire Stripper/Crimper

# TECHNICAL SPECIFICATIONS

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## Control Module

*(Conforms to IP40 standard)*

|                             |  |
|-----------------------------|--|
| <b>Operating Voltage:</b>   | 12Vdc  |
| <b>Current Consumption:</b> | 5mA (armed w/ LED flashing, excludes shock sensor)<br>(Antenna Unit draws an additional 24mA.) |
| <b>Operating Temp.:</b>     | -40°C to +85°C   |

## 2-Way Pager

*(p/n TR53A-7X, Conforms to ARIB STD-T67)*

|                         |                                       |
|-------------------------|---------------------------------------|
| <b>Battery Power:</b>   | One AAA Alkaline                      |
| <b>Battery Life:</b>    | 1-2 months (normal, every-day use)    |
| <b>Maximum Range:</b>   | 1000m (3,280ft.)                      |
| <b>RF Transmission:</b> | Digital, 66-bit Rolling Code Security |
| <b>Backlight:</b>       | Electroluminescent (E.L.)             |

## Shock Sensor

*(p/n 318-052, Certified for IP40, passed IP50 tests)*

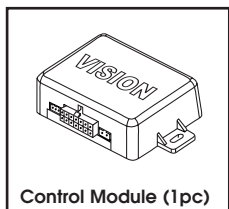
|                             |                                 |
|-----------------------------|---------------------------------|
| <b>Operating Voltage:</b>   | 12Vdc (fed from Control Module) |
| <b>Current Consumption:</b> | 5.0mA (avg.)                    |
| <b>Operating Temp.:</b>     | -40°C to +85°C                  |
| <b>Sensor Technology:</b>   | Infra-red Beam Deflection       |

## Siren

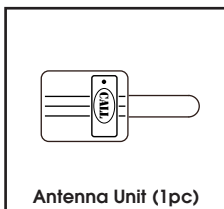
*(p/n KR22-1, Conforms to IP54 standard)*

|                             |   |
|-----------------------------|---|
| <b>Operating Voltage:</b>   | 12Vdc   |
| <b>Current Consumption:</b> | 1A max. (during full siren blast)                   |
| <b>Operating Temp.:</b>     | -40°C to +125°C                                     |
| <b>Loudness:</b>            | 125dB (measured 30cm/1ft from speaker)              |
| <b>Audio Generator:</b>     | 1-tone (6-tone selectable by cutting loop on siren) |
| <b>Housing:</b>             | Water-resistant (cannot be submerged)               |

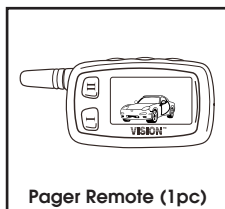
## INCLUDED ITEMS



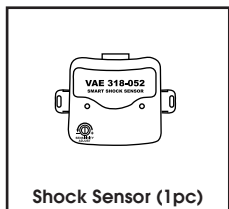
Control Module (1pc)



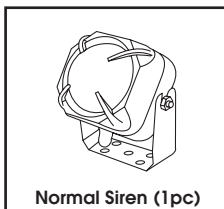
Antenna Unit (1pc)



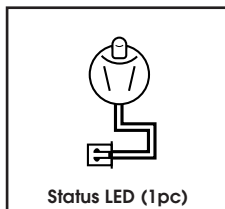
Pager Remote (1pc)



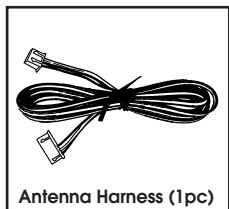
Shock Sensor (1pc)



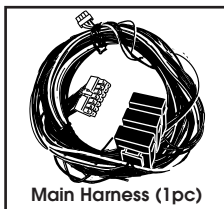
Normal Siren (1pc)



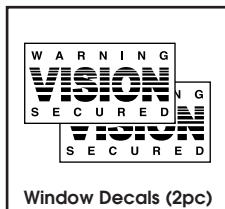
Status LED (1pc)



Antenna Harness (1pc)



Main Harness (1pc)

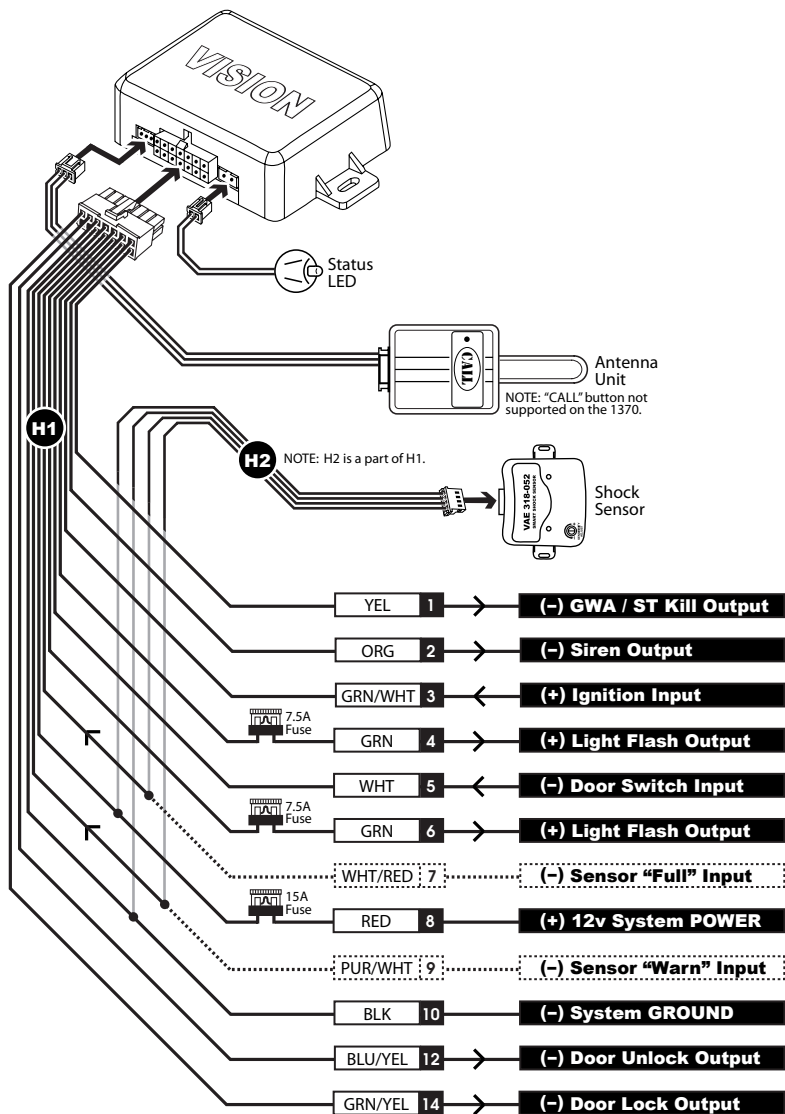


Window Decals (2pc)

### **OTHER INCLUDED ITEMS:**

- Double-Sided Mounting Tape for Antenna Unit (1pc)
- AAA Battery for Pager Remote (1pc)
- Wire Ties (2pcs)
- Owner's & Installation Guides

# SYSTEM WIRING DIAGRAM



# H1 THE 14-PIN MAIN HARNESS

## H1-1 YEL wire: (-) GWA / Starter Kill Output

This wire supplies (-) 0v ground (500mA max.) while the 1370S is armed. This output is intended to be connected to the Yellow wire ("86") of the optional 896H-1B starter kill relay harness, as shown in Fig-1 below.

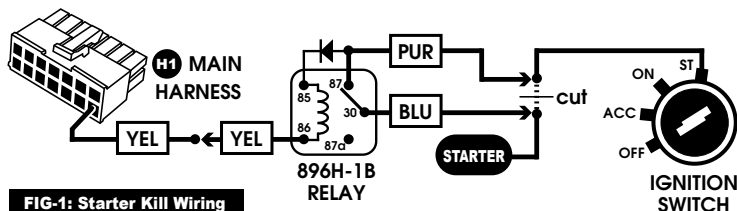


FIG-1: Starter Kill Wiring

**TIP:** You may also attach low-current devices, such as scanning LEDs, to the YELLOW wire. These devices will turn on when the 1370 is armed. A relay will be needed if your combined devices (including starter kill relay) exceed 500mA.

## H1-2 ORG wire: (-) Siren Output

This wire supplies a (-) 0v Ground (1.5A max.) output to operate the included siren during a security breach. See Fig-2 below.

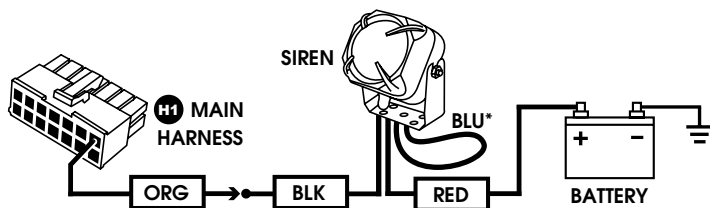
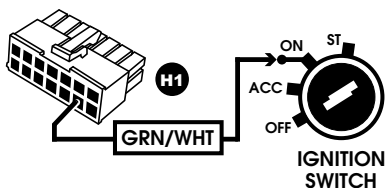


FIG-2: Connecting to the Siren

\*CUT BLU WIRE FOR 6-TONE SOUND.

**NOTE:** You do not need to touch the blue loop wire on the siren unless you want to have 6-tone sound. (Leaving the blue wire uncut puts the siren in single tone sound mode.)

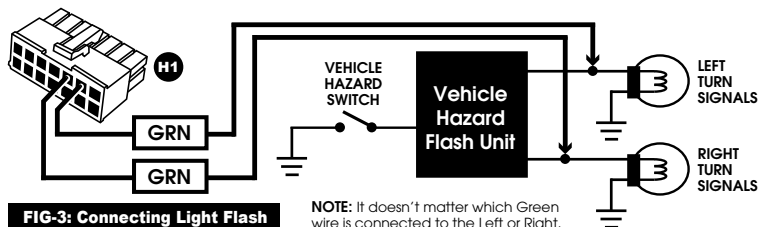
## H1-3 GRN/WHT wire: (+) Ignition Input



This wire must be connected to the (+) 12v Ignition line (showing 12v when IG switch is turned on). The connection of this wire is vital for triggering the siren when the ignition goes on (while armed) or for remote start compatibility, and for Force Reset (aka, "Manual Disarm").

## H1-4 GRN wire: (+) Light Flash Output

This wire supplies a (+)12v (6A max.) output for flashing the vehicle's hazard (turn signal) lights during security breaches (i.e., at times of Warning Chirps and Full Siren Blast). See Fig-3 below.



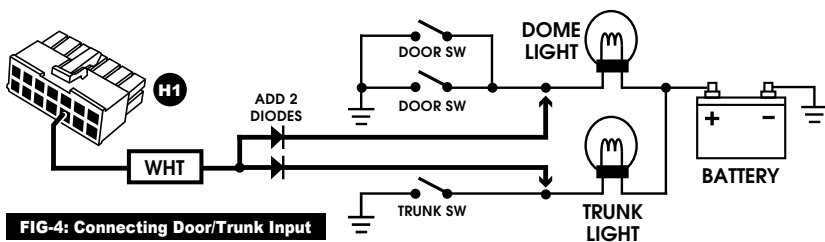
**FIG-3: Connecting Light Flash**

**NOTE:** It doesn't matter which Green wire is connected to the Left or Right.

## H1-5 WHT wire: (-) Door Input

This input wire detects if a door is opened. If opened while the 1370 is armed, the siren will go off for 30 seconds or until disarmed. The White wire 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-4 on the next page. The switches shown are open-circuit (no ground) when the door/trunk is closed.

**⚠ NOTE:** If you connect to the door and trunk, keep in mind that the 2-way pager will flash only the door icon when a door or trunk is opened.



**FIG-4: 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.

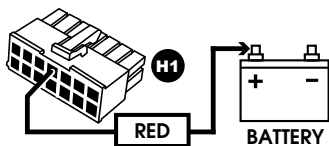
## H1-6 GRN wire: (+) Light Flash Output

This wire supplies a (+)12v (6A max.) output for flashing the vehicle's hazard (turn signal) lights during security breaches (i.e., at times of Warning Chirps and Full Siren Blast). See Fig-3 on the previous page.

## H1-7 WHT/RED wire: (-) Sensor "Full Siren" Input H2

This wire is one of four wires from the H1 main harness that forms the H2 sensor harness, as shown on page 5. The WHITE/RED wire is the "Full Siren" trigger input wire from attached sensors (like the included shock sensor). Any (-) ground signal on this wire will immediately trigger the full siren blast. (See page 12 in the Owner's Guide for more information.)

## H1-8 RED wire: (+) 12v System POWER H2



This wire is the main (+) 12v power input to the 1370 system. Be sure to connect this wire securely to a *constant* 12v source. Connect this wire last so the siren doesn't go off. If you need to extend this 12v power wire, use wire thicker than the RED wire. (The RED wire splits into two wires to act as the power source of the H2 sensor harness. See page 5.)

## H1 THE 14-PIN MAIN HARNESS

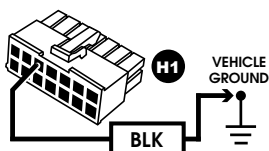
### H1-9 PUR/WHT wire: (-) Sensor “Warn Trigger” Input

H2

This wire is one of four wires from the H1 main harness that forms the H2 sensor harness, as shown on page 5. The PURPLE/WHITE wire is the “Warning Chirps” trigger input wire from attached sensors (like the included shock sensor). Any (-) ground signal on this wire will trigger a series of 5 siren chirps. (See page 12 in the Owner’s Guide for more information.)

### H1-10 BLK wire: (-) System Ground

H2



This wire is the main (-) ground input to the 1370 system. Be sure to connect this wire securely to a good ground source. *Most security system installation problems result from a bad ground connection!* (The BLK wire splits into two wires to act as the ground source of the H2 sensor harness. See page 5.)

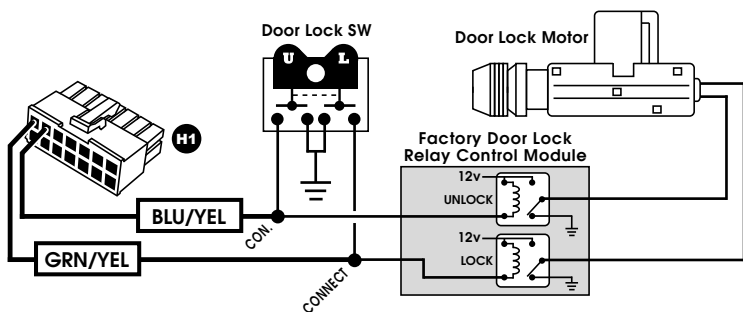
### H1-11 Not Connected

### H1-12 BLU/YEL wire: (-) Door Unlock Output

The 1370S can easily interfaced with vehicles that have (-) negative “Type-B” door locking systems. Most Asian vehicles (especially Toyota) use this door lock scheme.

Vehicles that use a (-) negative door lock scheme have 3 wires at the master door lock switch. Probe the 3 wires and you should find one *constant* (-) 0v ground wire, and the other two wires will show (-) ground only when the switch is pressed. See **Fig-5** on the next page for connections.

**⚠ NOTE:** *The 1370S does not support door locking on vehicles that use vacuum pump door locks (most Mercedes) or vehicles that require 2 pulses for unlock. See “Type-E” on page 11.*



**FIG-5: Connecting (-) Ground Control Door Locking**

**Type-B**

## OTHER VEHICLE DOOR LOCK SCHEMES:

**TYPE-A** Most American-made vehicles use (+) Positive control “Type A” door locks. Type-A vehicles have 3 wires at the master door lock switch. Probe the 3 wires and you should find one *constant* (+)12v wire, and the other two wires will show (+)12v only when the switch is pressed. *The 1370 can interface with Type-A only with the use of an optional VISION 318-16R door lock interface module.*

**⚠ IMPORTANT TEST!** *Type-C systems are very similar to Type-A. Mixing up the two types could damage the vehicle. To test, cut the wire that shows (+)12v when you press the Lock switch. Next, press the Unlock switch and see if all the doors unlocked. If all the doors unlocked, you can safely proceed with a Type-A installation. If the doors did not unlock, you either cut a motor wire or you have a Type-C system.*

**TYPE-C** Like Type-A locking systems, Type-C lock and unlock wires *typically* show (+)12v when you press the door lock switch. However, Type-C systems lack factory relays, and power is sent directly from the switch to the door lock motors. Pushing the lock switch reverses the electrical polarity on the door lock motors according to the switch you pressed—so the polarity on the motor for Lock is opposite the polarity on the motor for Unlock. When neither switch is pressed, the lock and unlock wires *typically* rest at (-) ground. *The 1370 can interface with Type-C only with the use of an optional VISION 318-16R door lock interface module.*

**OTHER VEHICLE DOOR LOCK SCHEMES CONTINUED...**

**TYPE-D** All vehicles without power door locking and vehicles without door lock motors are Type-D. *The 1370 can interface with Type-D only with the use of an optional VISION 318-16R door lock interface module and the purchase of optional 316-12 door lock motors.*

**TYPE-E** Vehicles which have vacuum pump locking systems (most Mercedes) are not supported by the 1370S at this time. However, VISION intends to release an optional door lock module in the near future that will enabling vacuum pump compatibility. Check our website for availability.

**TYPE-F** Vehicles that use a single wire to control door locking are Type-F. Typically, doors lock by open-circuiting the control wire and unlock by grounding the control wire. However, some Type-F vehicles ground the control wire to Lock and open-circuit the wire to Unlock. Yet other Type-F vehicles use (+)12v instead of ground. *At this time, the 1370 can interface with Type-F only with the use of an optional VISION 318-16R door lock interface module.*

**MULTIPLEX** Many vehicles now use computer-controlled locking systems that send variable-width pulses on the control wire. *The 1370 can only interface with Toyota multiplex vehicles, with the purchase of an optional VISION 318-16R door lock interface module.*

**⚠ WARNING!** *Using the older model 318-16A or 3rd party door lock modules can destroy the circuitry of the 1370S. This is not covered under warranty. Only use the 318-16R. Also, do not connect to unsupported locking systems as described in the "Note" at the bottom of page 9.*

**H1-13 Not Connected****H1-14 GRN/YEL wire: (-) Door Lock Output**

See the description of **H1-12** on page 9, and refer to **Fig-5** on page 10.

# MOUNTING SYSTEM COMPONENTS

## Control Module



The Control Module is “the brain” of the system and therefore must be installed in a secure location under the dash. *NEVER install the Control Module in the engine compartment or near any source of heat or moisture! NEVER place the Control Module near moving parts or in a location where it can vibrate or move around excessively.*

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

Locations above or behind the glove box, behind the radio or high up under the dash (such as above the fuse box) are all good mounting places. However, you may need to extend wires if your chosen location is too far from the steering column. *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 control module to a secure, flat surface or use wire ties to affix to a factory wire harness.

## Status LED



The Status LED is used as a visual theft deterrent when the system is armed. It also is used to alert the user if the siren went off in their absence.

Ask the vehicle owner where the Status LED should be placed. If they have no particular preference, suggest a location near the door window on the driver’s side where it can be easily seen (e.g., on a *switch blank*). Use the affixed 2-sided tape to mount and run the wires out of view.

## Siren



Find a location in the engine compartment (such as the firewall) that is far from heat sources or moving parts such as belts or the radiator fan. Locate a bolt or bolt hole for securing the siren mount; otherwise, you will need to drill holes and use self-tapping screws. Mount in a place that will not be splashed excessively with water!



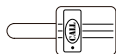
## Shock Sensor



The shock sensor is not waterproof so only mount it *inside the car*. Use the included 2-sided tape and mount the sensor to the steering column plastic or any plastic surface near the steering column. It's not necessary to hide the shock sensor from view, and it would even make changing the sensitivity easier by mounting it in open view. **NEVER use screws or wire ties to mount the sensor!** **Always mount to plastic!** Mounting to metal can cause false triggering. *Try to test the sensor before permanently attaching it with the 2-sided tape.*

**⚠ IMPORTANT!** *Always mount the 318-052 shock sensor more than 30cm (1ft.) away from the antenna unit and the control module of the optional 318-04 Ultrasonic Sensor. Keep the shock sensor and shock sensor wires more than 30cm away from the antenna unit and antenna unit wires. Failure to do so may cause the shock sensor to randomly false trigger the siren. Also, try to keep the antenna out of direct sunlight!*

## Antenna Unit



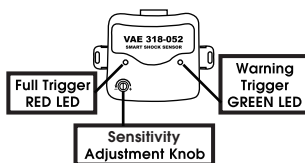
The Antenna Unit is a vital component of the 1370S and must be mounted in an appropriate location to obtain the best RF reception and transmission. Consider mounting at an elevated point on the driver's side window pillar, but keep in mind that the wire harness is only 150cm (5ft.) long. Mount with the included double-sided tape and try to hide the wire harness from view.

**⚠ NOTE:** *Even though the antenna unit included with the 1370 has a "CALL" button on it, the CALL function is not supported. Pressing the CALL button does nothing on 1370 systems. (If you are reviewing this manual prior to purchase, note that the antenna CALL button is supported on the VISION 1770 and SCIBORG 825 & 721 systems.)*

# 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 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.

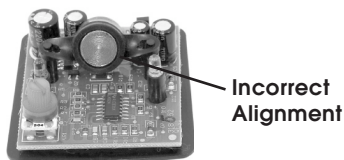
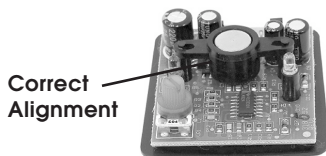
## False Alarms

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 8 of the Owner's Guide*).

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.







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

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