

# VISION

## 1440B

FACTORY KEYLESS UPGRADE SECURITY



**Thank you** for purchasing this VISION 1440B Vehicle Security System. The 1440 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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All product specifications and features are subject to change without notice.

## LIMITED LIFETIME WARRANTY



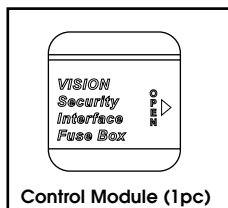
The VISION 1440 system control unit is backed by a limited lifetime warranty against defective components and/or improper product assembly to the original purchaser for as long the vehicle is owned by that same purchaser, contingent upon installation by an Authorized VISION Dealer. All product warranties become void if the VISION 1440 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 1440 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 1440 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.

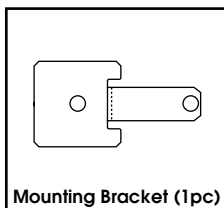
This warranty is limited to defective parts only and does not provide any compensation whatsoever for damages associated with the VISION 1440 system or its accessories. This warranty does not cover installation labor, product removal and/or reinstallation fees. This warranty is valid for the original 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 1440 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 1440 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.**

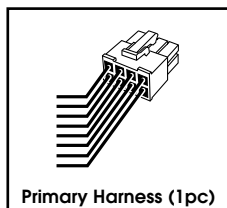
# INCLUDED ITEMS



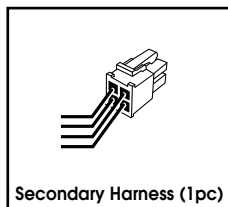
Control Module (1pc)



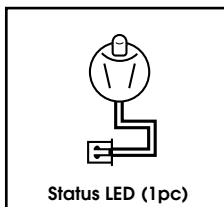
Mounting Bracket (1pc)



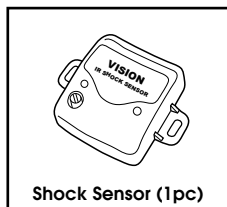
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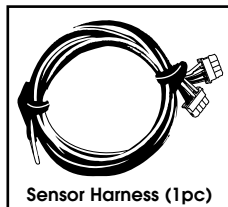
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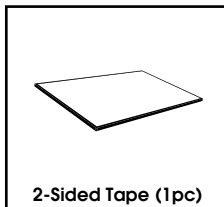
Status LED (1pc)



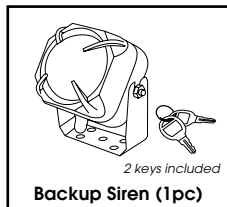
Shock Sensor (1pc)



Sensor Harness (1pc)



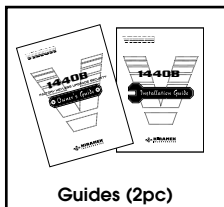
2-Sided Tape (1pc)



Backup Siren (1pc)



Window Decals (2pc)



Guides (2pc)

# SYSTEM OPERATION

## ARMING

### NORMAL ARMING


This method is the typical way to arm the 1440, with the shock sensor enabled. Ensure that all doors are closed and then press the LOCK button on the vehicle's factory keyless remote. After you press Lock, vehicle hazard lights will flash and the doors will lock. When the hazard lights stop, the siren will chirp 1 time and Status LED will light solid for 5 seconds. After 5 seconds, the LED will start flashing and all alarm triggers become active. (No triggers are active during the initial 5 seconds.)



### SENSOR BYPASS ARMING



This arming method allows you to disable the shock sensor while keeping other alarm triggers active (e.g., door, trunk, ignition). Run the engine for more than 10 sec., then turn the ignition ON & OFF 3 times within 10 sec. You now have 10 sec. to exit the vehicle, close all doors, and press the LOCK button on the vehicle's keyless remote. After pressing Lock, the Hazard lights will flash, the siren will chirp 2 times, and the LED will immediately start to flash. The system is now armed, and all triggers *except shock* are active.

 **LOCK-UNLOCK-LOCK:** *This is an alternate Sensor Bypass Arming method. It's especially convenient on Push Start cars, where turning the ignition ON/OFF multiple times is troublesome. After running the engine for more than 10s, turn off the ignition and within 10 seconds exit the vehicle and **Lock** via keyless remote; then within 5s, **Unlock**; then within 5s, **Lock again**. The 1440 will then be Armed with the shock sensor Bypassed.*

## DISARMING

Press the UNLOCK button on the vehicle's factory keyless remote. After you press Unlock, vehicle hazard lights will flash and the doors will unlock. When the hazard lights stop, the siren will chirp 3 times and Status LED will turn off. The system is now disarmed and you may enter the vehicle.





## DISARMING TIPS



The 1440 determines when to disarm by watching the state of the door lock motors and the hazard lights in conjunction with a disarm button press on the vehicle's keyless remote. If the siren is going off when you disarm, the siren will continue going off for 1-2 seconds until the hazard lights finish flashing.

Please consider that the following actions could trigger the siren when you disarm:

- **SIREN WILL GO OFF:** If door is unlocked with the key instead of the factory keyless remote.
- **SIREN MAY GO OFF:** If a door is opened too quickly after disarming while the hazards are still flashing.
- **SIREN MAY GO OFF:** If a door is opened too quickly after disarming while the siren is still chirping.

**NOTE:** *There are some rare cases where the factory keyless signal may drift and prevent disarming for a single session. In this case, simply lock and then unlock again to disarm. The 1440 will then compensate for the drift.*

## TRUNK RELEASE



Press the **TRUNK** button on the vehicle's factory keyless remote (*your factory remote may not have this feature*). The shock sensor, door and trunk triggers will be bypassed and the trunk will then open. (The Ignition switch trigger remains active, and doors remain locked.) Five (5) seconds after you close the trunk, the door, shock sensor, and trunk triggers will be automatically re-activated.



## SYSTEM FEATURES

### DOOR TRIGGER



The siren will blast for 30 seconds when the door is opened while the system is armed. Vehicle lights will flash if so installed. *(You may disarm anytime with the vehicle's factory remote.)*

### IGNITION TRIGGER



### IG PROTECT MODE (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. *(You may disarm anytime with the vehicle's factory remote.)*

### REMOTE START COMPATIBILITY MODE (user-selectable)



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 and trunk triggers remain active.

This allows a 3rd party remote start system to turn on the engine without triggering the 1440's siren. The 1440 is still protecting the vehicle, so any attempt to open a door or the trunk will trigger the siren. And when the remote starter shuts down (i.e., ignition is turned off), the shock sensor and ignition triggers are automatically re-activated.

### IIP (Intelligent Ignition Protect)



When you activate **Remote Start Compatibility Mode**, the 1440 uses a feature called "IIP" to automatically switch back to **IG Protect Mode** when needed.



**Background.** Most "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), offering no remote start or turbo timer compatibility. *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/trunk inputs active. However, if the 1440 was triggered *before* the ignition was turned on (via door/trunk/sensor), IIP automatically switches back to **IG Protect Mode** and triggers 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.

**STATUS LED**

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

**TRIGGER MEMORY**

The LED flashes rapidly while the siren is going off. When the siren stops 30 seconds later, the Status LED will flash according to Table-1 below to show which vehicle sector triggered the siren. This “Trigger Memory” will display on the Status LED until the system is disarmed.

TABLE-1      Trigger Memory Report via the Status LED	
Status LED Flashes	Sector That Triggered Siren
2	Door or Trunk
6	Ignition
7	Sensor

**SBS (Sector Bypass System)**

When a vehicle sector is triggered repeatedly, the system will automatically bypass that sector until you disarm and arm again. This feature is useful to prevent noise pollution caused by multiple siren triggers in a short period of time, such as when parking near construction sites or when animals jump on the vehicle.



- **Ignition Trigger Limit:** 8 triggers
- **Sensor Trigger Limit:** 8 FULL triggers, 10 WARNING triggers (pg.7)
- **Door Trigger Limit:** 4 triggers

## SYSTEM FEATURES

### GWA (Ground When Armed)



The 1440 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 or vehicle lighting devices. When the system is disarmed, power to this output is removed and all attached devices shutdown. *See the Installation Guide 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 5 warning chirps. *No chirps will be produced while in Sensor Bypass Mode.*



**2nd Stage (“Full Siren”).** When the included shock sensor detects hard impact on the vehicle body, the siren will go off for 30 seconds (or until disarmed with the factory remote). 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.*



### LIGHT FLASH



Vehicle light flash can be added to most vehicles by a simple connection to the vehicle’s factory light control relay (*see “Installation Guide” page 9*). For some vehicles, you may need to change the polarity with 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), and flashes 5 times during “Warning” triggers (e.g., shock sensor 1st-stage trigger).

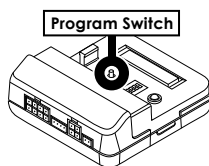
### PAGER OUTPUT



This wire goes to (–) Ground for 15 seconds whenever the full siren blast is triggered (*not during Warning Chirps*). It supplies up to 1-Amp to power optional paging systems (not currently available from KIRAMEK) or other devices you wish to turn on only when the siren is going off.

# FEATURE PROGRAMMING

Many system features are user-programmable. To program features you will need to open the 1440 control module and use the Program Switch inside. *(If you cannot access the Control Module, ask your VISION dealer to set features for you.)* Once you have the control module case open, perform the following 3-step procedure to alter the features shown in **Table-2** below:



1. Disarm the system. (Or “Arm-then-Disarm” if repeating this procedure.)
  2. Within 5 sec. of disarming, press and release the Program Switch.
  3. The LED inside the Control Module will slowly flash RED. **Count the flashes.** When the number of flashes matches the feature “No.” you wish to change in **Table-2**, press the Program Switch again. The LED will change from RED to GREEN. The Green LED shows the feature setting has been changed/toggled. The number of Green flashes should match the feature number you have chosen. To go back to the previous setting, Arm the system and repeat this procedure at Step-1.
- ⚠ NOTES:** (1) There is no visual indication to let you know which setting you have chosen—simply test the 1440 system to confirm your selection. (2) If you never press the Program Switch a second time in Step-3 above, the LED will flash 15 times and then exit the routine. Arm the system, and then go back to Step-1 to re-enter feature programming. (3) You must repeat this procedure for each feature you wish to program.

TABLE-2		Feature Selection Menu	
No.	Feature Description	Toggle Settings	
6	Confirmation Chirps	ON	OFF
7	Vehicle Lights ON During Remote Start	ON	OFF
8	IG Protect Mode / Remote Start C. Mode	IG Protect	RSCM
9	Siren Output	Continuous	Pulsed
10	IIP Trigger Selection	All	Door
13	Error Chirp	ON	OFF
14	Exit Delay Time Selection	5 sec.	40 sec.
FACTORY DEFAULT SETTINGS SHOWN IN BOLD TEXT ABOVE			

## PROGRAM FEATURES EXPLAINED



### Confirmation Chirps



When set to **ON** (default), the siren will chirp 1 time when the system is Armed and 3 times when the system is Disarmed.

When set to **OFF**, the siren won't chirp 1/3 times when Armed/Disarmed.

### Vehicle Lights ON During Remote Start



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

### IG Protect Mode / Remote Start Compatibility Mode



When set to **IG Protect Mode**, the system will trigger the siren when the Ignition goes on, as described on page 5 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, as described on page 5 of this manual.

### Siren Output



When set to **Continuous** (default), the system will feed a continuous (–) Ground output to sound the included siren for 30 seconds (full trigger).

When set to **Pulsed**, the system will feed a pulsed (–) Ground output. This can be used to create a unique siren sound on the included siren, or to connect to the vehicle's horn via an optional relay.

### 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.

### Error Chirp



When set to **ON** (default), the siren will chirp 1 time\* when you Arm and then chirp 5 more times if there are any unsecured trigger sectors (like a door ajar, trunk open, etc.).

When set to **OFF**, the siren will chirp only 1 time\* when you Arm, even if there are unsecured sectors.

\* 1 Arm chirp produced if “Confirmation Chirps” is set to ON. Also, turning off “Confirmation Chirps” will not turn off Error Chirps.

### Exit Delay Time Selection



After Arming, there is a default **5 sec.** delay before the system will accept alarm triggers (e.g., door, trunk, 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 **40 sec.** for compatibility with vehicles (e.g., Subaru) that place a long 30 second lock pulse on the door lock lines when the keyless remote is used.

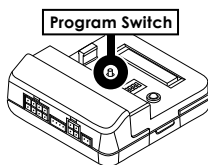
# FORCE RESET

## Purpose

In the event the battery in your factory remote dies or the factory remote itself is lost, the 1440 can be manually reset (i.e., “disarmed”) using a secure procedure.

## Programming Your Unique Reset Code

The VISION factory default Reset Code is set to “6.” It is strongly recommended that you change this code to something unique. To change the Reset Code you will need to gain access to the Control Module and open the case to use the Program Switch. If you cannot do this yourself, please ask your VISION dealer/installer to assist you.



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

1. Arm and then immediately Disarm with the factory remote.
2. Within 5 seconds of Disarming, press and release the Program Switch. *(The LED inside the Control Module will start to turn on and off very slowly. You must count the number of LED flashes.)*
3. Turn on the Ignition *before* the LED flashes 5 times. *(Continue counting LED flashes while you turn on the Ignition.)*
4. When the LED lights up for the **5th time**, press and hold the Program Switch and then release the button when the LED turns Green. The LED will now flash Green 5 more times and then start to flash Red. *Consider the Reset Code number you want to program before the LED flashes Red again!*
5. When the LED starts to flash Red again, count the number of flashes. When the number of flashes matches the code you wish to program, turn off the Ignition. *The LED will turn Green again and the siren will chirp 3 times to confirm your Reset Code has been programmed.*

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

## Using Your Reset Code to Disarm

1. 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.)*
3. Close the driver's side door and the 1440 will disarm.



### ⚠ NOTES:

- The siren will go off when you open the door in Step-1 above. If you enter an incorrect code and then close the door, the siren will continue to sound for the full 30 seconds. (If your code was correct, the siren should stop immediately when you close the door.)
- If you fail to close the door per Step-3 above but the disarm code you entered was correct, the siren will stop after 30 seconds and the system will disarm at that time. Step-3 above simply quiets the siren immediately after you have entered a correct code.
- If you did not enter a correct code and you closed the door, the siren will keep going off for the full 30 seconds and then stop. To try entering your code again, you need to repeat the procedure above, which involves opening the door and triggering the siren again. *(If you choose to leave the door open continually, the siren will go off for 30s, then stop for 8s, then go off again several times until you either close the door or enter a correct code. You can attempt to enter your code once every 30s siren blast.)*

# TROUBLESHOOTING

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## **FACTORY KEYLESS REMOTE WAS LOST!**

If the factory remote was lost or the battery dies, you can still disarm the 1440 by using your Force Reset Code, as detailed on pages 11-12.

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

- You may have Armed using the Sensor Bypass Method. See page 3.
- If Confirmation Chirps are turned on, 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 9 for details on IG Protect Mode.

## **THE SYSTEM ARMS SOMETIMES AND NOT OTHERS**

Some vehicles exhibit more door lock “signal drift” than others. The drift causes the 1440 to misread the signal. This occasional drift may prevent arming for a single session. In such cases, simply unlock and then lock again to arm. The 1440 will then compensate for the drift. We do not make the 1440 door lock signal detector read signals more loosely for reasons of security.

## **THE SYSTEM DISARMS SOMETIMES AND NOT OTHERS**

Some vehicles exhibit more door lock “signal drift” than others. The drift causes the 1440 to misread the signal. This occasional drift may prevent arming for a single session. In such cases, simply lock and then unlock again to disarm. The 1440 will then compensate for the drift. We do not make the 1440 door lock signal detector read signals more loosely for reasons of security.

## **SIREN GOING OFF WHEN TRUNK IS OPENED**

- You cannot open the trunk with the key or the siren will sound. Use the keyless remote. If your keyless remote doesn't have a trunk open feature, then you need to disarm the system first (UNLOCK button on your factory remote) and then open the trunk.
- Conversely, if the siren isn't triggered when the trunk is manually opened with a key (while Armed), then it's likely the trunk trigger input was not connected. Consult with your installer.

## **CANNOT DISARM WHILE THE SIREN IS SOUNDING**

- Make sure all doors and the trunk are closed and then try to disarm.
- Try to Arm and then Disarm.



**AFTER DISARMING, SIREN STILL GOES OFF WHEN DOOR OPENED**

The 1440 reads the door locking signals in combination with the hazard lights (turn signal lights) to know when to Arm and Disarm. You must therefore wait until the hazards finish flashing and the siren finishes sending confirmation chirps before you open the door. Opening the door too quickly after disarming is the main cause of the siren going off.

**CANNOT ARM WHILE 3rd PARTY TURBO TIMER IS IN USE**

- Check if the doors lock/unlock via the factory remote while the turbo timer is running. If not, the vehicle's factory keyless system is incompatible with your turbo timer, which is why you cannot arm with the 1440.
- If the doors lock/unlock with the factory remote, then make sure you have programmed "Remote Start Compatibility Mode." If you are using "IG Protect Mode" you will not be able to Arm while the Turbo Timer is running because the Ignition will be switched ON. *See page 9 for details.*

**SIREN GOES OFF AFTER I FINISH DRIVING AND THEN OPEN A DOOR**

This problem occurs when IIP is enabled (see page 8) and the 1440's GRN wire is not properly connected to IG as shown on page 12 of the Installation Guide. Keep in mind that if you connect the GRN wire to positive +12v Ignition, your trunk release connection (if any) must also be the same (+) polarity. (Default DIP switch polarity is set to (+).)

**SHOCK SENSOR 1st STAGE TRIGGER ("WARNING") DOESN'T WORK**

Examine the shock sensor (318-052) and look closely at the two LEDs. *When you lightly tap on the sensor, do you ever see a Green LED light?*

- If you never see Green light, adjust the sensitivity knob on the sensor.
- If you see Green light the sensor is properly sending out the 1st Stage Trigger signal. Check that the sensor wire harness is properly connected at both ends.

**FULL SIREN BLASTS WITH ONLY LIGHT IMPACT TO THE VEHICLE**

- Turn down the shock sensor sensitivity.
- If you also have an optional Ultrasonic sensor installed in addition to the included shock sensor, it is very likely that the main body of the Ultrasonic sensor (not the emitters) was placed too close to the shock sensor body. The Ultrasonic sensor body should be moved more than 30cm (1 foot) away from the shock sensor to avoid interference.

## COMPATIBILITY & OPTIONS

### Why are “aftermarket” keyless systems incompatible with the 1440?

“Factory Keyless Entry” is a compatibility requirement for the 1440. The reason is because most aftermarket keyless entry systems are attached to the door lock motors, and they often flash the hazard lights whenever the motor activates. The problem with this is that if a thief unlocks a door with the metal car key (or screw driver), the door lock motor will engage, lights will flash, and the 1440 will disarm!

### What makes “factory” keyless systems compatible?

- *Most* factory keyless systems do NOT flash the hazard lights when you insert the metal car key in the door and then turn to lock/unlock.
- It's always important to ***test your vehicle*** to verify if your factory keyless system is truly compatible with the 1440. Indeed, KIRAMEK has verified that some European cars are *not compatible* even though they have factory keyless! Test your vehicle by inserting the metal car key in the driver's door and turn it to Lock and then again to Unlock. Do the hazards flash? If so, the 1440 is NOT compatible with your vehicle.

### Do I need optional devices in order to install the 1440?

For some cars, yes. The two most common VISION part numbers are:

- **PBS-30:** Push Start compatibility switch (substitutes for Ignition)
- **DSS-6:** door/trunk pin switch connection interface with built-in isolation diodes — used for Smart Key or Intelligent Key compatibility.

### Why aren't the PBS-30 and DSS-6 parts standard?

Because in the past, most cars did not have Push Start or Smart Key or Intelligent Key features. As these vehicles become more prevalent, we may at some point in the future include these parts as standard features.

### What other options should I consider for the 1440?

- **896H-1B** Starter Kill Relay.
- **DSS-6** Diode-isolated 6-way wire splitter (for Door/Trunk/Hood).
- Optional sensors like: **MMF-2** (radar), **318-054** (shock with dual adjustments), **318-022** (tilt), **318-04** (ultrasonic), **318-085** (loop)
- **318-035** Sensor Splitter for easy connecting of up to 3 sensors (*keep in mind that the 318-052 shock sensor is standard with the 1440*).
- **896H-1C** relay: to invert polarity or drive high current devices.
- Luminator LED Scanners
- Other optional parts can be found at: [www.visionsecurity.jp/en/](http://www.visionsecurity.jp/en/)

[illegible]

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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# VISION

## 1440B

FACTORY KEYLESS UPGRADE SECURITY





**INSTALLERS, READ THIS MANUAL THOROUGHLY!**

The 1440B must be connected by an experienced VISION installer. All product warranties immediately become void if the 1440 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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**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 1440B outside its intended purpose as described in this Installation Guide and the 1440B 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 1440 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 1440 control module or associated sensors in or near water, or in a location where water could gather. The 1440 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 1440 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 1440B 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 control module and/or 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 splice clips, 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 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

### Control Module

*(Conforms to IP40 standard)*

<b>Operating Voltage:</b>	12Vdc
<b>Current Consumption:</b>	5mA (armed w/ LED flashing, excludes shock sensor)
<b>Operating Temp.:</b>	-40°C to +85°C
<b>Onboard Fuse:</b>	5A rated, mini blade type

### Shock Sensor

*(Certified for IP40, but also 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
<b>Trigger:</b>	2-Stage

### Status LED

<b>Mount:</b>	2-sided tape (no drilling required)
<b>LED Light Color:</b>	Red
<b>Life:</b>	100,000 hours (greater than 11 years)

### Siren

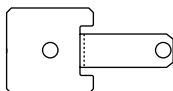
*(Conforms to IP54 standard)*

<b>Operating Voltage:</b>	12Vdc
<b>Current Consumption:</b>	5mA trickle charge, 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 wire on siren)
<b>Housing:</b>	Water-resistant (cannot be submerged)

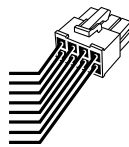
# INCLUDED ITEMS



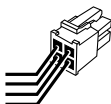
Control Module (1pc)



Mounting Bracket (1pc)



Primary Harness (1pc)



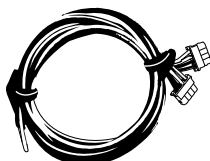
Secondary Harness (1pc)



Status LED (1pc)



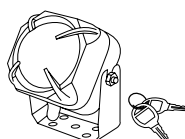
Shock Sensor (1pc)



Sensor Harness (1pc)



2-Sided Tape (1pc)



2 keys included

Backup Siren (1pc)

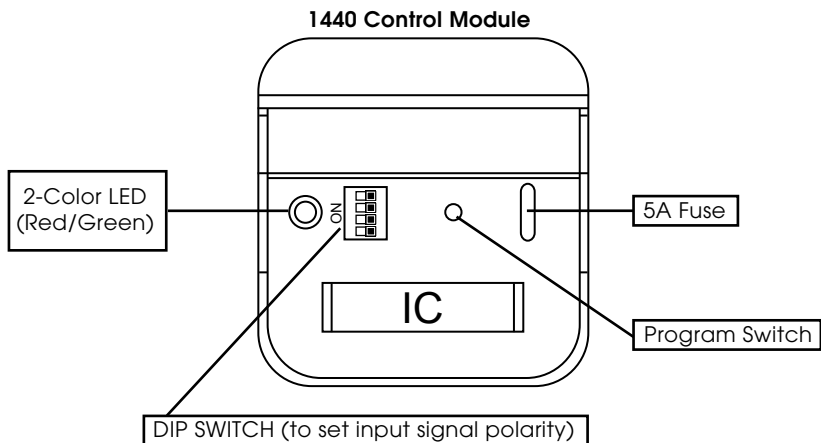


Window Decals (2pc)



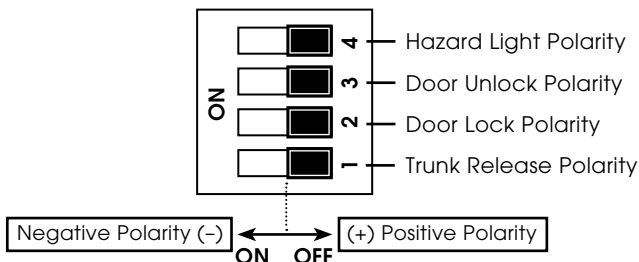
Guides (2pc)

# CONTROL MODULE OVERVIEW



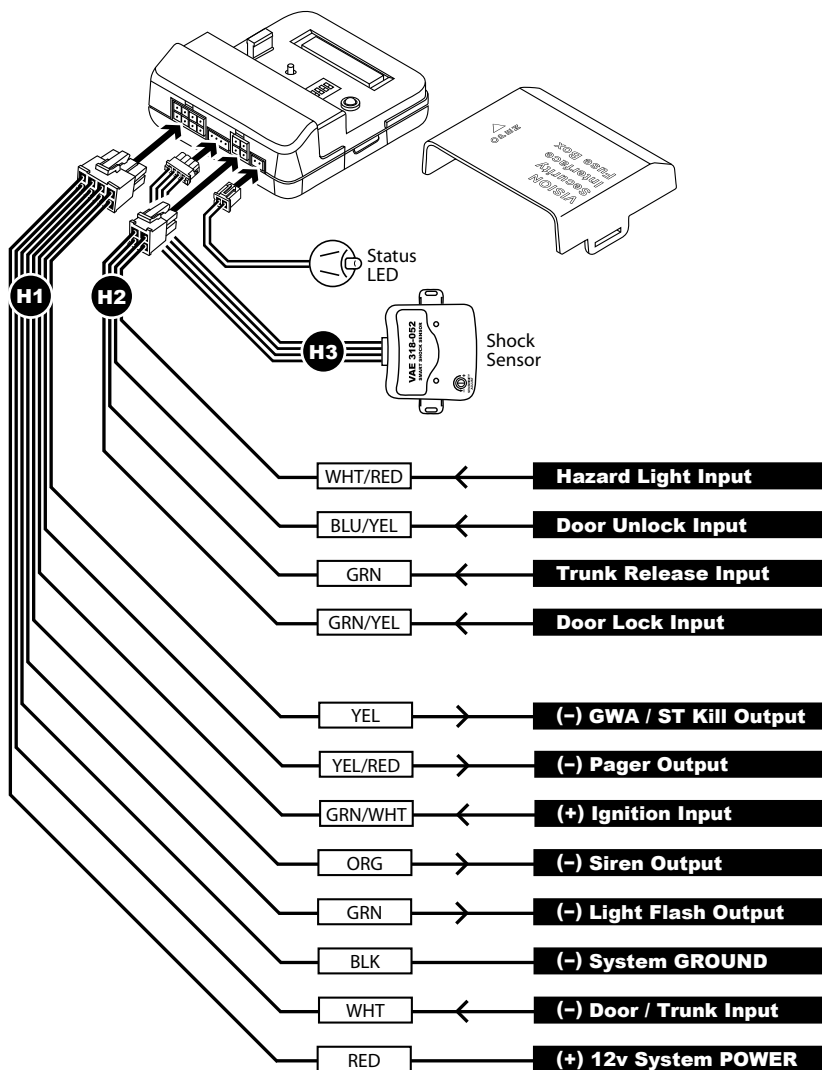
## DIP SWITCH SETTINGS

(All OFF by Default)



**CAUTION!** For most vehicles, it is strongly advised that you do not change DIP switches 2 & 3 (Lock/Unlock Polarity). The default setting is (+) Positive Polarity. The only time you would ever consider changing the polarity to (-) Negative is if you can gain access to wires between a factory keyless module and the factory door lock relay module. See "Door Lock & Hazard Light Wiring" on page 7 for details.

# SYSTEM WIRING DIAGRAM

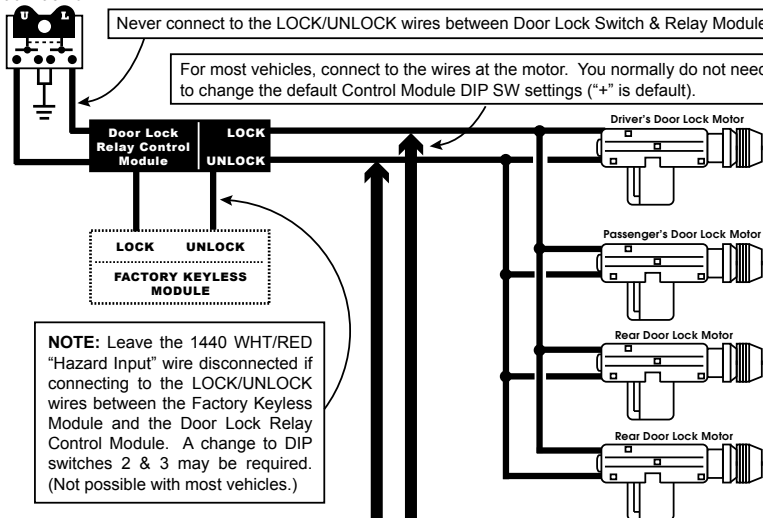


# DOOR LOCK & HAZARD LIGHT WIRING

Door Lock SW

Never connect to the LOCK/UNLOCK wires between Door Lock Switch & Relay Module!

For most vehicles, connect to the wires at the motor. You normally do not need to change the default Control Module DIP SW settings ("+" is default).



**NOTE:** Leave the 1440 WHT/RED "Hazard Input" wire disconnected if connecting to the LOCK/UNLOCK wires between the Factory Keyless Module and the Door Lock Relay Control Module. A change to DIP switches 2 & 3 may be required. (Not possible with most vehicles.)

**NOTE:** For installation in most vehicles, you should not alter 1440 DIP switches 1, 2 or 3. They are factory set to OFF ("+").

BLU/YEL (UNLOCK)

GRN/YEL (LOCK)

**TIP:** It doesn't matter if you connect to the LEFT or RIGHT sides.

LEFT  
Turn Signal  
Lights

RIGHT  
Turn Signal  
Lights

LEFT RIGHT  
Vehicle Light Flash  
Relay Module

**NOTE:** "Turn Signal" lights are defined as "Hazard" lights in this manual.

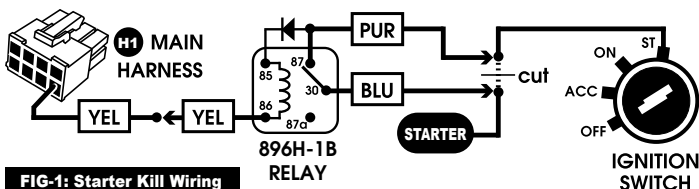
H2  
Harness

WHT/RED

## H1 THE 8-PIN MAIN HARNESS

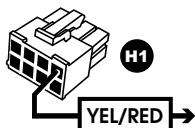
### H1-1 YEL wire: (-) GWA / Starter Kill Output

This wire supplies (-) 0v ground (500mA max.) while the 1440 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.



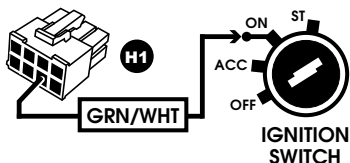
**TIP:** You may also attach low-current devices, such as scanning LEDs, to the YELLOW wire. These devices will turn on when the 1440 is armed. A relay will be needed if your combined devices (including starter kill relay) exceed 500mA.

### H1-2 YEL/RED wire: (-) Pager Output



This wire supplies (-) 0v ground (1.0A max.) for 15 seconds while the siren goes off, for triggering optional paging systems. This wire can also be used to activate automotive illumination products, such as strobe lights, to enhance the "intrusion alert" status of the 1440. Add a relay if your combined attachments will exceed 1.0A.

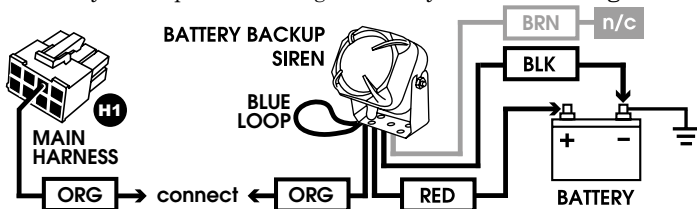
### H1-3 GRN/WHT wire: (+) Ignition Input



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 (manual disarm). *See PBS-30 (optional part) instructions if you have a Push Start ignition switch.*

## H1-4 ORG wire: (-) Siren Output

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



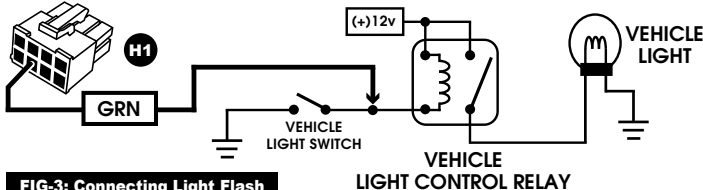
**FIG-2: Siren Connections**

**Cut Blue Loop for 6-tone sound.**

**TIP:** If the 1440 is programmed to “pulsed” siren output (see “Owner’s Guide” page 8), you can connect to the vehicle’s horn by adding an optional relay to the ORANGE wire. (You can also use the “pulsed” output setting when connecting to the included siren, if you wish.)

## H1-5 GRN wire: (-) Light Flash Output

This wire supplies a (-) 0v Ground (250mA max.) output for flashing the vehicle’s Parking lights (or “Small lights”) during security breaches (at times of Warning Chirps and Full Siren Blast). See **Fig-3** below.

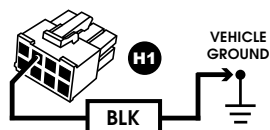


**FIG-3: Connecting Light Flash**

- NOTE#1:** NEVER use the GRN wire to control the Hazard lights — the 1440 will not function properly! Interface with Parking or Small lights only.
- NOTE#2:** The relay shown in **Fig-3** is not an “optional” relay. Fig-3 shows the vehicle’s factory relay attached to the factory light switch. The 1440’s GRN wire only has enough power to drive the factory relay only. Never connect the GRN wire directly to the vehicle lights! **If you need to invert the polarity to (+)12v and directly power the lights, you will need to purchase an optional VISION 896H-1C relay.**



## H1-6 BLK wire: (-) System Ground



This wire is the main (-) ground input to the 1440 system. Be sure to connect this wire securely to a good ground source. *Most security system installation problems result from a bad ground connection!*

## H1-7 WHT wire: (-) Door/Trunk Input

This input wire detects if a door or the trunk is opened—if opened while the 1440 is armed, the siren will go off. The connection is made between the door and/or trunk switch and the dome and/or trunk light, as shown below in Fig-4. The switches shown are open-circuit (no ground) when the door/trunk is closed. **If using the optional DSS-6, refer to that manual instead of Fig-4.**

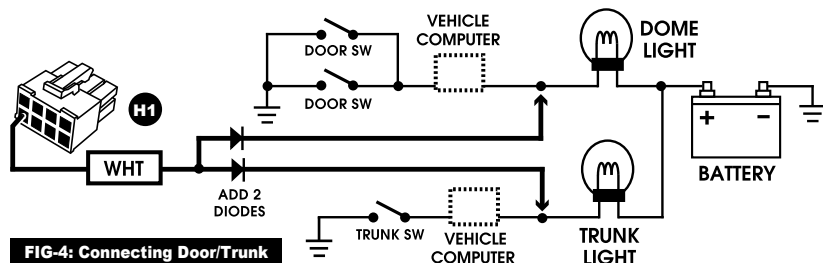
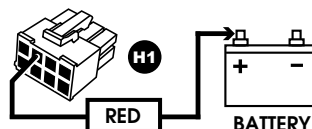


FIG-4: Connecting Door/Trunk

**NOTE:** If you connect the WHITE wire to the trunk, you must also be sure to connect the GREEN wire of the H2 Harness (see page 12). Otherwise, the siren will go off when the trunk is opened while the 1440 is armed.

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

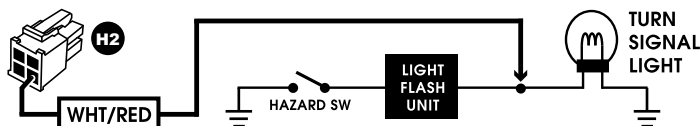


This wire is the main (+) 12v power input to the 1440 system. Be sure to connect this wire securely to a *constant* 12v source. Connect this wire *last* to ensure the siren doesn't go off. If you need to extend this 12v power wire, use wire thicker than the RED wire.

## H2 THE 4-PIN INTERFACE HARNESS


### H2-1 WHT/RED wire: Hazard Light Input

This input connects to the vehicle's Hazard (turn signal) lights and works in combination with the door lock and unlock inputs to inform the 1440 when to arm/disarm. See **Fig-5** below.

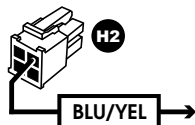


**FIG-5: Connecting the Hazard Light Input**

Connect the WHITE/RED wire as shown in **Fig-5**, between the vehicle's Light Flash Unit and the turn signal light. The correct wire should show +12v when the turn signal light is illuminated. The WHITE/RED input wire is set to read (+) polarity by default, but this can be changed by DIP switch (see page 5).

 **TIP:** In some rare cases, you may not need to connect this WHITE/RED wire at all if your vehicle has a separate “factory keyless module” that connects to the “door lock relay control module” (see page 7). In such a case, you would connect the BLU/YEL (Unlock Input) and GRN/YEL (Lock Input) wires in between the “factory keyless module” and the “door lock relay control module” *instead* of connecting between the door lock actuator motors and the “door lock relay control module” (as shown on page 7).

### H2-2 BLU/YEL wire: Door Unlock Input

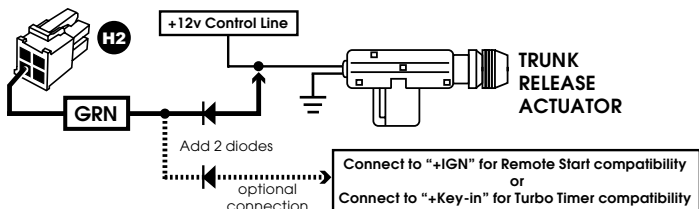


This input normally connects to the unlock wire between the “door lock relay control module” and the vehicle's door lock actuator motors (see page 7). This input is vital for the 1440 to know when to arm/disarm.

**⚠ NEVER MAKE YOUR CONNECTION BETWEEN THE DOOR LOCK “SWITCH” AND THE “DOOR LOCK RELAY CONTROL MODULE”! ONLY CONNECT TO THE ACTUATOR MOTORS.**

## H2-3 GRN wire: Trunk Release Input *Don't Trigger / Don't Arm Input*

This input prevents Arming in RSCM mode and trunk-open siren triggers. When connecting H1-WHT to the trunk, you must also connect this GREEN wire (see **Fig-6**). Trunk-open conditions will then be detected and all alarm sensors, the trunk, and doors will be bypassed until the last door or trunk is closed. For use with 3rd party remote starters or turbo timers, note the *optional connection* shown in **Fig-6** below. **NOTE:** Trunk Release is not supported when Armed *and* the remote starter/turbo timer is in use (IG=ON).



**FIG-6: Connections for Trunk Release, Remote Start & Turbo Timer Compatibility**

The polarity of this input is set to “+” positive by default, but you can change to “-” negative polarity via DIP switch. See page 5 for details.

**NOTE:** You only need to add the two diodes shown in Fig-6 for the secondary remote start / turbo timer connection. Also, be sure to connect the GREEN wire only to the IGN wire or the Key-in wire, not both! Lastly, only connect to a (+)12v Key-in wire, unless you can reverse the polarity.

## H2-4 GRN/YEL wire: Door Lock Input



This input normally connects to the lock wire between the “door lock relay control module” and the vehicle’s door lock actuator motors (see page 7). This input is vital for the 1440 to know when to arm/disarm.

**NEVER** MAKE YOUR CONNECTION BETWEEN THE DOOR LOCK “SWITCH” AND THE “DOOR LOCK RELAY CONTROL MODULE”! ONLY CONNECT TO THE ACTUATOR MOTORS.

## H3 THE SHOCK SENSOR HARNESS

**NOTE:** *If you will not be installing any optional sensors, you can ignore the shock sensor harness description below. The information given on the individual shock sensor harness wires is for splicing off to other sensors.*

**TIP:** You can add additional VISION sensors to the 1440 *without splicing wires* using the optional VISION 318-035 Sensor Splitter Box.

### H3-1 RED wire: (+) 12v Power

Positive power is fed from the 1440 control module through the RED wire to the shock sensor. You do not need to connect this to any other power source. This wire provides sufficient current to power multiple sensors.

### H3-2 BLK wire: (-) Sensor Ground

Negative power is fed from the 1440 control module through the BLACK wire to the shock sensor. You do not need to connect this to any other ground source. This wire provides sufficient current to power multiple sensors.

### H3-3 WHT/RED wire: (-) Full Trigger Input

When the shock sensor detects hard impacts to the vehicle, it sends a (-) ground pulse on the WHITE/RED wire. When the 1440 control module sees the WHITE/RED wire is grounded, it triggers the full siren blast. *When connecting option sensors, keep in mind that the WHITE/RED wire needs to see a ground (-) signal for a minimum of 30msec. THE 1440 IS NOT COMPATIBLE WITH "MULTIPLEX" SENSORS.*

### H3-4 ORG wire: (-) Warning Input

When the shock sensor detects light impacts to the vehicle, it sends a (-) ground pulse on the ORANGE wire. When the 1440 control module sees the ORANGE wire is grounded, it triggers a short series of siren chirps. *When connecting option sensors, keep in mind that the ORANGE wire needs to see a ground (-) signal for a minimum of 30msec. THE 1440 IS NOT COMPATIBLE WITH "MULTIPLEX" SENSORS.*

# 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 (you will need to find an appropriately sized bolt). If you cannot locate an existing bolt or hole, 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 cabin*. Use the included double-sided tape and mount the sensor to the inside or outside of the plastic cover that surrounds the steering column. (If mounting to the *outside*, just be sure to mount it so the driver won't constantly bump it with his or her knees, thereby weakening the 2-sided tape over time.) You can also mount the sensor on or inside the center console box if vehicle is so equipped.

It doesn't matter if the shock sensor is in open view because the sensor will always sound the siren before someone can break into the vehicle (i.e., there is no threat of someone breaking into the car to disconnect the shock sensor). Indeed, it often makes it much easier to adjust the sensitivity of the shock sensor by mounting it in a location that is always in view or otherwise easily accessible without removing of many vehicle panels.

You can also mount to the outside of an air duct, to the inside of a trim panel. But **ALWAYS** mount to *plastic*, not to metal! Mounting the sensor to the metal body of the car will cause sensitivity to become poor.

**NEVER** use screws or wire ties to mount the sensor! Only mount with the included 2-sided tape. *Make an effort to test the sensor in your preferred mounting location prior to permanently attaching it with the 2-sided tape.*

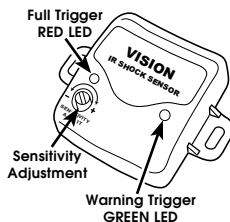
**⚠ TIP** *Always spray brake/parts cleaner on a cloth and wipe the shock sensor mounting area. We recommend the side of the center console plastics, in open view. Such acts as a theft deterrent and allows easy sensitivity adjustment. "Firm" areas of the center console (places that don't bend too much when pressed) yield the best sensitivity. Ensure the seat will never hit the sensor, and mount it so it will not be easily kicked.*

**⚠ IMPORTANT!** *Always try to mount the 318-052 shock sensor and sensor wires more than 30cm (1ft.) away from high power antennas in the car. You must also mount the 318-052 shock sensor more than 30cm (1ft.) away from the control module of the optional 318-04 Ultrasonic Sensor (if installed). 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 (50% setting). 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.

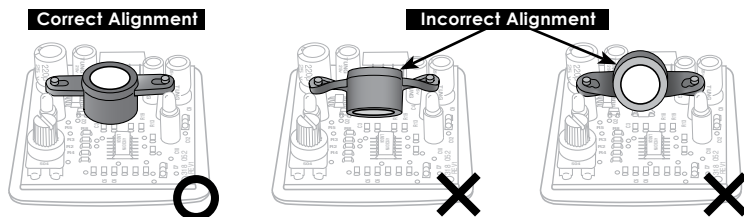
## False Alarms

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 Arming, which ignores the shock sensor (*see page 3 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 *very hot* weather and *increase* sensitivity in *very 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.



# LEARNING THE KEYLESS SIGNALS

## Understanding Different Keyless Systems

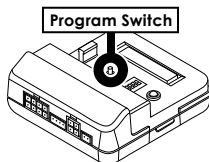
Most vehicles that come with a factory keyless entry remote use only one type of signal to control door lock and unlock. However, there are some vehicles that come with a regular keyhead-type keyless remote as well as a hands-free wireless fob. Each “unique” remote typically sends its own unique signal within the vehicle to control door locking.

The 1440 must learn the door locking signals for each “unique” remote that is to be used with the vehicle. The 1440 has memory to learn up to 3 unique keyless entry signaling methods. (If a vehicle has two *identical* keyless remotes, you usually only have to learn one of them to the 1440.)

## Signal Learning Procedure

**Turn OFF all DIP switches first!**

1. Close all doors and the trunk, and ensure doors are unlocked.
2. Remove power from the Control Module (*pull out the H1 harness or remove the fuse*) for 5 seconds, push/release the Program Switch, and then restore power.
3. Push the Program Switch 3 times within 6 seconds of restoring power. (*The LED inside the Control Module will blink GREEN 3 times, then light solid RED.*)
4. Lock the doors with the factory keyless remote. (*The siren will chirp once and the LED will turn off.*)
5. Wait 3 seconds until the LED lights solid RED again.
6. Unlock the doors with the factory keyless remote. (*The siren will chirp 3 times and the LED will turn off.*)
7. Wait 3 seconds. Siren will chirp again 3 times. Learning is finished!



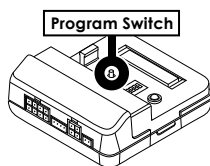
⚠ **Repeat** the procedure for each “unique” keyless remote you will use with the vehicle. Technically, only 1 remote needs to be learned if all your remotes are of the same type, but **repeating the above procedure 3 times** for the same remote will compensate for drift-prone locking systems.

⚠ **NEVER** switch steps 4 & 6 or Arming and Disarming will be reversed!



## FEATURE PROGRAMMING

To program features you will need to open the 1440 control module and use the Program Switch inside. The following 3-step procedure enables programming of the features shown in **Table-2** at bottom.



1. Disarm the system. (Or “Arm-then-Disarm” if repeating this procedure.)
2. Within 5 sec. of disarming, press and release the Program Switch.
3. The LED inside the Control Module will slowly flash RED. **Count the flashes.** When the number of flashes matches the feature “No.” you wish to change in **Table-2**, **press-and-hold Program Switch.** Release when the LED lights GREEN. The Green LED shows the feature setting has been changed/toggled. The number of Green flashes should match the feature number you have chosen. *To go back to the previous setting, Arm the system and repeat this procedure at Step-1.*

⚠ **NOTES:** (1) There is no visual indication to let you know which setting you have chosen—simply test the 1440 system to confirm your selection. (2) If you never press the Program Switch in Step-3, the LED will flash 15 times and then exit the routine. In this case, go back to Step-1 to re-enter feature programming. (3) You must repeat this procedure for each feature you wish to program, and each time you wish to toggle settings.

TABLE-2		Feature Selection Menu	
No.	Feature Description	Toggle Settings	
6	Confirmation Chirps	ON	OFF
7	Vehicle Lights ON During Remote Start	ON	OFF
8	IG Protect Mode / Remote Start C. Mode	IG Protect	RSCM
9	Siren Output	Continuous	Pulsed
10	IIP Trigger Selection	All	Door
13	Error Chirp	ON	OFF
14	Exit Delay Time Selection	5 sec.	40 sec.
FACTORY DEFAULT SETTINGS SHOWN IN BOLD TEXT ABOVE			

⚠ See Owner's Guide pages 9-10 for explanations of features.

# TROUBLESHOOTING

## SIREN CHIRPS 5 TIMES AFTER I PRESS UNLOCK!

- If the 5 chirps are “slow,” this is Error Chirp. (See pg. 10.) But if the 5 chirps are “rapid,” it could be your car’s battery is low.
- Did you use **SPLICE CLIPS** for your connections? If so, remove and use solder. Splice Clips should not be used with the 1440 since (a) they come loose over time and (b) any slight jolt to the door lock signal wires may cause a read error resulting in unexpected operation.
- If you soldered your connections, it could be that you connected the 1440’s **WHITE wire** in the wrong location. Please refer to Fig-4 on page 10 and note the Vehicle Computer. You must make your **WHITE** wire connection **BETWEEN** the Vehicle Computer (if there is one) and the lights shown. If you made your connection between the computer and the switch, the 1440 will not operate properly! If the **WHITE** wire is not connected correctly, you will sometimes hear 5 chirps when you disarm, even though the siren did not go off in your absence and even though you are not triggering the shock sensor.
- If you used solder and if the **WHITE** wire is connected properly, check your **GREEN wire** (Trunk Release input) connection as described on page 12. Failing to connect the **GREEN** wire properly can result in unexpected siren triggering or system arming.
- If you used solder, and if both the **WHITE** and **GREEN** wires are connected properly, it could be a **polarity** issue at work. You can change the polarity of Door Lock, Unlock and Trunk Release via DIP switch as described on page 5 of this manual.
- Did you install the 2 included **diodes**, as shown in Fig-4 on page 10?
- Did you properly learn the **door lock signals** as described on page 17 of this manual? Failure to learn the signals properly can result in occasional false siren triggering (such as 5 chirps when you disarm).
- If the above doesn’t help, use the **Factory Reset** procedure on the next page and re-learn the door lock signals again. And even if you have a factory keyless system with only 1 type of remote, learn the signals 3 times.
- Lastly, it is important to remember that if the siren went off in your absence, the siren will **chirp 4 times** when you return to the vehicle and disarm the system. *This is proper operation of the 1440.* You can also see which zone was triggered by examining the Status LED flashes upon your return to the vehicle (see page 6 of the Owner’s Guide).

## ARMING/DISARMING IS PROBLEMATIC!

- See page 17 of this Guide. Even if you have one 1 keyless remote, try going through the Learn Procedure 3 times with that same remote.

# FACTORY RESET

## 1440 SYSTEM RESET PROCEDURE

*(Clears all learned signals from memory and restores to factory state.)*

- 1) Open a car door (typically driver's side door).
- 2) With all DIP switches OFF (default), kill power to the control module.
- 3) Press and hold the Program Button for 3sec, then release.
- 4) Press and hold the Program Button again, but don't release.
- 5) Restore power while holding down the Program Button.  
*(You will hear chirps because the door is open.)*
- 6) Release the Program Button.
- 7) Turn IGN ON/OFF.
- 8) The siren will chirp 3 times.

## RESET COMPLETE

*(You must now re-learn door lock signals. See page 17 for details.)*

# NOTES

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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