

# ***CS-2003DC & CS-2003DC Series II***

## REMOTE CONTROL ALARM SYSTEM INSTALLATION & OPERATING INSTRUCTIONS

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### INTRODUCTION

**CONGRATULATIONS** on your choice of a Gargoyle™ Remote Alarm System by Crimestopper Security Products Inc. This booklet contains the information necessary for installing, using, and maintaining your alarm system. If any questions arise, contact your installation dealer or Crimestopper Security Products Inc. at the Tech Support number below.

**\*IMPORTANT INFORMATION: Primary and Optional Features:**

**-PRIMARY:** These are features that must be connected in order for the system to operate properly; i.e. the Siren, L.E.D., +12V Power, Ground, Doorpin, Override/Program/Valet Button etc.

**-OPTIONAL:** These are features to be connected if desired or agreed upon by the installing dealer. These features may also require additional parts and/or labor fees. Consult with your installer beforehand; i.e. Door Locks, Flashing Lights, Hood/Trunk trigger, and Auxiliary Remote Outputs etc.

### **TECH SUPPORT**

**Mon-Fri 8:00 AM-4:30 PM Pacific Time**  
**(800) 998-6880**

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This device complies with FCC Rules part 15. Operation is subject to the following two conditions: 1) This device may not cause interference, and (2) this device must accept any interference that may be received, including interference that may cause undesired operation. The manufacturer is not responsible for any radio or TV interference caused by unauthorized modification to this equipment. Such modification could void the user's authority to operate the equipment.

REV. D 7/2002 SW: T2, SC, HC, **Latest: CH-(Green dot)**

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## INSTALLATION CAUTIONS & WARNINGS

**BEFORE BEGINNING**, check all vehicle manufacturer cautions and warnings regarding electrical service (AIR BAGS, ABS BRAKES, ENGINE COMPUTERS, BATTERY etc.).

**WE RECOMMEND** the use of a VOLT/OHM METER to test and verify wiring circuits. Test lights or illuminated probes can cause damage to on-board computer or engine management systems.

**DO NOT exceed maximum output ratings** or damage may occur. Electrical current limits for this alarm are listed where applicable on the system diagram (Pg. 16). If you are unsure about the current load, of a specific circuit on your vehicle, measure the load first with an amp-meter before connecting.

**WE RECOMMEND** that the **MAIN SYSTEM FUSE be REMOVED** before jump starting, using a battery charger, or changing the battery. A voltage surge or high boost condition could damage alarm circuits.

**DO NOT ROUTE ANY WIRING THAT MAY BECOME ENTANGLED** with brake, and gas pedals, steering column, or any other moving parts in the vehicle.

## CONTROL MODULE MOUNTING

**DO NOT Mount the control unit in the engine compartment!**

**DO NOT Mount the control unit or wiring harness where they can become entangled with moving parts such as brake/gas/clutch pedals, or the steering column!**

*The alarm control module should be mounted in a concealed location. The Placement of the module will affect the distance from which the remote transmitter can control the unit. The antenna wire should be routed away from any metal if possible. Do not alter the length of the antenna wire or route it with other wires. Do not ground the antenna wire. Fasten the module to a bracket or wire harness using the cable ties provided.*

**Underdash Mounting:** If you are locating the control unit underdash, mount it as high as possible, not easily located by an intruder.

**Driver's Side Underdash** mounting provides an easy location for wiring most of the system's connections, however this is a common location for an intruder to check for an alarm after breaking into the vehicle. The left side of the vehicle may contain more metal and or wiring that will create interference and decrease the operating range of the system.

**Passenger Side underdash** is a good location, however some extra wiring may be needed to extend wires across from the driver's side.

**Under-seat / Center Console** mounting is also a possibility, but NOT RECOMMENDED. The system's transmitter range will be reduced by the metal structures of the seat or center console and the unit may also be exposed to moisture from spilled drinks etc. Moisture or water damage is not covered under the warranty and will be subject to repair charges. Under seat or console mounting will create more difficulty if you need to access the unit for service or want to add-on features or connections later. Use this location as a last resort.

## COMPONENT MOUNTING

**SIREN:** Mount the siren under the hood to an inner fender-well, wheel-well, or other body surface with the open end facing downward. Run the red siren wire through the firewall using a rubber grommet. Ground the black to the body metal near the siren or you can use one of the siren's mounting screws for a ground.

**LED:** Mount the red LED in a visible location on the dashboard or console.

**Dual-Stage Shock Sensor:** Mount shock sensor with wire ties to an under dash wire harness or fasten with screws to firewall or side paneling. Use the adjustment screw to set the sensitivity of the sensor. One screw adjusts both levels.

**Valet/Override/Program Button:** Mount the Valet/Override/Program push-button in a hidden but accessible location. It is REQUIRED for emergency disarm, programming, and valet mode.

# WIRING

## **PIN 1: GRAY WIRE: INPUT SOURCE FOR REMOTE OUTPUT 1 RELAY**

Connect to a +12 Volt or Chassis Ground source depending on the output required for PIN 2 Gray wire See Below.

## **PIN 2: GRAY WIRE: REMOTE OUTPUT 1 On-Board Relay (Optional)**

Connect this wire to an AUX device or Function. This output will provide a momentary signal when button #3 is pressed and held for more than one second. The (+/-) polarity of this output depends on the connection of PIN 1 Gray wire above. This wire can be used to activate a Factory power trunk release or an optional accessory not included with this system e.g. window roll up/down modules, remote start, scanner LED's etc.

## **PIN 3: BLACK WIRE: INPUT SOURCE FOR DOME LIGHT ILLUMINATION RELAY**

Connect to a +12 Volt source or Chassis Ground depending on the vehicles dome light circuit. (Required for PIN 4 Black/White wire. See Below.) *The connection of this wire [+12V or Ground] must be the same as dome light circuit!*

## **PIN 4: BLACK/WHITE WIRE: DOME LIGHT ILLUMINATION OUTPUT On-Board Relay (Optional)**

Connect this wire to the vehicle's dome light circuit (May also be connected at the same point as the Door Pin Switch input). This output will turn on the vehicle's dome light when the system is disarmed using the remote control. The +/- polarity of this output depends on the connection of the PIN 3 Black wire.

## **PIN 5: RED WIRE: +12V POWER INPUT (15 Amp Fuse)**

Connect to a +12 Volt source with the supplied fuse and fuse-holder. We recommend the Battery positive terminal.

## **PIN 6: BROWN WIRE: (+) SIREN OUTPUT (3 Amp Max.)**

Connect to the RED wire coming from the siren in the engine compartment.

## **PIN 7: VIOLET WIRE: (+) DOOR TRIGGER INPUT**

Connect to Positive type door switches that show +12 Volts when the door is open and Ground when the doors are closed. Positive type door switches are found on many Ford, Lincoln and Mercury vehicles.

## **PIN 8: BLACK WIRE: CHASSIS GROUND INPUT**

This BLACK WIRE must be connected to the CHASSIS METAL of the VEHICLE. Scrape away any paint or debris to ensure a good connection. Use a star washer to ensure a good ground connection. Keep the Ground wire short.

## **PIN 9: WHITE WIRE: +12V FLASHING PARKING LIGHT OUTPUT**

Connect to switched parking light wire at back of light switch. If this is not possible, connect directly to one of the parking lights at the front of the vehicle. European vehicles require separate right and left circuits. Use a dual relay or 2 diodes to separate the output signal.

## **PIN 10: GREEN WIRE: (-) DOOR TRIGGER INPUT**

Connect to Negative type door switches that read ground when a door is opened and 12 volts when all doors are closed or connect to the circuit that triggers the vehicle's dome light.

# WIRING

## **PIN 11: YELLOW WIRE: IGNITION SWITCHED “ON” +12 VOLTS INPUT**

Connect to an Ignition Wire (or Fuse in the fuse box) that shows +12 Volts power when the key turned “On”, when the car is “Cranking”, and when the car is running.

## **PIN 12: ORANGE WIRE: NEGATIVE ARMED OUTPUT (500mA Ground, Optional)**

This wire becomes a (-) Ground output when system is armed. This output can be used for optional accessories such as extra sensors, window roll up modules, voice modules, etc.

## **PIN 13: WHITE/RED WIRE: (-) AUX REMOTE OUTPUT 2 (Optional, may require a relay)**

Connect to the activation circuit of a 2nd auxiliary device or accessory. If the circuit requires +12Volts, then a relay is required. RELAY WIRING: Connect the White/Red wire to terminal 85 of a relay. Connect terminals 86 and 87 to +12 Volts constant power. Connect terminal 30 to the Positive activation circuit of the device or accessory.

## **PIN 14: BLUE WIRE: (-) HOOD/TRUNK TRIGGER INPUT**

Input trigger for a grounding hood and/or trunk pin switches. Connect to a hood and/or trunk pin switch that reads ground when open. If no existing switches or circuits are available, install new grounding pin switches if desired. To avoid water leakage and failure resulting from rust, DO NOT mount pin switches in water pathways.

## **PIN 15: BROWN/WHITE WIRE: (-) HORN HONK / CHIRP OUTPUT (Optional, may require a relay)**

Connect to the Negative Horn Trigger wire usually located near the steering column. If the Horn circuit requires +12Volts, then a relay is required. RELAY WIRING: Connect the Brown/White wire to terminal 85 of a relay. Connect terminals 86 and 87 to +12 Volts constant power. Connect terminal 30 to the Positive horn activation circuit.

## **2-PIN PLUG (BLUE): PROGRAM/OVERRIDE PUSH BUTTON**

## **2-PIN PLUG (RED): LED INDICATOR (RED FLASHING LIGHT)**

## **3-PIN PASSENGER DOOR UNLOCK PLUG:**

### **GREEN WIRE: (-) PASSENGER DOOR UNLOCK OUTPUT (Optional, requires relay)**

Connects to unlock circuit for passenger door(s) when using separate driver’s door unlock option. See SEPARATE DRIVER’S DOOR UNLOCK WIRING for configuration options.

### **RED WIRE: NOT USED / NO CONNECTION**

### **BLUE WIRE: NOT USED / NO CONNECTION**

## **4 PIN SENSOR PLUG:**

WHITE Wire: Negative Pre-Warning

BLUE Wire: Negative Trigger,

**BLACK Wire: Sensor Ground**

RED Wire Sensor +12V Power

SHOCK SENSOR: The sensor supplied with this system does not require any additional wiring. Simply mount the sensor in a suitable location, plug it in, and adjust the sensitivity.

# POWER DOOR LOCK WIRING (ON-BOARD RELAYS)

**WHITE WIRE:** DOOR LOCK [Switch Side, Term 87A] Reverse Polarity and Aftermarket Systems.

**GREEN:** DOOR LOCK OUTPUT [Motor Side, Term 30] Reverse Polarity, Positive, Negative and Aftermarket Systems.

**BLUE:** DOOR UNLOCK OUTPUT [Motor Side, Term 30] Reverse Polarity, Positive, Negative and Aftermarket.

**BROWN:** DOOR UNLOCK [Switch Side, Term 87A] Reverse Polarity and Aftermarket Systems.

**VIOLET:** Common Input. Connect to +12V Constant for Positive, Reverse Polarity, and Aftermarket Systems.  
Connect to Chassis Ground for Negative locking systems.

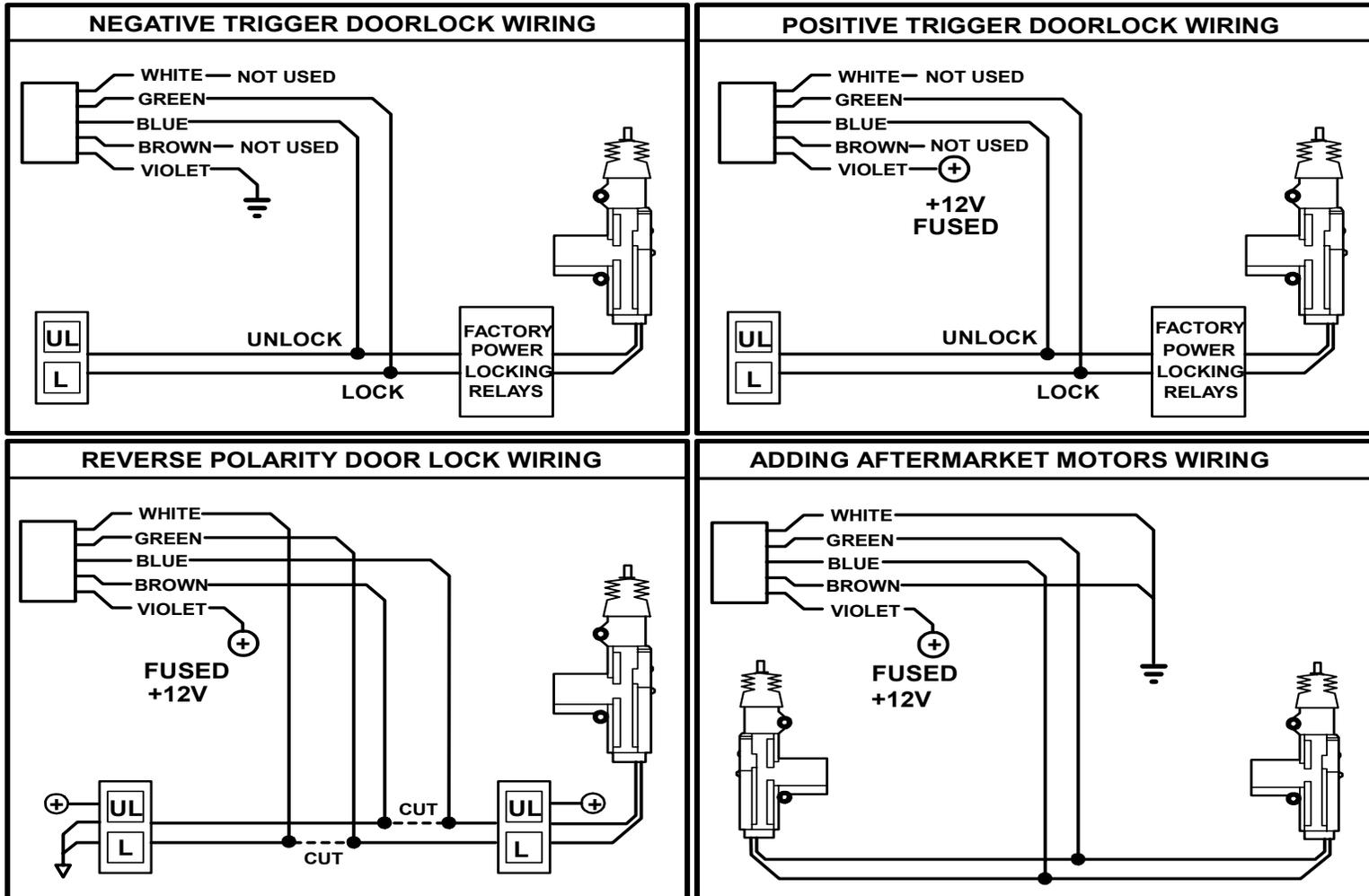
## COMMON DOOR LOCK TYPES (Your vehicle may differ):

**Negative Trigger:** Many Imports; Late model Fords & GM's

**Positive Trigger:** Many GM; Some Chrysler/Dodge/Plym

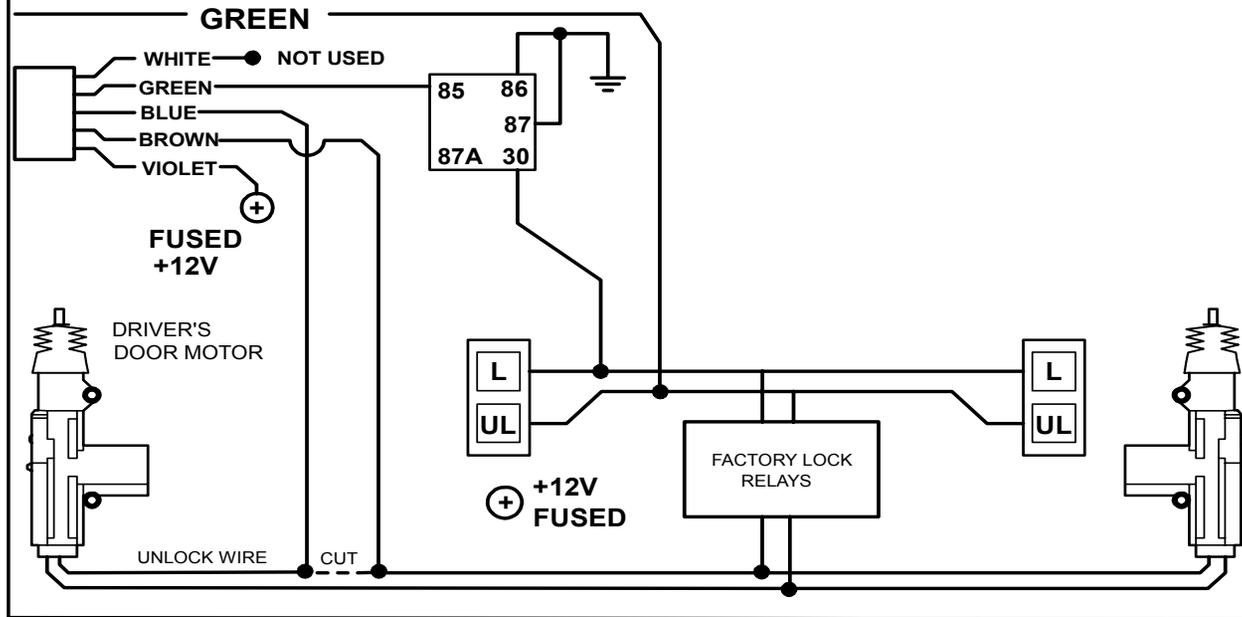
**Reverse Polarity:** Many Fords, Chrysler/Dodge/Plymouth; GM trucks

**One wire dual voltage:** Chrysler/Dodge/Plymouth 95-UP Stratus/Cirrus; 96-UP Caravan/Voyager; 90-97 Ford Probe

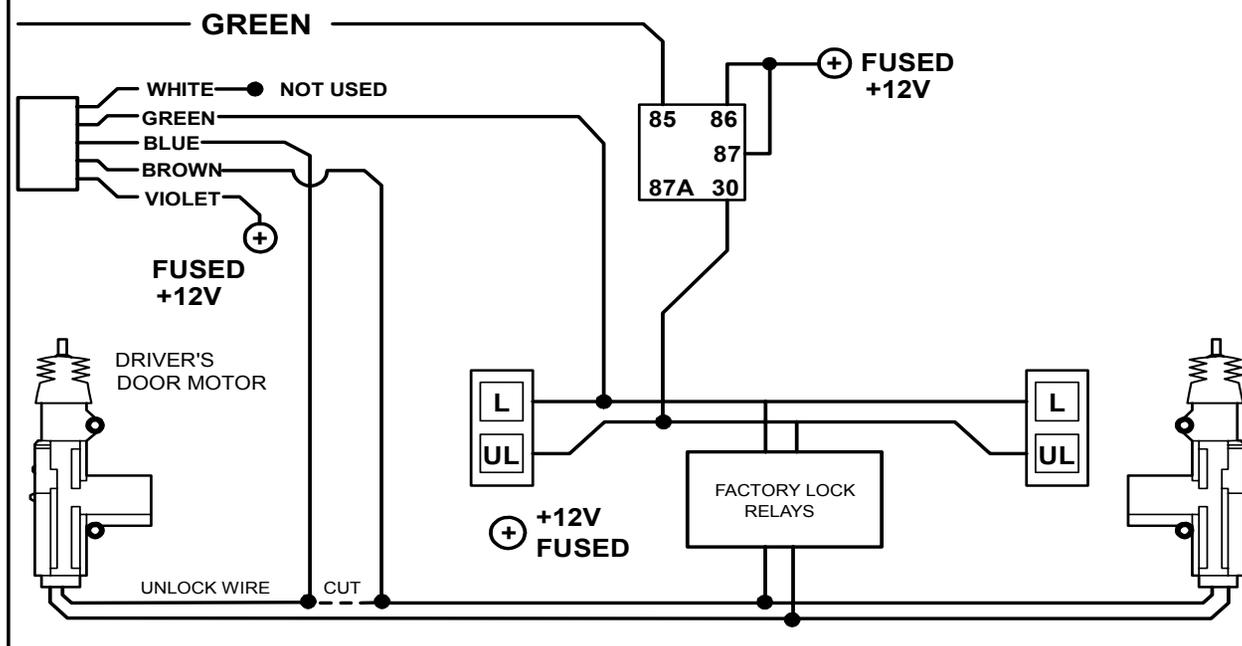


# SEPARATE DRIVER'S DOOR UNLOCK WIRING

## NEGATIVE TRIGGER DOOR LOCKS



## POSITIVE TRIGGER DOOR LOCKS



# TRANSMITTER PROGRAMMING

***This system will learn a maximum of 3 transmitters total.***

1. Turn Ignition ON/OFF...ON/OFF ...ON. You should hear (3) chirps.
2. Press the Program/Override Button 5 times and you should hear 5 light flashes and 5 siren chirps. (System is now in transmitter programming mode.)
3. Press the LOCK Button on the transmitter two times:
  - a. First press gives 1-siren chirp
  - b. WAIT 3-5 seconds, press the LOCK BUTTON again, and the siren should chirp twice. (Code learn confirmation.)

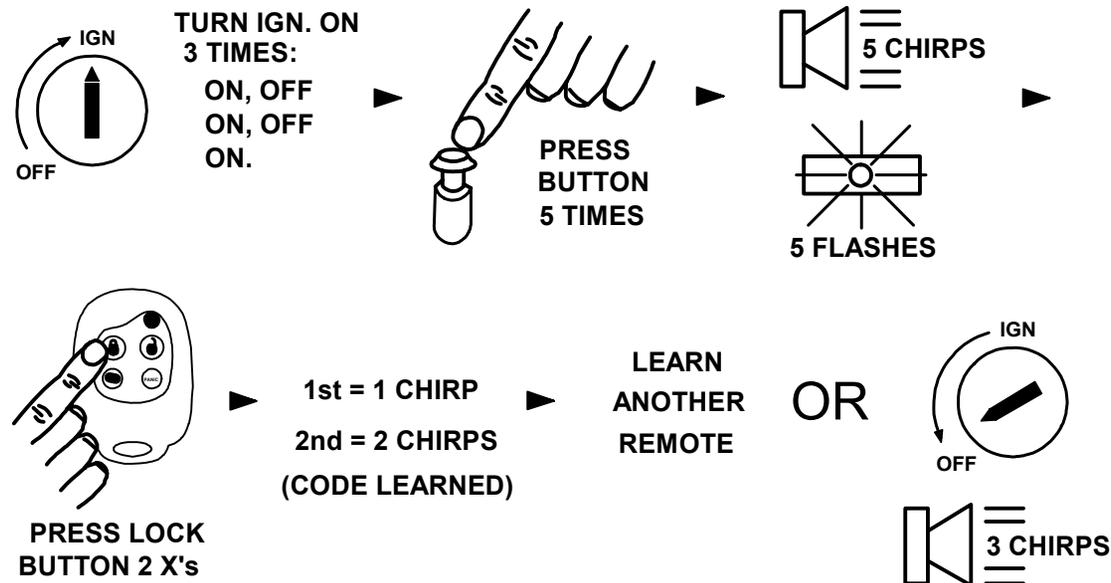
***NOTE: If you do not receive 2 chirps on the second press of the button, just press it again until you hear 2 chirps. Your system may not learn the remote until you pressed it a 3<sup>rd</sup> time.***

4. Repeat step #3 above for up to 2 additional transmitters, or turn Ignition OFF. Siren will chirp 3 times and lights will flash 3 times when exiting the transmitter programming mode.

**Note 1:** Previous software versions follow the same steps above with one exception: You are only required to press the lock button ONCE at step #3 on older software systems. New Transmitters will work on previous versions but old transmitters will not work on the latest version. Current and control modules will be identified with a **GREEN** dot.

**Note 2:** If you are using this identical alarm system in two vehicles, you can program button 4 (PANIC) from the OTHER vehicle's remote to Arm/Disarm *THIS* alarm system. Follow steps above, but press the OTHER vehicle's remote Button #4 (PANIC) 2 times in step 3. The other vehicle's remote transmitter will only ARM/DISARM with Button 4 and not perform any auxiliary or special features on *THIS* system.

## DIAGRAM:



# OPTION PROGRAMMING

## PROGRAMMABLE OPTIONS

1. Turn the Ignition ON and press the Override/Program button 5 times. You should hear a long confirmation chirp.
2. Within the next few seconds, press the Override/Program button [again] the number of times that corresponds to the feature list below. The siren will chirp for each button press. **DO NOT LOSE COUNT!!**
3. When you get to the desired option number, press the appropriate button on the transmitter according to the chart below. Turn Ignition off. See Below for Option numbers, descriptions, and values. (Button 1 gives a single light flash/chirp, Button 2 gives two light flashes/chirps, and Button 3 gives three light flashes/chirps.)
4. Change ONE option at a time repeating steps 1-3 as needed. When you are finished customizing options, check operation to see if the option(s) have changed.

### PROGRAMMING OPTIONS CHART

\* = Default

Option #	Option Description	BUTTON 1 LOCK	BUTTON 2 UNLOCK	BUTTON 3 TRUNK
1.	Factory Horn Chirps / Pulses	Pulse with trip only	Arm/Disarm Chirps & Pulse with trip	Arm/Disarm/Warn Chirp & Pulse with trip *
2.	Passive Arming / Passive Chirp Countdown	ON	OFF*	Chirp Countdown
3.	Passive Lock / Cust. Override	ON	OFF*	Custom Override
4.	Ignition controlled Locks	ON*	OFF	Ignition Lock Only
5.	10/60 Sec. Door Open Warning	10 Sec.	60 Sec.*	
6.	Active Re-Arm	ON*	OFF	
7.	Double Unlock Pulse	1 Pulse*	2 Pulses	
8.	Silent Arm/Disarm (Chirp Defeat)	Chirps*	No Chirps	
9.	Parking Lights on with disarm	Yes*	No	
10.	Disarm with trunk pop	No	Yes*	
11.	Silent Arm/Disarm with Remote (Button 3)	Yes*	No	
12.	Door Lock Pulse Time	0.7 Sec.*	3 Sec.	
13.	Type of Carjack Protection	ACTIVE*	PASSIVE	FULL-TIME
14.	Carjack Enable/Disable	DISABLED*	ENABLE	
15.	Allow Arming & Disarming With Ignition ON	ENABLE	*DISABLED	

# OPTION PROGRAMMING

## 1. HORN CHIRPS / PULSES

This option controls the system's Factory Vehicle Horn output. There are 3 selections: Button 1 (Lock) = Horn Pulse only when alarm is tripped. Button 2 (Unlock) = Horn Chirps for Arm / Disarm and Pulse when tripped. Button 3 (Trunk) = Horn Chirps for Arm, Disarm, and Pre-warning protection while it still pulses when tripped.

## 2. PASSIVE ARMING / CHIRP COUNTDOWN

This option controls the Passive (Automatic) Arming feature. If ON, arming will occur 30 Seconds after the ignition is turned off and the last door has been closed. The LED will begin flashing rapidly while counting down. If a door is reopened, the system will wait (LED solid) for the door or zone to close before arming. The unit will chirp once and flash the lights once. Doors will lock if passive locking is selected. Factory default setting is OFF. If Passive Chirp countdown is selected, the System will produce a siren chirp every 2 seconds during countdown until the system arms.

## 3. PASSIVE LOCKS / CUSTOM OVERRRIDE (SEE CUSTOM OVERRRIDE SECTION, NEXT PAGE)

**PASSIVE LOCKS:** This option controls whether the doors will lock when Passive Arming occurs. Note: May increase the risk of locking keys in the vehicle. When selected ON the alarm will passively lock the doors when passive arming.

## 4. IGNITION-CONTROLLED LOCKS

This option controls whether the locks are controlled by Ignition. There are 3 selections: Button 1 (Lock) = Lock/Unlock with vehicle Ignition. Button 2 (Unlock) = No ignition locks. Button 3 (Trunk) = Ignition lock only. *Doors will not lock if they are open to prevent locking the keys in.*

## 5. 10/60 Sec. DOOR OPEN WARNING

This setting changes the delay time in which the alarm system begins to monitor the Door circuit. This option can prevent the alarm from giving warning chirps on vehicles with a delayed dome light.

## 6. ACTIVE RE-ARMING

Active Re-arming allows the system to re-arm itself 30 seconds after disarmed with the transmitter if a door has not been opened. This is handy if the vehicle is accidentally disarmed (via the Transmitter in your pocket) without you knowing it. If Chirp Countdown selected the system will chirp every 2 seconds during the 30 second count down to active re-arming.

## 7. DOUBLE UNLOCK PULSE

The unit will send 2 unlock pulses when the #2 Unlock button is pressed. This feature may be required for interfacing this alarm with an existing Factory Keyless Entry or Alarm system in a vehicle. These systems are found on some Nissan, VW, Toyota, and Lexus vehicles.

## 8. SILENT ARMING /DISARMING (CHIRP DEFEAT)

With this feature, the system can be programmed to Arm and Disarm without the siren chirp using the regular Lock/Unlock Buttons. Flashing parking lights will be the only Arm/Disarm confirmation.

## OPTION PROGRAMMING

### 9. PARKING LIGHTS ON WITH DISARM

Keeps parking lights on instead of 2 flashes when system is disarmed to assist in locating your vehicle in a crowded parking lot or structure. Light will stay on for 30 Sec. or until Ignition is turned on.

### 10. DISARM WITH AUX. OUTPUT 1 (TRUNK POP)

Controls whether the system will or will not DISARM when the trunk pop or AUX. feature is used. When the feature is turned on the unit will DISARM when opening trunk or using an auxiliary device controlled by the Gray output wire.

### 11. SILENT ARM / DISARM WITH REMOTE BUTTON #3 (SHORT PRESS)

With this feature, the system can be programmed to Arm and Disarm without a siren chirp using a short press and release of Button #3 (TRUNK) on the remote transmitter.

### 12. DOOR LOCK/UNLOCK PULSE TIME

Controls the amount of time (0.75 sec. or 3 sec.) for the lock/unlock pulse. The 3 sec. setting may be required for 1980'/90's European Vehicles that require a long pulse to do Vacuum door lock systems.

### 13. ACTIVE, PASSIVE, or FULL-TIME CARJACK PROTECTION

This feature controls the type of Carjack protection the alarm will provide. There are 3 selections: Button 1 (Lock) = Active protection. Button 2 (Unlock) = Passive protection. Button 3 (Trunk) = Full-Time protection. Option number 14 must be enabled to allow Carjack functions to operate. See Operation : Carjack.

### 14. CARJACK FEATURES

This option controls the unit's Car Jack features. Enable or Disable Carjack (Turn ON or OFF) with this option.

### 15. ARM/DISARM with IGNITION ON

Use this option to control whether the system can be armed or disarmed while the Ignition is turned ON. This may be required to allow arming of this system when used in conjunction with a separate remote starting system.

## OPTION RESET (RESTORE TO DEFAULT VALUES)

*NOTE: The programming options of the CS2002DC can be reset to ALL DEFAULT (\*) values. See chart on page 9 for values with (\*).*

Perform option programming Step #1, then press button #3 (Trunk). The siren will chirp 4 times and lights will flash 4 times. Turn OFF Ignition. All programming options should be restored to "\*" values (See chart Pg. 9).

## CUSTOM OVERRIDE

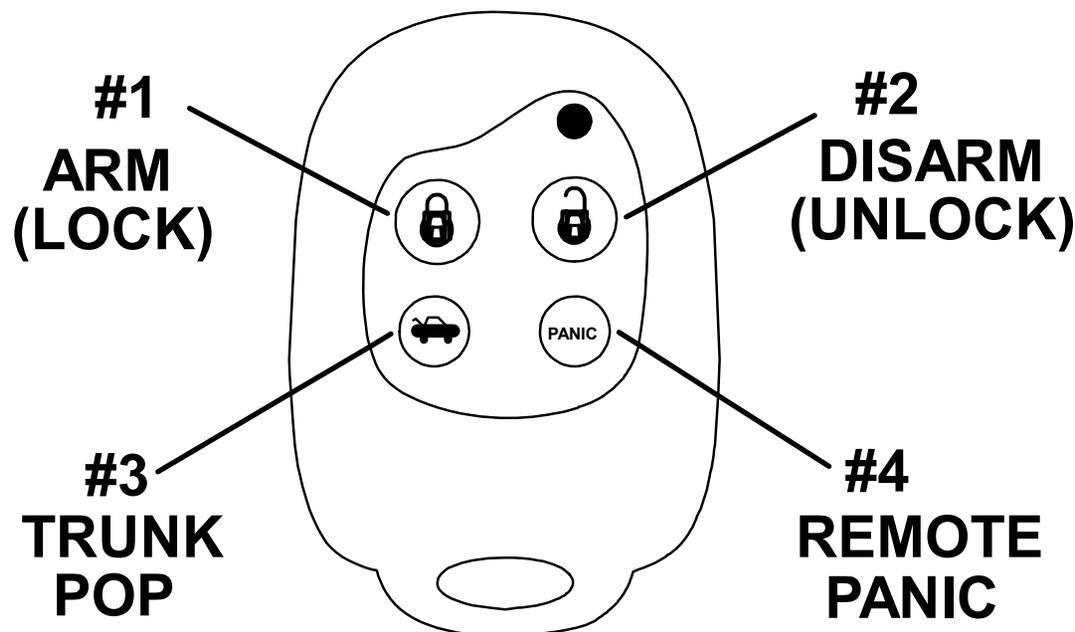
Custom override allows the user to set a specific number of button presses (2-15) required to perform an emergency override/disarm of the alarm system. This increases the level of security of the system, but you **MUST MEMORIZE** how many button presses you have changed your system to use or the unit will not disarm in an emergency.

1. Enter programming mode. (See step #1 on page 9)
2. Press program button three times to go to option #3 "Passive Locks/Custom Override".
3. Press the Button #3 (TRUNK) on the remote transmitter.
4. Press and release the program again the number of times you desire in order to perform emergency disarm on this alarm system. Press the program button 2-15 times only.

To test feature: Trip alarm system, turn key ON, press the program/valet button 2-15 times as programmed above then continue to **HOLD DOWN** valet button on the **LAST PRESS** for 5 seconds. Alarm should disarm. If system does not disarm, then disarm with the remote transmitter and try again. If system still does not disarm, then repeat steps above.

## REMOTE CONTROL

4 BUTTON REMOTE TRANSMITTER:



*(SEE PAGE 17 FOR CS-2003 DC SERIES II REMOTE CONTROL)*

# OPERATING INSTRUCTIONS

## ACTIVE ARMING

To arm the alarm and lock the doors, press the #1 (Lock Symbol) button on the transmitter. You will hear a single siren chirp and the lights will flash once. The system will arm, the doors will lock and the starter will be disabled if these optional features are installed. The red LED in the vehicle will start flashing after 15 seconds. After a short delay to allow vehicle and electronics to stabilize the system will be completely armed.

## ALARM TRIGGERING

If there is an intrusion into the vehicle or hard impact to the body will sound the alarm and flash the lights for 45 seconds. After 45 seconds the system will automatically shut off and re-arm to continue to protect the vehicle. If a door is left open, the unit will cycle a second time and still continue to protect the other un-tampered zones.

## DISARMING

To disarm the alarm and unlock the doors, press the #2 (Unlock Symbol) button on the transmitter. You will hear 2 siren chirps and the lights will flash twice. The dome light turns on and the dash LED stops flashing.

## TRUNK/HATCH POP (REMOTE AUX. OUTPUT 1, OPTIONAL)

To pop the trunk (if optional feature is installed), press Button #3 (Trunk Symbol) on the transmitter for at least 1 ½ seconds. *If the system is armed, pressing Button #3 may or may not trip the alarm system when opening the trunk depending on programming option (10). See page 9.*

## REMOTE PANIC PROTECTION

To sound the alarm upon command (panic), press and hold the Button #4 (Panic) for at least 2 seconds until the siren sounds. Press Button #2 (Unlock) to reset panic mode.

## PRE-WARNING SHOCK PROTECTION & SENSOR ADJUSTMENT

If a low-level shock to the vehicle is detected, pre-warning protection will activate sounding 6 quick siren chirps and 1 light flash. If a hard impact is detected the shock sensor should trip the alarm system. Once it is mounted, adjust the sensor as needed by turning the adjustment screw clockwise to increase or counter-clockwise to decrease the sensitivity. The sensor is also equipped with 2 small indicator lights to ease the adjustment process. Green light = Pre-warning disturbance (6 siren chirps). Red light = A full alarm trip.

## ARMING WITHOUT SHOCK SENSOR PROTECTION

To arm the alarm without Shock sensor protection, press button #1 as normal then press Button #4 (Panic) within 2 seconds. You will hear an extra siren chirp indicating shock sensor bypass.

## SILENT ARM/DISARM THROUGH REMOTE (BUTTON #3)

This system can be armed and disarmed without siren chirps on an “as needed” basis. Press and quickly release Button #3 (TRUNK) to Arm and Disarm system without chirps. NOTE: If Button #3 is pressed too long, then trunk pop may activate (If optional Trunk-pop feature is connected to the system).

# OPERATING INSTRUCTIONS

## **PROGRAMMABLE SILENT ARM/DISARM MODE**

The system can be silently armed and disarmed as normal with Lock/Unlock Buttons, but no siren chirp. See alarm programming option (8) to enable or disable this feature.

## **EMERGENCY OVERRIDE / DISARM**

If you have lost the transmitter or it stops working for any reason and the Alarm is armed, you will have to open the door with the key, which will activate the alarm. Turn the ignition on and press the override/program button 4-5 seconds (until siren stops). The Alarm will disarm and enter the Valet mode, which allows you to use the vehicle until you can repair/replace the remote transmitter or have the alarm system checked.

## **EMERGENCY DISARM WITH CUSTOM OVERRIDE**

If you have programmed your system for Custom Override, follow the same steps above (Emergency Override) while pressing the valet button 2-15 times as you have programmed. Continue to hold the button on the last press for 5 seconds. The Alarm will disarm and enter the Valet mode, which allows you to use the vehicle until you can repair/replace the remote transmitter or have the alarm system checked.

## **VALET MODE**

To disable the Alarm system for vehicle service or otherwise, turn the ignition on and press the override/program button 4-5 seconds until the dash LED turns on solid and you hear (1) siren chirp. Repeat the process to exit VALET mode and the system will chirp (2) times and the LED will turn off. Lock/Unlock and AUX features will still operate in when in VALET mode.

## **PASSIVE ARMING / PASSIVE LOCK MODES / PASSIVE CHIRP COUNTDOWN**

If programmed, passive (Automatic) Arming will occur 30 Seconds after the ignition is turned off and the last door has been closed. The LED will begin flashing rapidly while counting down. If a door is reopened, the system will wait (LED solid) for the door or zone to close before arming. The unit will chirp once and flash the lights once. Doors will lock if passive locking is selected. May qualify for insurance discounts-check with your agent or proprietor. When the Unit is programmed for Passive Chirp Countdown, the siren will chirp during passive countdown, as an audible warning that arming will occur. This siren will emit a chirp every 2 seconds as soon as the last door is closed until the system arms 30 seconds later.

## **PRIOR INTRUSION ALERT**

If the system was tripped in your absence, the dash LED will be flashing rapidly. When the system is disarmed you will hear 3 chirps (and 3 light flashes). Carefully inspect your vehicle to see if there is any damage or a theft has occurred.

## **DOMELIGHT ILLUMINATION (OPTIONAL)**

This feature turns on the vehicles dome light upon disarm for 30 seconds or until the key is inserted and turned on. This will provide illuminated entry to your vehicle at night or in dimly lit areas for safety and security.

## OPERATION

### OPEN ZONE ALERT/BYPASS

If the system detects a faulty or open zone (Door left open) when the system is ACTIVELY ARMED, the siren will chirp 4 times along with 4 light flashes. The faulty zone will be automatically bypassed.

### IGNITION-CONTROLLED DOORLOCKS

The doors will automatically lock when the ignition is turned on and will unlock when the ignition is turned off. This feature can be programmed on, off, or to lock the doors only. *Doors will not lock if they are open to prevent locking the keys in.*

### ACTIVE RE-ARMING (FAIL-SAFE PROTECTION)

Active Re-arming means that the system will re-arm itself 30 seconds after disarmed with the transmitter if a door has not yet been opened. This is handy if the vehicle is accidentally disarmed (via the transmitter in your pocket) without you knowing it. This feature can also be turned off in programming option (4). If programmed for Passive Chirp Countdown, the unit will emit a chirp every 2 seconds until the system Active Re-arms.

### 2<sup>nd</sup> AUX. OUTPUT (REMOTE AUX. OUTPUT 2)

To activate the Second auxiliary output press Button #1 (Lock) and hold for more than (2) seconds. This output can be used to control optional add-on accessories such as Remote Engine Start Modules, Window Roll up/down modules, etc.

## 2 VEHICLE OPERATION

### 2 VEHICLE CONTROL

Your remote control can be programmed to Arm/Disarm a second vehicle with an identical Crimestopper system installed. Follow transmitter programming steps on the second vehicle. Instead of pressing the #1 Lock at step 3, press Button #4 (Panic) on YOUR existing remote. Your remote will now have arm/disarm control of the second vehicle with a quick press and release of your Button #4 (Panic). Don't press the Panic button for too long or YOUR alarm system will trip. You can only arm/disarm the second vehicle.

## CARJACK PROTECTION

### ACTIVE CARJACK

This feature provides Active Carjack protection and must be enabled before use through Alarm programming option (14) See page 9. When the Ignition is on (vehicle is running), press button #4 (Panic). Parking lights will flash TWICE to confirm the Carjack countdown sequence. 90 Seconds later, the unit will begin a Carjack Cycle consisting of 15 seconds of pre-warning chirps turning into a full system activation with siren/flashing light pulses for up to 5 min. To reset Active Carjack, IGNITION MUST BE ON, then press Button #4.

# CARJACK PROTECTION

## **PASSIVE CARJACK**

This feature provides Passive Carjack protection and must be enabled before use through Alarm programming options (13) & (14). See page 9. We recommend this mode should only be used in serious situations. When the Ignition is on (vehicle is running), and a door is opened, the Carjack countdown sequence will be initiated. 90 Seconds later, the unit will begin a Carjack Cycle consisting of 15 seconds of pre-warning chirps turning into a full system activation with siren/flashing light pulses for up to 5 min. To reset Passive Carjack, IGNITION MUST BE ON AND DOORS MUST BE CLOSED, then press the override/program button (3) times.

## **FULL-TIME CARJACK**

Use in case of extreme Carjack threat only. This feature provides full-time Carjack protection and must be enabled before use through Alarm programming options (13) & (14). See page 9. EVERY TIME the Ignition is turned ON or a door is opened, then closed with the Ignition ON, a Carjack countdown sequence will be initiated. 90 Seconds later, the unit will begin a Carjack Cycle consisting of 15 seconds of pre-warning chirps turning into a full system activation with siren/flashing light pulses for up to 5 min. You must reset the unit every time the IGNITION is turned on or a door is opened and closed when the ignition is on. To reset IGNITION MUST BE ON AND DOORS MUST BE CLOSED, then press override/program button (3) times.

***NOTE: When FULL TIME CARJACK is in effect, it must be reset every time the key is turned on, Door is opened, before entering VALET mode, and before Programming options or transmitters. It is always in effect each time the Ignition is turned on and/or a door is opened with Ignition on.***

# CS-2003DC SERIES II

*This page applies to CS2003DC Series II systems ONLY:*

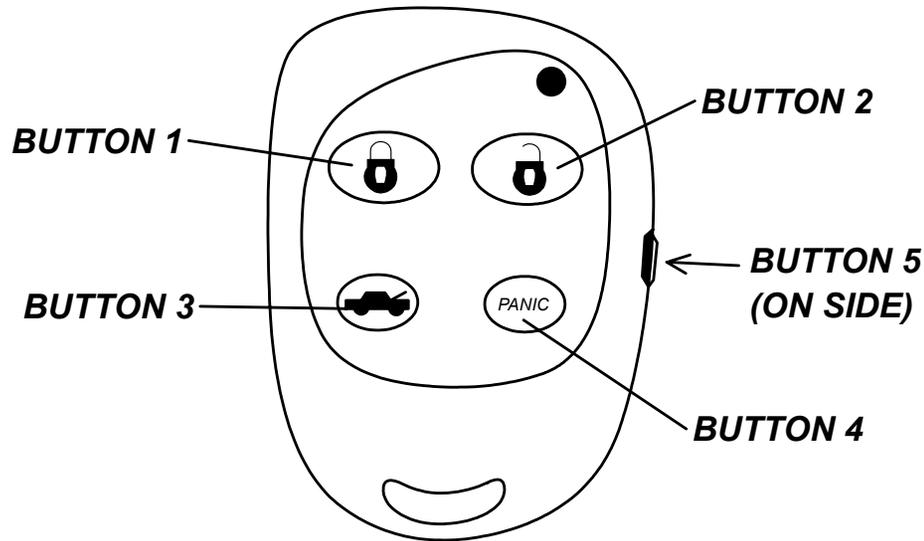
## 5-Button Remote Functions:

### BANK #1 (Directly Press Buttons)

- Button 1: **Arm**
- Button 2: **Disarm**
- Button 3: **Aux #1 (Trunk)**
- Button 4: **Panic**
- Button 5: **(Change to BANK #2)**

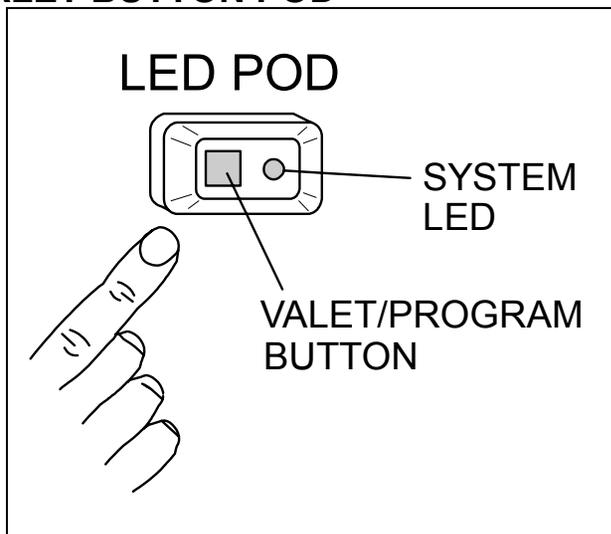
### BANK #2 (Press Button 5 FIRST, then within 3 seconds Buttons 1-4)

- Button 1: **Silent Arm (No Chirp)**
- Button 2: **Silent Disarm (No Chirp)**
- Button 3: **Car Locator (Successive Chirps)**
- Button 4: **Aux #2**



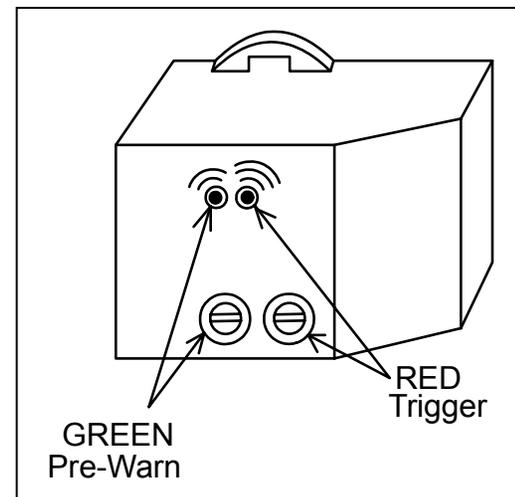
**\*GREEN LED Blinks once for Bank 1 and twice for Bank 2.**

## “SUPER BRIGHT” BLUE LED / VALET BUTTON POD

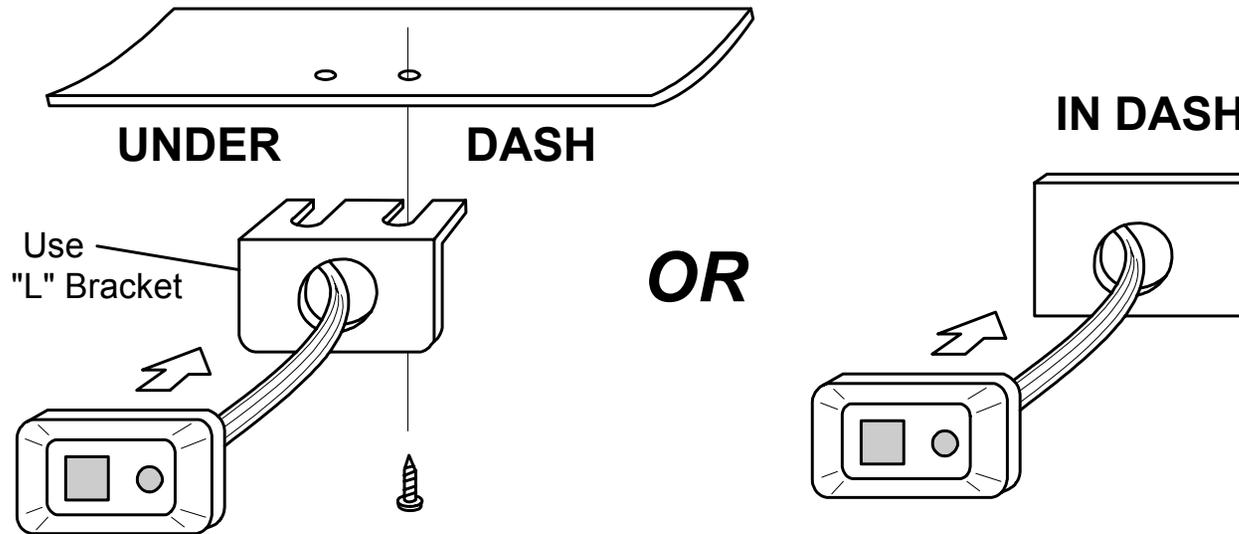


## DUAL ADJUST Smart Sense™ Shock Sensor:

- >Use the Green screw for Pre-warn adjustment
- >Use the Red Level for Shock trigger adjustment



## LED / VALET BUTTON MOUNTING:



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