

## TROUBLESHOOTING ALARM REMOTE START & KEYLESS ENTRY INSTALLATIONS

- Remote start will not activate
  - ▶ Check harnesses and connections. Check power and ground connections.
  - ▶ Make sure shutdown inputs (brake wire, hood pin) are not active.
- Ignition comes on, but starter does not crank
  - ▶ Check starter wire connection.
  - ▶ Check power and ground connections.
  - ▶ If a starter kill relay is wired make sure the starter wire is connected to the starter side of the relay.
- Starter cranks but does not start
  - ▶ Check ignition connection.
  - ▶ Make sure ALL ignition wires are being energized.
  - ▶ Make sure system's ignition and accessory wires are not connected backwards.
  - ▶ Some remote start systems require that the tachometer input wire be programmed before the remote start will operate properly.
  - ▶ Most 1995-Up vehicles have a factory immobilizer system. Try remote starting the vehicle with the key in the ignition. If the vehicle starts and runs, the vehicle is equipped with an immobilizer. This will need to be bypassed to remote start the vehicle.
- Climate control system does not work when remote starter is operating
  - ▶ Check to make sure the correct accessory wire is being energized.
- Starter continues to crank even though engine has started
  - ▶ Check tachometer wire connection
  - ▶ Make sure tachometer wire is programmed properly to remote start system
- CHECK ENGINE light, ABS light, or SERVICE ENGINE SOON light stays after remote starting the vehicle.
  - ▶ Check that the vehicle's ignition wires and accessory wires have all been properly interfaced and they are energized when the remote start is activated
  - ▶ Check that none of the vehicle's wiring harness connectors are unplugged.
  - ▶ On 1995-Up Chevy trucks, there is a second ignition wire (PINK or PINK/WHITE) that MUST be energized when remote starting the vehicle. If this wire is not energized, the CHECK ENGINE light will come on and the vehicle will not shift properly.
  - ▶ On some 1993-1997 Intrepid, Concorde, Vision, and LHS models, there is an 18-gauge RED/WHITE wire in the ignition harness that must be powered as an ignition wire when remote starting the vehicle, or the SRS (airbag) light will come on. There may be as many as 3 RED/WHITE wires in the ignition harness. The correct wire will show 0V with the key in the off position and 12V in RUN, and CRANK. The incorrect wires will show some amount of voltage with the key off.
- Factory remotes do not operate when the vehicle is remote started.
  - ▶ On some vehicles, the factory keyless entry will not operate when the engine is running. This is normal and cannot be changed.
- System does not respond to remotes.
  - ▶ Check your power and ground inputs at the system's control unit.
  - ▶ Check that all connectors to the alarm/remote start are properly inserted.
  - ▶ Make sure the system's antenna is plugged in properly.
  - ▶ Make sure the remotes are properly programmed and the batteries are new.

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Remote starter and security installations should be attempted by experienced security installers only. Information contained is accurate to the best of our knowledge and experience. Information contained is without any representation of warranty. It is the installer's responsibility to test and confirm all circuits with a digital multi-meter. Proper installation remains the responsibility of the installer. CarInstallExperts.com assumes no liability or responsibility resulting from an improper installation, even in reliance with the information contained in this guide.

- System has poor remote range.
  - ▶ Most systems provide two remotes. Try using the other remote. The problem may be caused by a weak battery in the remote.
  - ▶ Try repositioning the antenna. If the system includes a glass mount antenna, mount the antenna vertically behind the rear view mirror or the top corner of the passenger side of the windshield.
  - ▶ Make sure the antenna cable is not bent sharply at any point.
  - ▶ Poor remote range is sometimes the result on an improper ground.
  - ▶ Sometimes poor range is caused by radio frequency interference in the area.
- Doors lock when they should unlock and unlock when they should lock.
  - ▶ The door lock outputs from the system are connected backwards.
- Power door locks don't work and the fuse blows.
  - ▶ If interfacing with a 5-wire or reverse polarity door lock system, the motor side and switch side connections may be reversed. Always make determinations regarding motor side and switch side using the master switch.
  - ▶ Recheck your wiring and connections.
- Vehicle's power door lock fuse blows when locking or unlocking the doors using the aftermarket keyless entry remote.
  - ▶ Check to be sure you have correctly identified the vehicle's door lock system and wires for your vehicle.
  - ▶ If the vehicle has a reverse-polarity door lock system, the switch side and motor side of the door lock wires are connected incorrectly.
- Parking lights do not flash.
  - ▶ Check that the correct parking light wire has been found and interfaced.
- Only the left or right parking lights flash.
  - ▶ Most German vehicles and some other models such as Contours, Cougars, and Mystiques have two parking light wires. One controls the left side and the other controls the right side. Both wires must be used and diode isolated to flash all parking lights.
- Opening the driver door triggers the alarm but opening any of the passenger doors does not.
  - ▶ Check to make sure the dome light turns on when the other doors are opened. If they do not, the door pins either do not have door pins installed from the factory or the door pins are corroded.
  - ▶ The vehicle may have individual door trigger wires. You must find the trigger wire(s) for the passenger doors.
- Opening the doors triggers the alarm but opening the rear hatch or trunk does not.
  - ▶ There is a separate trigger wire for the trunk or rear hatch that must be connected to the alarm.
- A short time after arming the alarm, the alarm goes off for no reason.
  - ▶ You must diode isolate the vehicle's door trigger wires as described earlier in this document.
  - ▶ If you have already diode isolated the vehicle's door trigger wires, check to be sure the diodes are wired in the proper direction.
- The shock sensor is too sensitive/ not sensitive enough.
  - ▶ Adjust the sensitivity of the sensor according the manufacturers instructions.
  - ▶ Try moving or relocating the sensor to a different location.

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- Starter disable doesn't work
  - ▶ Wrong wire has been interrupted. If the vehicle has two starter wires, the primary starter wire must be interrupted, not the second or "cold start" wire.
  - ▶ Some systems require that the alarm be triggered before the starter disable is active.
- LED doesn't work
  - ▶ Is it properly plugged in?
  - ▶ Most LEDs have fragile leads that can be easily damaged. Check the LED's leads to make sure they are not broken or damaged.
- Override switch doesn't work
  - ▶ Is it properly plugged in?
  - ▶ Check the alarm's ignition wire. Make sure it is connected and hooked up to true ignition. True ignition will show 12V in the run and crank positions of the ignition switch.
- Power windows don't work and the fuse blows. (Window module installation)
  - ▶ The motor side and switch side connections may be reversed. Always make determinations regarding motor side and switch side using the master switch.
  - ▶ Recheck your wiring and connections. Consult the window module's installation module regarding proper interface with your vehicle's power window wiring.
- Power windows only move about an inch or two. (Window module installation)
  - ▶ If the vehicle has auto-down windows (pressing the switch and releasing will roll the window down completely) you must interface the wiring between the vehicles window automation module and the power window motor itself.
  - ▶ Recheck your wiring and connections. Consult the window module's installation module regarding proper interface with your vehicle's power window wiring. Some window modules require that you "program" the window module before using.