

# AUTOCOMMAND®

## Remote Car Starter Installation Manual for Model 40026

DesignTech International, Inc. • 7955 Cameron Brown Court • Springfield, Virginia 22153 USA • www.designtech-intl.com • 703-866-2000 or 800-337-4468

### PLEASE READ COMPLETELY BEFORE BEGINNING

Congratulations on your purchase of the AutoCommand® Remote Car Starter. AutoCommand® Remote Car Starter allows you to start the car by remote control from the comfort of your home or office in order to cool it down in the summer or heat it up in the winter.

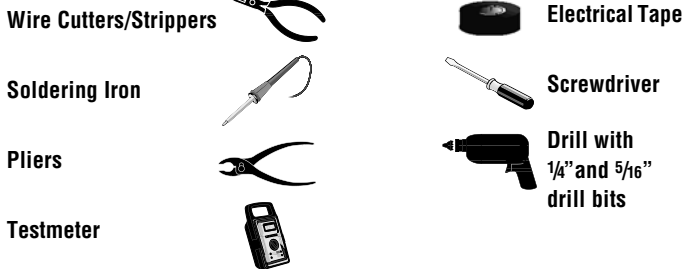
AutoCommand® is for automatic transmission / fuel injected gasoline vehicles only. Please see pages 6-7 for important information about vehicles with factory anti-theft systems. AutoCommand® is an extremely sophisticated system with multiple built-in safety and security features.

### AutoCommand® Remote Car Starter:

- Will start your car by remote control, and run the heater, defroster, or air conditioner to warm up or cool down the car.
- Is designed to start the car if it is in park, and only if the hood is closed.
- Will attempt to start the car for up to six seconds, but no longer (to avoid damage to the starter motor). Should the car not start, or if it stalls after starting, the remote starter will make two further attempts to start it.
- Will not let the car be driven without the key in the ignition.

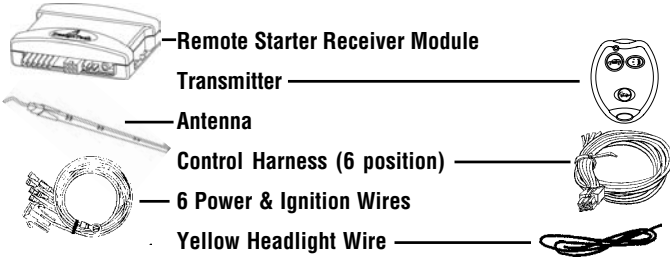
- Shuts itself off automatically after 10 or 15 minutes (programmable) if you forget to come out to your car.
- Will shut off if the brake pedal is pushed, the hood is opened, or the transmission is shifted out of park - unless the key is in the ignition and in the "run" position.
- Is quality engineered, microprocessor controlled, and made in the USA to provide many years of reliable use.
- Comes with a Limited 2-Year Warranty.

### Tools required to install the AutoCommand® Unit:

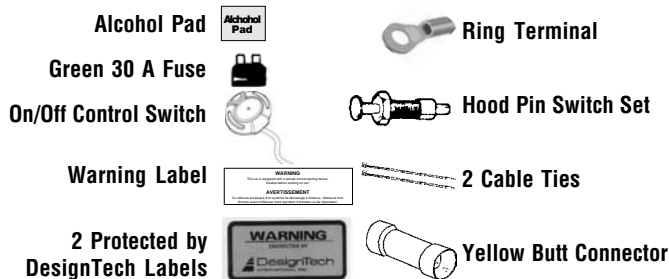


We highly recommend that all connections be soldered for reliability.

### Parts List included with the AutoCommand® Unit:

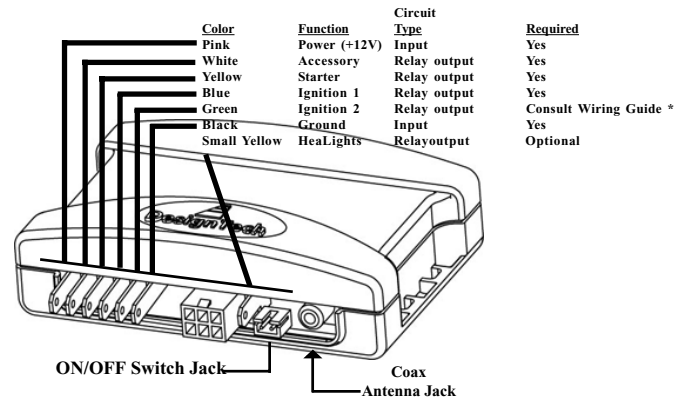


The following parts are included in the plastic bag:



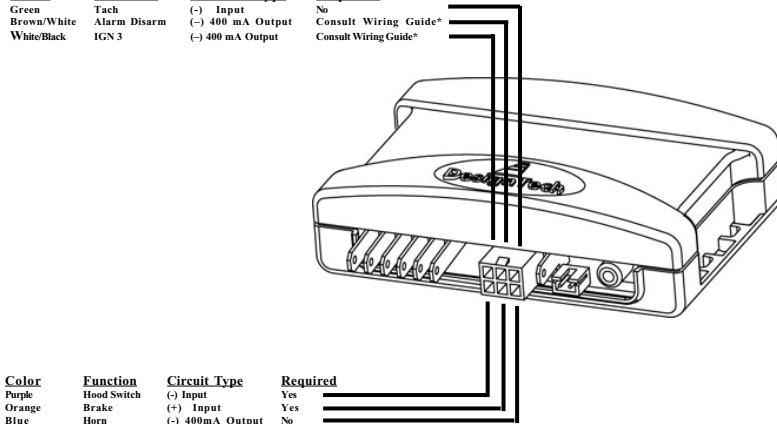
### Wiring Diagram

#### Power Harness



#### Control Harness

Color	Function	Circuit Type	Required
Green	Tach	(-) Input	No
Brown/White	Alarm Disarm	(-) 400 mA Output	Consult Wiring Guide*
White/Black	IGN 3	(-) 400 mA Output	Consult Wiring Guide*



\*For free vehicle-specific wire information consult our website at [www.designtech-intl.com](http://www.designtech-intl.com)



On cars with airbags, you may notice bright yellow tubes or harnesses marked SRS (Supplemental Restraint System) underneath the steering column area. **DO NOT** tamper with these wires in any way, to prevent personal injury and/or damage to the air bag system.



On GM rear-wheel drive vehicles built prior to 1995 and Dodge Dakota trucks built prior to 1996, see the last page of this instruction manual.

**Battery gases are explosive.**

**Do not smoke while working near the car's battery.**

**Note:** Some installers connect a battery charger to the vehicle's battery during installation. This is fine, but it must be removed before running the vehicle under remote starter control.



When running the wires through the car's firewall, be sure to protect them from sharp metal edges and from hot surfaces on and around the engine.

## INSTALLATION INSTRUCTIONS

### 1. Before You Start

**Please read through the entire installation manual before beginning.**

**Always leave a window open to avoid locking your keys in your car.**

**IMPORTANT:** After having read the entire manual, start the installation by putting the yellow **WARNING STICKER** in the engine compartment. Choose a surface that is clean and readily visible when the hood is open.

<p><b>WARNING</b></p> <p>This car is equipped with a remote control starting device. Disable before working on car!</p> <p><b>AVERTISSEMENT</b></p> <p>Ce véhicule est équipé d'un système de démarrage à distance. Mettez-le hors fonction avant d'effectuer toute opération d'entretien ou de réparation!</p>
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## POWER & IGNITION HARNESS

The remote starter module will be installed under the dash once all wiring has been completed. **Do not mount the module at this time!** You will need to check the red diagnostic LED light as the installation progresses. Locate (or drill) a hole in the firewall to run the PURPLE and GREEN wires of the **Control Harness** and the PINK wire of the **Power Harness** into the engine compartment. The remaining short wires stay in the passenger area. Leave about a foot of the wire harness under the dash for ease of working and visual access to the diagnostic light.

The **Installation Information** section of our web site [www.designtech-intl.com](http://www.designtech-intl.com) is available 24 hours/day to provide you with free, up-to-date vehicle wiring information for your particular vehicle after you log in.

**Note:** Always connect the **Pink** and **Black** wires before connecting any of the other wires. Do not insert the fuse until step 11.

### 2. Black Wire (16 AWG) - Ground

Connect the BLACK wire to a very good, clean chassis ground in the driver's kick panel area. Use the small ring terminal. (The thin metal bracing around or beneath the dash board is not always adequate.)

### 3. Pink Wire (12 AWG) - Power (+12 Volts)

Connect the ring terminal at the end of the short PINK wire to the +12 Volt terminal of the battery. Run the long pink wire through the firewall of your vehicle. Join the remaining ends of the power wire together by soldering them. Tape with electrical tape to leave no exposed

wires. Alternatively, you may wish to use the yellow butt connector, but we recommend soldering. Wait to insert the 30 amp green fuse into the holder until step 11.

**Note:** Failure to properly install the fuse holder and 30 amp fuse to the pink wire to the battery voids all product warranties.

### Ignition Key Diagram for Steps 4-7

The vehicle's wires are found coming off of the key switch. Remove the panel under the steering column to access these wires.



### 4. Blue Wire (14 AWG) - Ignition 1

Connect the BLUE wire to the ignition 1 wire of your vehicle. This wire will measure +12 Volts on the test meter in the "run" and "start" position, and is off in the "lock/off" and "accessory" positions.

### 5. Green (14 AWG) - Ignition 2

Connect the GREEN wire to the Ignition 2 wire in the vehicle. The Ignition 2 wire can function in several different ways in your vehicle. It is important to understand how it works. The Ignition 2 wire will usually measure +12 Volts in the "run" position and is off (ground) in the "lock/off" and "accessory" positions. In certain vehicles, it may also show +12 Volts in the "Start" position or Ignition 2 may turn OFF during "Crank" and turn back ON after the starter disengages. Carefully note the function of the Ignition 2 wire. If the Ignition 2 turns OFF during "Crank", see Changing Ignition 2 Function in section 23. If Ignition 2 stays ON during "Crank," no options need to be changed. Please refer to our wire color information available at [www.designtech-intl.com](http://www.designtech-intl.com)

### 6. White Wire (14 AWG) - Accessory

Connect the WHITE wire to the accessory wire which is +12 Volts in the "run" and "accessory" position, but off in the "start" and "off" positions. In most GM vehicles, connect the white wire to the orange wire that is hot in "run" only.

### 7. Yellow (14 AWG) - Starter

Connect the YELLOW wire to the starter wire. This wire will measure +12 Volts on the test meter in the "start" position only.

**Note:** Most Nissan vehicles have two starter wires. Connect both starter wires of the vehicle to the YELLOW start wire of the remote starter.

### 8. Dash-mount LED-On/Off Control Switch

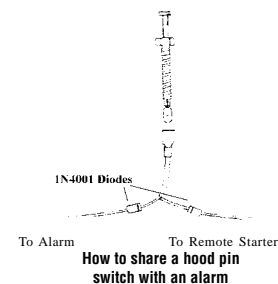
Connection of the LED-On/Off Control Switch is mandatory. Do not let the switch wires touch ground. Mount the control switch so that it is easily seen and accessible. If a hole is to be drilled to route the switch wire, make sure there is enough clearance behind and nothing can be damaged by the drill. Use a 1/4" drill-bit for the mounting hole. Plug the switch connector into the module just to the right of the control harness. The LED will turn Red when the switch is turned ON and the LED will turn Green when the switch is turned OFF.

## CONTROL HARNESS

**(ALL WIRES ARE THE SMALLER 18 AWG SIZE)**

### 9. Purple Wire - Hood Pin Switch - Control Harness

**The hood pin switch MUST be installed with the remote starter.** It prevents operation of the remote starter when the hood is open and is used to initialize and program the unit. Connect the PURPLE wire to the hood pin switch using the red connector.



**Note:** If you already have a hood pin switch which is being used by a car alarm system, you may share the wiring – but be sure to diode isolate each wire going to the hood pin switch with the bands of diodes pointing towards the pin switch as shown on the previous page.

### 10. Orange Wire - Brake Shut-off - Control Harness

Connect the ORANGE wire to the brake wire which receives +12 Volts when the brake pedal is depressed. **This wire must be connected.** It arms a critical safety feature which disables the remote starter when the brake pedal is depressed.

**Note:** In some cars, the ignition must be in the “on” position to test the power in the brake wire.

**Note: If the Ignition 1 & Ignition 2 wires come on whenever the brake is depressed and the hood is open this just means you need to initialize the unit in step 11.**

### 11. Initializing the Remote Starter

**BEFORE THE UNIT WILL DO ANYTHING FOR THE FIRST TIME, YOU MUST INITIALIZE THE REMOTE STARTER**

- Insert the fuse into the pink fuse holder on the pink power wire.
- The remote starter requires the installer to open the hood and then press and hold the brake pedal. Note: The ignition/dash lights will come on if the unit is not initialized.
- While depressing the brake (with the engine off and the hood open) turn the ignition key to the “RUN” (not “start”) position.
- Put the car in “DRIVE” from the “PARK” position.
- Put the car back in “PARK” and release the brake.
- Turn the key off and remove the key.

**Note:** Confirm initialization by looking at the control switch/LED. If the control switch/LED is Green, the unit is initialized. Push the control switch once, LED turn Red. Unit is ready to try to remotely start.

If the unit is not initialized, control switch/LED is Off. The dash lights will come on (the remote starter powers up the ignition wires) when the brake is depressed or the hood is open, and the control/valet switch is on. REPEAT STEPS A THROUGH G. See the colored Trouble Shooting Sheets if necessary.

### 12A. Green Wire - Tach Input - Control Harness

The Remote Starter has two ways of monitoring the car during the starting process. Both ways will ensure a clean, accurate start. Read about both methods before deciding which one to use. Normally you should try the “No Tach™” method first.

#### “No Tach™” Starting (recommended for most vehicles)

This starting method does not require the connection of the GREEN tach wire. This method will start the car by reading the car’s voltage before attempting to start, and then looking for a voltage increase when the alternator kicks in. This feature automatically takes into account voltage, temperature, and the time since the vehicle was last run. The “No-Tach™” starting is preset at the factory and you can skip step 12B if you would like to use it. Note that if the vehicle is hard to start, set option #3 [Setting Program Features section (step 22)] for “extended crank.”

#### Tachometer sensing

If the vehicle is generally hard to start (i.e. requiring a cranking time of more than 1 second) you will get more accurate starting with the tachometer sensing starting method. This method starts the car by reading the engine speed (tach) information from a wire under the hood. If you choose tachometer sensing, connect the GREEN (18

avg) wire to the car’s tach wire under the hood (normally the negative side of the coil or tach output of coil pack). After you have connected the GREEN wire, you need to teach the remote starter the vehicle’s tach rate at idle. Proceed to step 12B.

**Note:** You must have already initialized the remote starter in Step 11.

### 12B. Tach Rate Learning

**Note:** Only use if the tachometer sensing method is chosen. The tach option must be selected first. See the Setting Program Features section.

- Connect the GREEN tach wire to the vehicle's tach wire under the hood.
- Open Hood.
- Start vehicle with key (engine running)
- Press and HOLD brake pedal.
- Press the Control Switch button 3 times.
- Release the brake pedal.
- The LED on the Control Switch will flash RED 3 times.

The tach rate is being recorded and averaged for the next 5 seconds.

The unit will flash the lights output 3 times to signal the unit has successfully learn the tach signal.

- Turn the key to Off, (engine Off).
- Close the hood.
- Push the Control Switch push button so the LED is showing RED.
- Push the start button on the transmitter, vehicle should cleanly start and remain running.

### OPTIONAL STEPS

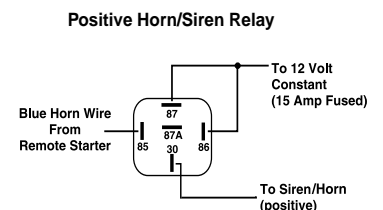
#### 13. Yellow Wire - Headlights/Parking Lights - Separate Tab Connector

Connection of the YELLOW wire allows you to activate the low beam headlights or parking lights for remote start and lock status. After the remote starter has started the car, the lights will remain on until the remote starter shuts off after 10 minutes, or when the brake pedal is pushed, or when the car is put into gear. **This is a relay +12 Volts output.** Connect the YELLOW wire to the wire that has power when the lights are on.

#### 14. Blue - Horn/Siren - Control Harness

The BLUE wire signals the horn to honk (or siren to chirp) once each time the remote starter starts the vehicle and each time the locks are locked or unlocked. Connect the blue wire to the factory horn wire which is often found running down the steering column. It will normally show +12 Volts at rest and the voltage will disappear when the horn is honked.

**This is a 400 mA transistor ground output which MUST drive a relay if using a siren or positively triggered horn.**



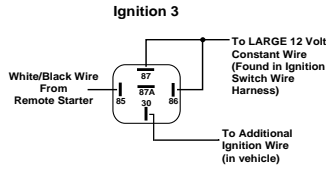
#### 15. Brown/White - Alarm Disable - Control Harness

The BROWN/WHITE wire is **Alarm Disable**, which will give out a quick negative pulse just before unlocking the doors or starting the vehicle. This wire can be used to turn off the factory alarm system in vehicles which have them. In most vehicles, this wire is located in the driver’s kick panel.

## 16. White/Black Wire - Ignition #3 - Control Harness

The WHITE/BLACK wire, is a ground output that acts just like the Ignition 1 or Ignition 2 relay outputs (active in the “run” and “crank” positions). **This wire is a 400 mA negative transistor output and MUST be set up to power a relay** (not included). It can be used to power the third ignition wire at the key (necessary for most Ford vehicles).

This is the wire that can also be used to bypass a passive anti-theft system by hooking it up to the Universal Alarm Bypass Module. See the Factory Anti-Theft System Section at the end of the instructions.



## REQUIRED FINAL STEPS

**You must have hooked up all required wires and completed Initialization (Step 11) to proceed forward.**

### 17. Trying the Unit Out

**WARNING:** Be prepared to apply the brake during this testing.

- Close the hood and fully apply the emergency brake
- Place the vehicle in Park.
- Push the On/Off switch once – the red LED will turn on solid Red.
- Once all the wiring is checked and is correct, press the Start button on the transmitter.
- The car should start and continue to run for ten minutes. Make sure that the engine shuts down if the car is shifted out of park, the hood is opened, the brake is pressed or the start button is pushed again. If the car does not start, see Special Cases or Code Learning section under Special Cases.

### 18. The Antenna

Feed the antenna around under the dash and up the inside of the right or left windshield post and over the top of the windshield. Clean the windshield with the rubbing alcohol pad, wait to dry. Remove the paper backing from the double sided tape to mount the last eight inches of the antenna behind the rear view mirror. The more exposed the antenna is, the better the range and performance. Now plug the end of the antenna into the remote starter module. **In some vehicles you will get better range performance if the antenna is pointing vertically downward from the top of the windshield.**

**The wiring section of the installation is now complete. Be sure to cap all unused wires so as to prevent short circuits, and mount the module securely under the dash. When tying up and mounting the unit, be sure to avoid any moving parts (steering column, pedals) and sharp edges.**

### 19. Trouble Shooting with the Self Diagnostics

The remote starter contains a built in diagnostic routine that will indicate why the unit started or why the unit turned off the car the last time that the unit was used.

To activate the diagnostic mode for why it turned off, simply turn the On/Off control switch to the “OFF” position, the LED will turn Green. In a few seconds, the Green LED on the switch will flash 1 to 12 times to identify the problem. See the chart below for an explanation of the flashes:

- 1 flash 10/15 minute time out. Unit should be fine. Make sure the transmitter is working properly.
- 2 flashes Unit turned off because Brake or Hood was activated.

Check to make sure the hood pin switch is depressed when the hood is closed and the correct brake wire is hooked up.

- 3 flashes No Tach or Stalled. Review Step 12 and make sure the no tach/tach wire option is programmed correctly.
- 4 flashes Received another remote input from the transmitter (remote pressed before unit completed its cycle)
- 5 flashes Transmission was shifted into gear. Cut the small green in-gear wire loop inside of the receiver module. Open the module case to access the loop.
- 6 flashes Low battery voltage, or may be missing an ignition wire which powers up the alternator
- 8 flashes Over current - One of the 400 mA (-) transistor outputs (horn, lights, or Ignition #3) of the control harness is driving too much current. Make sure to use a relay where necessary.
- 12 flashes The Control Switch was turned off while the starter was running.

### 20. Setting Program Features:

The remote starter unit has many special features available. You will not need to use these special features in most situations. The factory settings will operate most vehicles.

Feature #	Factory Setting (Green LED)	Option (Red LED)
1	“No-Tach”	Tach Mode
2	10 Min. Run Time	15 Min. Run Time
3	Normal Crank	Extended Crank
4	N/A	N/A
5	Normal	Ignore Voltage Meter
6	N/A	N/A
7	“Enable” feature	No “Enable”
8	Normal	Daytime Running Lights

#### Option #1 No-Tach

#### Tach Mode

This option sets the starting method. The factory setting uses “No-Tach” starting. If you wish to use the tach to start, follow the instructions in the Tach Rate Learning section (step 12B).

#### Option #2 10 Min. Run Time

#### 15 Min. Run Time

This option gives you a choice of run times.

#### Option #3 Normal Crank

#### Extended Crank

This option will add 50% more crank time to the NoTach™ starting feature.

#### Option #7 “Enable” Feature

#### No “Enable”

This option cancels the “enable” mode safety feature. The “enable” mode requires that the driver push the control switch “OFF” and then “ON” again each time the driver removes the key from the ignition in order to “enable” the vehicle for remote starter control. The switch light will shine red when ready. This feature guards against undesired starting of the vehicle by remote control. **You must keep this option as enable on all GM rear wheel drive and Dodge Dakota vehicles manufactured prior to 1996.**

#### Option #8 Normal

#### Daytime Running Lights

This option will turn the headlights on about 10 seconds after it sees the ignition turn on and will turn the lights off when the ignition is turned off.

## ***Programming An Option:***

If you want the factory setting, DO NOTHING and skip this section. If you want to change one or more of the features, then continue with the following procedures:

1. Open the hood.
2. Press and HOLD the brake pedal.
3. Quickly press and release the programming button once.
4. Release the brake pedal.

The control LED will flash Red 1 time (signaling that you are now in the Option Programming mode).

The LED color reflects the first option (Green LED is for Factory setting, Red LED is for Optional setting).

Pressing the brake pedal advances to the next option. By continuing to push the brake pedal, the user will advance through all of the options and then start back at Option #1 again.

After pushing the brake pedal, the LED flashes Red (the # of the option) before turning Red or Green, reflecting the state of the option (Green for factory setting, Red for Optional setting).

If no options are selected or changed after 6 seconds the unit will automatically exit programming.

Push the control switch so the LED is Red, the unit is now ready.

## **21. Changing Ignition 2 Function**

Many newer vehicles turn off the Ignition 2 wire while the starter is cranking. In these vehicles it is very important to have the remote starter copy the starting sequence of the key exactly; otherwise the vehicle's computer may show a fault code or not allow the vehicle to start at all. For most GM vehicles, you do not need to change this option.

To turn the thick GREEN Ignition 2 wire off during crank:

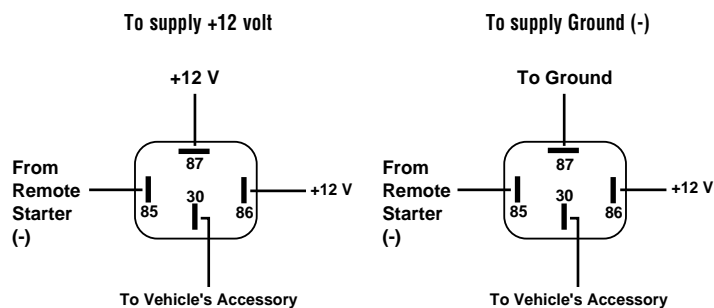
1. Unplug all wires and connections from the remote start module.
2. Open the case of the remote start module.
3. Look for a small two-pin jack just next to the Red programming push button.
4. Move the small black jumper to fit over BOTH pins on the jack.
5. Close the case and plug in all of the wire connectors.

The remote start module will turn **OFF** Ignition 2 while the starter is cranking. Removing the jumper will return the unit to the factory setting.

## ***SPECIAL CASES***

### **1) How to Use a Relay**

Many of the optional steps require a relay to be hooked up. The most common relay used for this type application is the Bosch type relay (DesignTech #20043 or Radio Shack Cat.# 275-226). Use the diagram for a typical hookup. If you have another relay then you need to know that pins 85 and 86 in this diagram relate to the coils of the relay. Pin 30 is the 'common', and pin 87 is the 'normally open' contact. If your relay has a pin 87A in the middle it is the normally closed contact and is only used for lock/unlock situations. (The diagram is typical for an Ignition 3 or trunk application).



## 2) Code Learning

Your transmitter is factory coded to the remote starter module with over 16,000,000 different codes. The remote starter module can learn the codes of up to 4 different transmitters. If you want to add additional transmitters to the receiver or if it does not respond to your transmitter - follow the steps below to teach the receiver the transmitter code(s):

- A.** Open Hood.
- B.** Press and HOLD brake pedal.
- C.** Quickly push and release Programming button twice.
- D.** Release the brake.
- E.** The LED will glow solid Orange.
- F.** Hold down the LIGHTS button on the transmitter for a second until you hear the horn honk (or just look for the orange LED to go out for half a second). The module has now learned the transmitter code. Release the transmitter button.
- G.** To learn additional transmitters (up to 3 more), within a few seconds, push the LIGHTS button on another transmitter for a second or more until you hear the horn honk (or see the orange LED go out for half a second). Repeat for the remaining transmitters.
- H.** 5 seconds after the last time the transmitter was learned the unit exits the code-learning stage. (The Red LED light will turn on solid when unit exits Code learning).

**Note:** Teaching the module a new transmitter code will erase all previous codes - so all transmitters must be taught. You have only 5 seconds between transmitters to begin teaching a new transmitter.

## 3) Factory Anti-Theft Systems

Many vehicles come with an anti-theft system that must be temporarily bypassed for the vehicle to be remotely started. Some systems use a resistor in the key. Others use a transponder - a small device in the key that communicates a high security code to the vehicle before the vehicle will successfully start.

Check the list of vehicles and the types of security systems on the right. If your vehicle is listed, your vehicle has an Anti-Theft System that the remote starter MUST temporarily bypass in order to start the vehicle. More information about the factory anti-theft systems and vehicle wire colors can be found at the DesignTech web page [www.designtech-intl.com](http://www.designtech-intl.com).

DesignTech has developed a Universal Alarm Bypass Module, sold under part numbers #20402, #27402, or #29402 that will temporarily bypass a factory anti-theft system when using the remote starter. Check with your local retailer/installer to purchase this Universal Alarm Bypass Module or contact DesignTech for more information.

## List of vehicles and the types of factory anti-theft systems:

Vehicle:	System:	Vehicle:	System:
Acura 3.2TL 98+	Transponder	GMC Sierra	Passlock II
Audi A4,A6,A8 98+	Transponder	GMC Sonoma 98 +	Passlock II
Acura CL 97+	Transponder	GMC Suburban 98+	Passlock II
Acura Integra	Transponder	GMC Yukon 98+	Passlock II
Acura NSX	Transponder	Honda Accord 98+	Transponder
Acura RL 98+	Transponder	Honda Odyssey 98+	Transponder
BMW (all 97 +)	Transponder	Honda Prelude 98+	Transponder
Buick LeSabre 90 - 01	VATS	Honda S2000	Transponder
Buick Park Ave 91 - 96	VATS	Infiniti I30 98+	Transponder
Buick Park Ave 97+	Transponder	Infiniti Q45 98+	Transponder
Buick Regal 93 -96	VATS	Infiniti QX4	Transponder
Buick Rendez Vous	Transponder	Jaguar (all 98+)	Transponder
Buick Riviera 93 -96	VATS	Isuzu Hombre 98+	Passlock II
Buick Roadmaster 93 - 96	VATS	Jeep Grand Cherokee 99+	Transponder
Buick Skylark 96-98	Passlock	Jeep Liberty	Transponder
Cadillac Allante	VATS	Jeep TJ (Wrangler) 99+	Transponder
Cadillac Brougham	VATS	Lexus (all 97+)	Transponder
Cadillac Catera 97+	Transponder	Lincoln Blackwood	Transponder
Cadillac DeVille 92 - 98	VATS	Lincoln Continental 97+	Transponder
Cadillac DeVille 99+	Transponder	Lincoln LS 2000+	Transponder
Cadillac Eldorado 89 - 98	VATS	Lincoln Mark VIII 97+	Transponder
Cadillac Eldorado 99+	Transponder	Lincoln Navigator 97+	Transponder
Cadillac Escalade 00+	Passlock	Lincoln Town Car 97+	Transponder
Cadillac Fleetwood 90 - 96	VATS	Mazda Tribute	Transponder
Cadillac Seville 90 - 98	VATS	Mercedes (all 97+)	Transponder
Cadillac Seville 99+	Transponder	Mercury Cougar 99+	Transponder
Chevrolet Astro Van 98+	Passlock II	Mercury Grand Marquis	Transponder
Chevrolet Avalanche 01	Passlock	Mercury Mountaineer 98 +	Transponder
Chevrolet Blazer 98+	Passlock II	Mercury Mystique 97+	Transponder
Chevrolet Camaro 86 +	VATS	Mercury Sable 96+	Transponder
Chevrolet Cavalier 96-99	Passlock	Mini Cooper 02	Transponder
Chevrolet Cavalier 2000+	PasslockII	Mitsubishi Eclipse	Transponder
Chevrolet Corvette 88 +	VATS	Mitsubishi Galant	Transponder
Chevrolet Express 97+	Passlock	Nissan Frontier S/C	Transponder
Chevrolet Impala 2000+	Passlock II	Nissan Maxima 98+	Transponder
Chevrolet Lumina 96 -99	VATS	Oldsmobile Achieva 95	Passlock I
Chevrolet Malibu 97 -01	Passlock II	Oldsmobile Achieva 96+	Passlock II
Chevrolet Monte Carlo 96-99	VATS	Oldsmobile Alero 99+	Passlock II
Chevrolet Monte Carlo 00+	Passlock II	Oldsmobile Aurora	VATS
Chevrolet Pickup Full-size 98+	Passlock II	Oldsmobile Bravada 98	Passlock II
Chevrolet S-10 98+	Passlock II	Oldsmobile Cutlass 97+	Passlock II
Chevrolet Silverado HD 01	PasslockII	Oldsmobile Eighty-Eight	VATS
Chevrolet SSR 01	Passlock	Oldsmobile Intrique 98+	Passlock II
Chevrolet Suburban 98+	Passlock II	Oldsmobile Ninety-Eight	VATS
Chevrolet Tahoe 98+	Passlock II	Oldsmobile Silhouette 99	Transponder
Chevrolet Trailblazer 01+	PasslockII	Pontiac Aztek 01	Transponder
Chevrolet Van 98+	Passlock II	Pontiac Bonneville 89+	VATSPontiac
Chevrolet Venture 99+	Transponder	Firebird 88+	VATSPontiac
Chrysler Concorde 98+	Transponder	Grand Am 96 - 98	Passlock
Chrysler LHS 99+	Transponder	Pontiac Grand Am 99+	Passlock II
Chrysler PT Cruiser 00+	Transponder	Pontiac Grand Prix 92 – 96	VATS
Chrysler Sebring Conv. 98+	Transponder	Pontiac Grand Prix 97+	Transponder
Daewoo Leganza	Transponder	Pontiac Montana 99+	Transponder
Dodge 300 M 99+	Transponder	Pontiac Sunfire 96-99	Passlock I
Dodge Intrepid 98+	Transponder	Pontiac Sunfire 2000+	Passlock II
Dodge Neon 00+	Transponder	Porsche (all 97+)	Transponder
Ford Contour 97 +	Transponder	Saab (all 97+)	Transponder
Ford Crown Victoria 98+ (option)	Transponder	Saturn 97-99	Factory Alarm
Ford Excursion 01+	Transponder	Saturn 00+	Transponder
Ford Expedition 97+	Transponder	Subaru Legacy 00+	Transponder
Ford Explorer 98+	Transponder	Subaru Outback 00+	Transponder
Ford Focus 01+	Transponder	Toyota Avalon 98+	Transponder
Ford Mustang 98+	Transponder	Toyota Camry 98+	Transponder
Ford Pick Up (optional)	Transponder	Toyota Highlander 01+	Transponder
Ford Ranger 99+(optional)	Transponder	Toyota Land Cruiser 98+	Transponder
Ford Sport Trac 01	Transponder	Toyota Solara 99 +	Transponder
Ford Taurus 96 +	Transponder	Toyota Supra 98+	Transponder
Ford Windstar 2000 +	Transponder	Volkswagen Beetle 98+	Transponder
GMC Envoy 01+	Passlock II	Volkswagen Golf 98+	Transponder
GMC Jimmy 98+	Passlock II	Volkswagen Passat 98+	Transponder
GMC Safari 98+	Passlock II	Volvo (all 98+)	Transponder
GMC Denali 99+	Passlock II		

# NOTICE to Installers of Remote Vehicle Starters



DesignTech International **DOES NOT** recommend installing **ANY** remote starter in the following vehicles: Audi 1998+, BMW 1998+, Jaguar 1998+, Land Rover 1998+, Mercedes 1998+, Range Rover 1998+, Volvo 1999+

As with any aftermarket installation, please research and learn as much as you can about the vehicle before you start the install.



**All General Motors (GM) rear wheel drive vehicles built prior to 1995 with automatic transmissions and all Dodge Dakota trucks with automatic transmissions built prior to 1996 have a MECHANICAL type of NEUTRAL SAFETY SWITCH.** All vehicles built after 1996 use an electrical type of neutral safety switch.

Applying +12 volts to the starter wire on any vehicle using a mechanical neutral safety switch will engage the vehicle's starter, regardless of the shifter's position. When the shifter is in Park or Neutral, the vehicle will just start up normally. If the vehicle is accidentally left in gear and power is applied to the start wire, such as by a remote starter, **the vehicle will lurch forward or back as it attempts to start.**

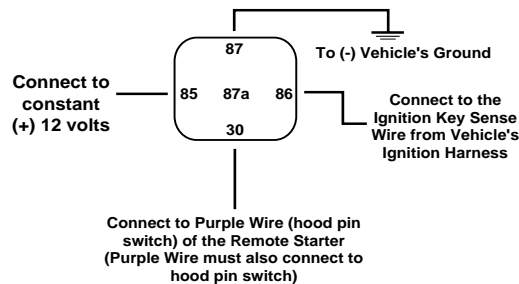
**To test if your GM or Dodge vehicle is using a mechanical neutral safety switch system, you will only be able to remove the key from the ignition switch when the shifter is in the Park or Neutral position.**

**To prevent this problem from occurring when installing a DesignTech International remote starter on a GM rear wheel drive vehicle or Dodge Dakota built prior to 1996.**

1. You must leave the Enable Feature (option #7) in the factory setting. This is a safety feature that requires the user to push the control switch OFF (Green light) and then ON (Red light) again each time they exit the vehicle in order for the unit to be operational. This feature will ensure that the user of the vehicle with the remote starter installed has made a conscious decision to allow the remote starter to start the vehicle the next time the transmitter button is depressed.

2. You must use the relay drawing below to create a circuit that will prevent the remote starter on these GM and Dodge vehicles from starting the vehicle unless the key is completely removed from the ignition switch.

As with any aftermarket installation, please research and learn as much as you can about the vehicle before you start the install. Instructions, technical tips and detailed wiring information is available on our web site: [www.designtech-intl.com](http://www.designtech-intl.com). Please refer to the information on the web site before starting ANY install or call DesignTech Technical Services at 1-800-337-4468 or 703-866-2000.



7955 Cameron Brown Ct. • Springfield, Virginia 22153 USA  
Tel: (703) 866-2000 or (800) 337-4468 [www.designtech-intl.com](http://www.designtech-intl.com)

PLEASE HAVE MODEL NUMBER AND DIAGNOSTIC CODES  
READY BEFORE CALLING TECH SUPPORT

## USER TIPS AND NOTES

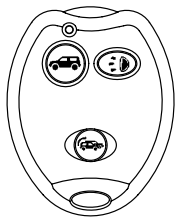
v3.2




**The Remote Car Starter must be “enabled” each time the driver has finished driving and taken out the key in order for the unit to start the vehicle remotely.** After the key has been removed, you must turn OFF the control switch (LED turns Green) and then turn it back ON (LED turns Red) again while no key is in the ignition. This “control switch” or “set switch” prevents unauthorized starting of the car by someone unfamiliar with the system who may be using the vehicle. If you forget to set the switch, it may also be activated by pushing the transmitter and holding the button down for ten seconds. To eliminate the need for this, see **Option #7 (Setting Program Features).**



The AutoCommand® Remote Car Starter will turn the car off if the driver does not insert and turn the key within 10 or 15 minutes. After the AutoCommand® Remote Car Starter has started your car, simply put in the key and turn it to the “run” or “on” ignition position (not the crank position), push the brake pedal and drive away.

The AutoCommand® Remote Car Starter has numerous safety and security features that make it difficult to steal your car without the key being in the ignition. Putting your car in gear, pushing the brake pedal or opening the hood will turn the unit off unless your key is in the ignition and turned to the “run” or “on” position.

### If all features are hooked up, your transmitter will function as follows:



- Button:**  Do not push for your first 'main' vehicle  
Once: To operate vehicle #2 - then any of the 4 buttons (LED flashes red and green)  
Again: For vehicle #3 - then any of the 4 buttons (LED flashes red)  
Again: For vehicle #4 - then any of the 4 buttons (LED flashes green)
- Button:**  Once: Start the car with all accessories left on  
Again: Stop the car
- Button:**  Once: Turn on headlights for 30 seconds  
Again: Turn off headlights  
Hold down for 4 seconds for PANIC mode (45 seconds long)

The LED on the transmitter will display 3 different colors - Red for the  start button and Yellow for the  lights button. The transmitter is powered by a long life lithium battery (CR 2032 or DesignTech catalog #20059). The transmitter and receiver are FCC and DOC approved.

### Valet Mode:

Pushing the Control switch off (LED turns Green) puts you in Valet Mode. In Valet Mode the Remote Car Starter and the alarm will not function. This lets you turn off the car starter when having the vehicle serviced. The only functions that work in Valet Mode are the keyless entry, lights and panic. Simply push the Control switch once again (LED turns Red) to exit Valet Mode.

### The Quick Stop Option™:

You can leave the car running and take the key with you for a quick visit to a store. With the car running, push the Start button on the keychain transmitter just before pulling out the key (make sure the brake pedal is not pushed). The car will run for 10 minutes or until you tap the brake or put the car in gear.

## Safety Notices:

1. **When taking your car in for any service or repairs, disable the remote starter by switching the Control switch to the OFF position. Inform the mechanic.**
2. **Never leave your keys in the Ignition when the vehicle is unattended.**
3. **Do not use this product in a closed garage to avoid excessive carbon monoxide build-up.**

## LIMITED WARRANTY

DesignTech International, Inc. Warrants to the original consumer/purchaser that this product shall be free of defects in material and workmanship under normal use and circumstances for a period of **two (2) years** from the date of original purchase for use. When the original consumer/purchaser returns the product to DesignTech International Inc., 7955 Cameron Brown Court, Springfield, Virginia 22153, USA within the warranty period, and if the product is defective DesignTech International, Inc. will at its option repair or replace such.

This warranty shall constitute the sole liability of DesignTech International, Inc. concerning the product. DesignTech International, Inc. expressly disclaims all other warranties INCLUDING, WITHOUT LIMITATION, THE WARRANTIES OF MERCHANT ABILITY AND FITNESS FOR A PARTICULAR PURPOSE. NO PERSON, FIRM, OR CORPORATION IS AUTHORIZED TO ASSUME FOR DESIGNTECH INTERNATIONAL, INC. ANY OTHER LIABILITY IN CONNECTION WITH THE SALE AND USE OF THE PRODUCT. DesignTech International, Inc. and agents and distributors will bear no liability whatsoever for incidental or consequential damages or charges of any kind.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above disclaimer regarding incidental or consequential damages may not apply to you.

Please complete the warranty registration card below and mail to: DesignTech International, Inc., 7955 Cameron Brown Court, Springfield, Virginia 22153 USA within ten (10) days after date of purchase.

This warranty is void if the product has been damaged or tampered with or if the product or any such parts have been opened. In all cases of damage during shipment, a claim must be filed with the shipping carrier and not with DesignTech International, Inc.

This warranty gives you specific legal rights; you may also have other rights which vary from state to state.

### OUT OF WARRANTY REPAIRS

DesignTech International, Inc. will at its option either (1) replace this product with a functionally similar (but not necessarily visually identical) refurbished product or (2) repair the original product and return it to the original consumer/purchaser C.O.D. covering all reasonable repair or replacement charges if the product is returned prepaid to DesignTech International, Inc., 7955 Cameron Brown Court, Springfield, VIRGINIA 22153, USA after the two year warranty period has expired.

Please return this registration card within ten (10) days of purchase.

Name \_\_\_\_\_ User's Age \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Number: Home \_\_\_\_\_ Daytime \_\_\_\_\_

Place of Purchase \_\_\_\_\_ Date of Purchase \_\_\_\_\_

**Product Purchased:** AutoCommand model 40026 Purchase Price: \_\_\_\_\_

Vehicle Make: \_\_\_\_\_ Vehicle Model: \_\_\_\_\_ Year: \_\_\_\_\_

This product was purchased for: ( ) Myself ( ) Spouse ( ) Relative ( ) Friend

How did you first become interested in this product?

( ) Retailer Newspaper Ad ( ) Magazine Ad ( ) In-Store Display

( ) Newspaper / Magazine Article ( ) Mail Order ( ) Friend / Relative

( ) In-Store Salesperson ( ) Other \_\_\_\_\_

\_\_\_\_\_ Please send me **FREE** information on other innovative DesignTech products.

 **DesignTech**  
INTERNATIONAL, INC.

7955 Cameron Brown Court, Springfield, Virginia 22153-2809, USA

Tel: 703-866-2000 Fax: 703-866-2001

## Available Accessories:

Universal Alarm Bypass Module allows remote car starter installation on newer vehicles with factory anti-theft systems such as VATS, P.A.T.S., Passlock I, Passlock II, Pass-Key III, Saturn, Securlock, and Transponder systems.

Extra transmitters can be used for more than one user in the family. Up to four transmitters can be used with each AutoCommand receiver in the vehicle.

The Garage Door Receiver connects with your existing garage door remote control system to let your AutoCommand transmitter open your garage. Part #30021.

The Long Range Antenna approximately doubles the standard range. Part #20314.

These products can be purchased through your dealer or directly from DesignTech International, Inc.

<b>Part No.</b>	<b>Product</b>	<b>Cost in US\$</b>
20402	Universal Alarm Bypass Module (also goes by part no. 27402 or 29402)	\$39.95
24461	Extra 3 button transmitter	\$49.95
20059	Extra Lithium Transmitter Battery	\$7.95
20314	Long Range Cellular Style Antenna	\$59.85
30021	Garage Door Receiver Unit	\$49.95
20043	Bosch 30 amp relay	\$9.95

Place  
Stamp  
Here



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Springfield, VA 22153-2809



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**Tel: (703) 866-2000 or (800) 337-4468 [www.designtech-intl.com](http://www.designtech-intl.com)**

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