



TRANS TX



Part No: TRANS TX

Transform Standard Factory Fitted Security System To Rhino Standard Suitable For RAM, RAv2 & JAG



- ❑ This unique device enables your chosen Rhino Vehicle Security System (Model RAM, RAv2 or JAG) to be controlled via the original keyless entry remote controls supplied by your vehicle manufacturer.
- ❑ When you lock your car doors using your original factory remote, you will also be automatically arming (turning on) your chosen Rhino Vehicle Security System.
- ❑ When you unlock your car doors using your original factory remote, you will also be automatically disarming (turning off) your chosen Rhino Vehicle Security System.
- ❑ This product is to be installed in accordance with the methods & principles detailed in AS 3749.2:1997



Instruction Manual

TRANS TX 18102006.doc

Thank you for purchasing a quality Rhino Vehicle Security Product.

Please read this manual carefully before commencing installation and keep it in a safe place for future reference.

Installation Procedure

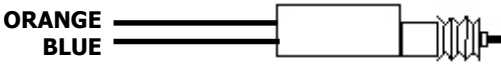
1. Install Alarm (RAM, JAG, RAV2)

Install the alarm unit as per manual with the following notes in mind:

- Do not connect lock/unlock on the JAG or RAV2 alarm. The lock/unlock should be connected on the RAM to allow lock/unlock via sms.
- Some vehicles require "Door Ajar Warning" to be turned off (10 beeps on arm)
- Read the following two steps first, to understand the requirements for installation of the TRANS TX Module.

2. Install TRANS TX Module

Connecting the TRANS TX module:

Wires	Colours	Connections
GND	Black	Ground
POWER	Red	+12V
Motor 1 Motor 2	Orange Blue	<p><u>MUST</u> connect to central locking motor wire</p> <p><u>MUST</u> connect to other central locking motor wire</p> <p>NOTE: Orange and blue wires may be connected to either central locking motor wire. Direction does not matter.</p> 
Positive 1 Positive 2	Yellow Green	<p>Connect as specified in <u>Common Vehicles</u>, or, connect to any combination of positive wires to activate arm/disarm. Boot is optional.</p> <p><i>See Example installation if this is not clear.</i></p>
Negative 1 Negative 2	Brown White	<p><i>Default, Setting2:</i> Connect to inhibits. Inhibits the Trans TX from arming/disarming if the negative is detected before the motor drive or positive lock/unlock signal. Generally connected to the switch in the motor.</p> <p><i>Setting1:</i> Setting 1 will change these two inputs to the same as the two positives (Yellow/Green), allowing them to learn Arm/Disarm signals instead of 'inhibiting' arm/disarm.</p>

IMPORTANT: You will have to find any wire(s) that changes only when you lock/unlock from the factory remote, or, only when you lock/unlock manually, in other words, a unique signal that occurs only when the factory remote is pressed, or, a unique signal that only occurs when you lock/unlock with your finger. This is how the TRANS TX knows to only arm/disarm the alarm when the factory remote is pressed.

This example uses a wire that only changes state when the factory remote is pressed

Example 1: Some European cars have a locking mechanism in the fuel cap which only locks/unlocks when the factory remote is pressed.

This example uses a wire that only changes state when lock/unlocked without the factory remote

Example 2: Some cars will pulse one of the negative wires on the dash lock/unlock button, but will NOT pulse when you press the factory remote (some cars require a diode to isolate signals).

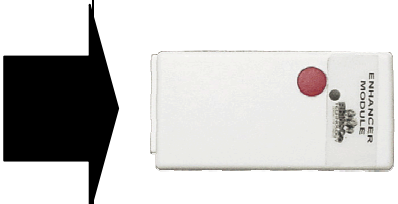

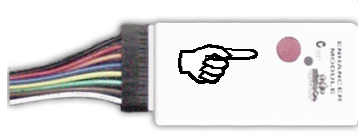

2.Changing Setting 2/Setting 1 (Inhibit mode/Enable Mode)

The intelligent TRANS TX unit can easily switch between Setting 1 'Enable mode' & Setting 2 'Inhibit Mode'.

Setting 1 'Enable mode': Allows the negative inputs to be connected, and learnt, as wires that will arm/disarm the alarm.


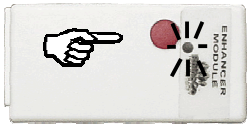








Setting 2 'Inhibit mode': Allows the negative inputs to be connected to any wire that will inhibit the arm/disarm if the input goes negative prior to, or at the same time as, the motor drive/positive inputs. Preventing manually locking/unlocking the car from arming/disarming. This setting is the default setting.

Carry out this procedure to toggle between the two settings.

1. Disconnect the Trans TX	 <p>Disconnect the Trans TX.</p>
2. Press and hold the button down.	 <p>Press and hold the button.</p>
3. While still holding down the button, plug the wire harness back into the Trans TX.	 <p>Plug in the Trans TX</p>
4. Once the unit is power plugged in, the unit will give 1 flash for setting 1, and two flashes for setting two. Simply repeat these steps to choose between the two settings.	 <p>Wait for LED to Flash</p> <p>1 Flash = Setting 1 2 Flashes = Setting 2</p>


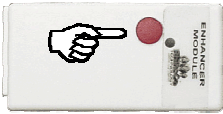


3. Learn vehicle into the TRANS TX Module

The intelligent TRANS TX unit now must learn Lock, Unlock and boot.

<p>1. Sit in the vehicle, close all doors and lock the vehicle with the factory remote.</p>	 <p>Sit in vehicle with vehicle locked.</p>
<p>2. Press and release the button on the TRANS TX module. The LED will turn on, on the TRANS TX Module.</p>	 <p>Press and release the button.</p> <p>TRANS TX LED Turns on Immediately</p>
<p>3. Immediately, unlock the vehicle with the factory remote. The TRANS TX LED will turn off.</p>	  <p>Unlock Vehicle. LED turns off.</p> <p>Wait for LED to turn on</p>
<p>4. When the TRANS TX LED turns back on, lock the vehicle with the factory remote. The TRANS TX LED will turn off.</p>	  <p>Lock Vehicle. TRANS TX LED turns off.</p> <p>Wait for LED to turn on</p>
<p>5. When the LED turns back on, press boot on the factory remote. If there is no boot, wait for the LED to turn back off.</p>	  <p>Open boot. LED turns off. NO boot then do nothing.</p> <p>LED stays off</p>
<p>6. Test the alarm will arm and disarm, and does not, arm and disarm when using your finger to manually lock/unlock the doors. Boot will disarm the alarm from armed state if connected.</p>	  <p>Test lock and unlock (and boot). The alarm (RAM, JAG or RAv2) should arm and disarm.</p>

NOTE: If purchased as a complete unit, you do not need to learn in the TRANS TX or activate TRANS TX mode.

Learn the TRANS TX into the alarm (RAM, JAG, RAv2)

<p>1. Turn the vehicle ignition on. Press and hold the centre button on the alarm remote control.</p>	 <p>Turn the vehicle ignition on and then press and hold centre button on remote control</p> <p>Wait for LED to flash</p>
<p>2. When the alarm LED starts to flash immediately release the button on the remote control and press and hold the button on the TRANS TX module.</p>	 <p>Release remote control button and press and hold Transformer button</p> <p>Wait for LED to stop flashing</p>
<p>3. When the alarm LED stops flashing release the button on the TRANS TX and turn vehicle ignition off.</p>	 <p>Release button and turn vehicle ignition off</p>
<p>4. To test that the TRANS TX is learnt in successfully, disarm the alarm with the remote control and then press and hold the button on the TRANS TX module until the red LED turns on. The alarm will arm.</p>	 <p>Disarm the vehicle with remote. Press and hold Transformer button until LED turns on. The alarm will arm</p>

Activate TRANS TX Mode on the alarm (RAM, JAG, RAv2)

To activate TRANS TX Mode please refer to the relevant alarm's register programming instructions.

Common Vehicles

These wiring colours and locations are given as a guide only. It is the installer's responsibility to ensure each wiring connection made to the vehicle has been carefully checked and verified.

Holden VY VX VT (VT series 2 only)

The following wires can be found on the body control module in the driver's side kickpanel.

Orange – Blue/Black 'unlock' positive central locking motor drive wire. ('X4' plug on VY and 'C3' plug on other models.)

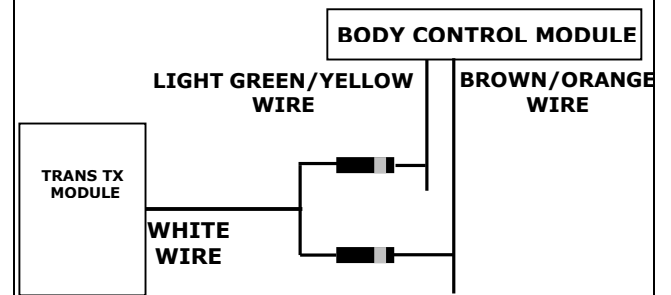
Blue – Black/Yellow 'lock' positive central locking motor drive wire. ('X4' plug on VY and 'C13' plug on other models.)

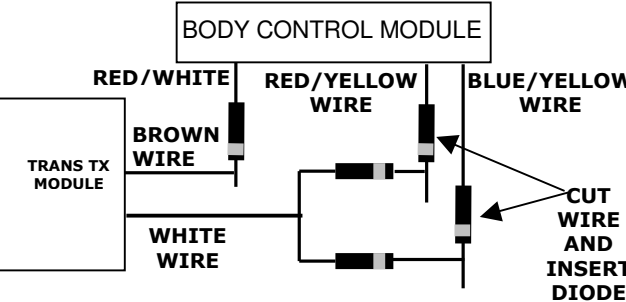
Yellow – Red/Green 'boot release' positive boot motor drive wire. ('X4' plug on VY and 'C25' plug on other models.)

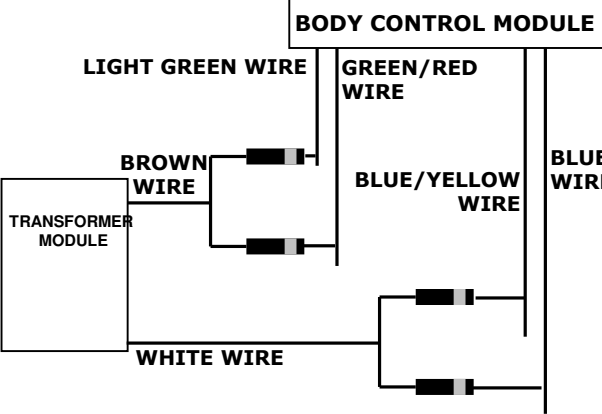
Green – No connection.

Brown – Brown/Red 'lock' negative control wire. ('X4' plug on VY and 'C21' plug on other models.)

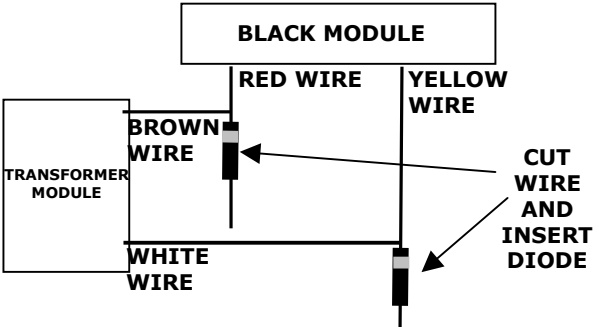
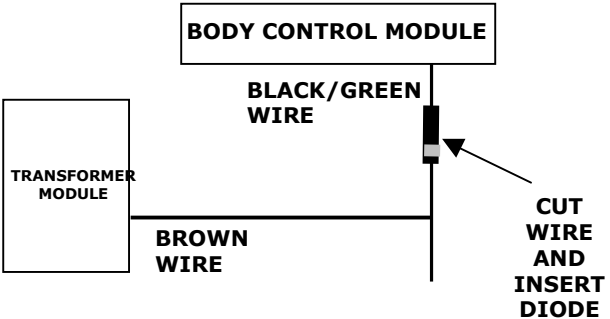
White – Light Green/Yellow and Brown/Orange through two diodes as shown on the right. These wires are 'unlock' and 'passenger door unlock' negative control wires. ('X4' plug on VY and 'C20' and 'C9' plug on other models.)

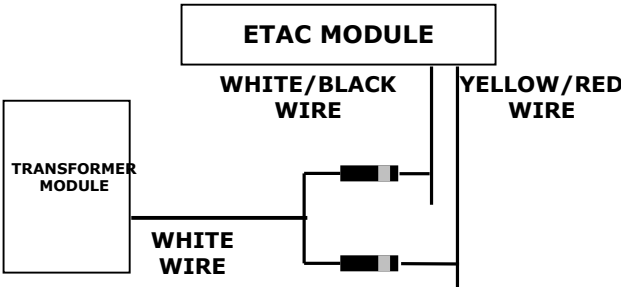
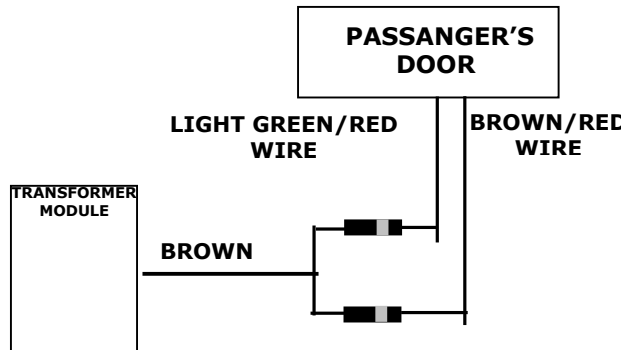


<p>Ford BA and AU (AU series 2 only)</p> <p>SETTING 1</p>	<p>The following wires can be found on the orange plugs on either passenger or driver's side kickpanel. The following connections refer to both the BA and AU unless specified toherwise.</p> <p>Orange – Yellow (Thick wire, <u>Driver</u> side kickpanel) 'unlock' positive central locking motor drive wire.</p> <p>Blue – Yellow/Black (Thick wire, <u>Driver</u> side kickpanel) 'lock' positive central locking motor drive wire.</p> <p>Yellow – Purple (Thick wire, <u>Passenger</u> side kickpanel on BA and loom on <u>Driver</u> side kickpanel on AU) boot motor positive drive wire.</p> <p>Green –Green/Silver (Thin wire, <u>Passenger</u> side kickpanel) blinker positive wire.</p> <p>Brown – Yellow/Silver (Thin wire, <u>Driver side</u> kickpanel) 'lock/unlock' negative control wire from driver's central locking motor switch.</p> <p>White – BA: No Connection. AU: Pink/Green (Behind dash central locking switch) 'lock/unlock' negative control wire from dash central locking switch.</p>	
<p>Mitsubishi Magna/Verada '2004'</p>	<p>The following wires can be found on the body module under the dash to the right of the steering column.</p> <p>Orange – Blue/Black (large plug) 'unlock' positive central locking motor drive wire.</p> <p>Blue – Blue/Red (large plug) 'lock' positive central locking motor drive wire.</p> <p>Yellow – Red/Yellow (large plug) 'boot release' positive boot motor drive wire.</p> <p>Green – No Connection.</p> <p>Brown – Red/White (medium plug) through a diode as shown on the right. This wire is the 'lock' negative control wire from the driver's central locking motor switch.</p> <p>White – Red/Yellow and Blue/Yellow (medium plug) through diodes as shown on the right. These wires are the 'lock/unlock' negative control wires from the driver's door key barrel.</p>	

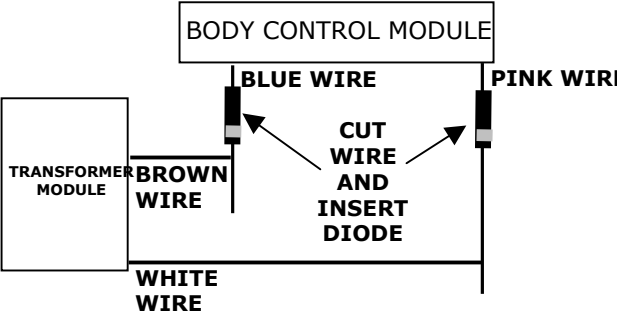
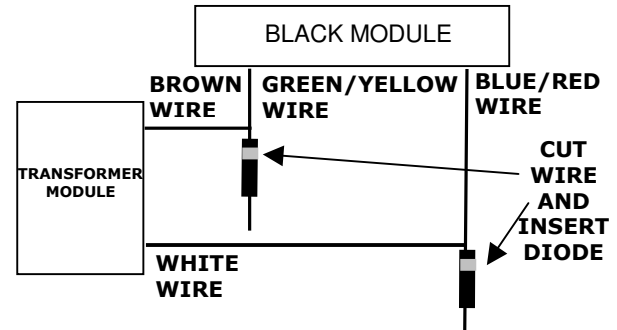
<p>Toyota Camry CV30 Altise/Ateva '2002'</p>	<p>The following wires can be found in the various plugs in the driver's side kickpanel.</p> <p>Orange – Blue/Black (in blue plug) 'unlock' positive central locking drive wire.</p> <p>Blue – Blue/Red (in grey plug) 'lock' positive central locking drive wire.</p> <p>Yellow – White/Blue (in white plug, Ateva only) 'boot release' positive drive wire for boot motor.</p> <p>Green – No connection.</p> <p>Brown – Light Green and Green/Red through two diodes as shown on the right. These wires are the 'lock/unlock' negative control wires from the central locking switch inside the car.</p> <p>White – Blue and Blue/Yellow through two diodes as shown on the right. These wires are the 'lock/unlock' negative control wires from the driver's door key barrel.</p>	 <p>The diagram illustrates the wiring between a TRANSFORMER MODULE and a BODY CONTROL MODULE. The TRANSFORMER MODULE has three output wires: LIGHT GREEN WIRE, BROWN WIRE, and WHITE WIRE. The BODY CONTROL MODULE has four input wires: GREEN/RED WIRE, BLUE/YELLOW WIRE, and BLUE WIRE. The BROWN WIRE from the Transformer Module is connected to the GREEN/RED WIRE of the Body Control Module through a diode. The WHITE WIRE from the Transformer Module is connected to the BLUE/YELLOW WIRE of the Body Control Module through a diode. The LIGHT GREEN WIRE from the Transformer Module is connected to the BLUE WIRE of the Body Control Module through a diode.</p>
<p>Holden Astra '2005'</p>	<p>Orange – White driver door 'unlock' positive central locking motor drive wire. (Passenger side kickpanel.)</p> <p>Blue – Red driver door 'lock' positive central locking motor drive wire. (Passenger side kickpanel.)</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Brown/White dash central locking switch negative control wire. (Behind central locking switch on dash.)</p> <p>White – No connection.</p>	

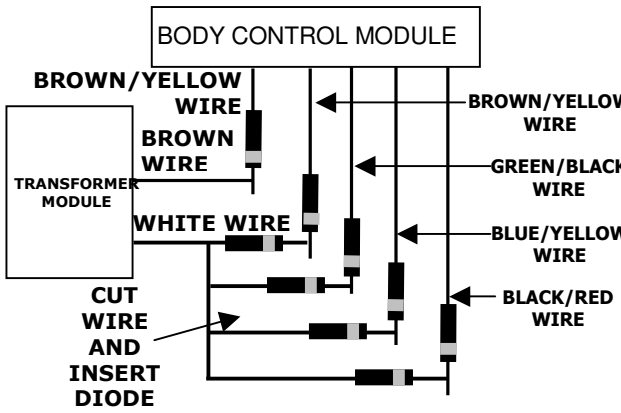
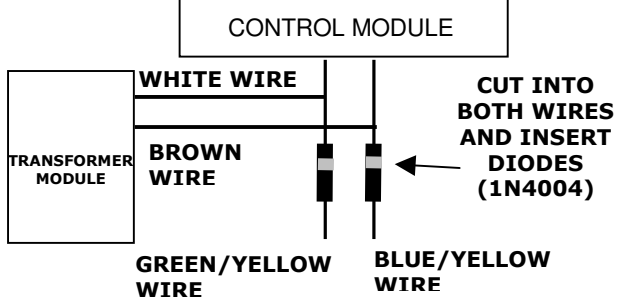
Holden Barina '2001'	<p>The following wires can be found in the wiring harness in the driver side kickpanel.</p> <p>Orange – Black/Yellow 'unlock' positive driver side central locking motor drive wire.</p> <p>Blue – Black/Red 'lock' positive driver side central locking motor drive wire.</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Brown/Red 'lock' negative control wire.</p> <p>White – Red/Blue 'unlock' negative control wire.</p>	
Hyundai Getz '2004'	<p>The following wires can be found in the loom in the driver side kickpanel unless specified otherwise.</p> <p>Orange – Red/Yellow 'unlock' positive driver side central locking motor drive wire.</p> <p>Blue – Green 'lock' positive driver side central locking motor drive wire.</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Grey 'lock/unlock' negative driver control wire.</p> <p>White – Pink 'unlock' negative passenger control wire. (Black plug in driver side kick panel.)</p>	
Hyundai Accent '2004'	<p>The following wires can be found in the loom in the driver side kickpanel unless specified otherwise.</p> <p>Orange – Yellow 'unlock' positive driver side central locking motor drive wire.</p> <p>Blue – White 'lock' positive driver side central locking motor drive wire.</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Blue 'lock/unlock' negative driver control wire.</p> <p>White – Blue/Red 'unlock' negative passenger control wire. (Passenger side kickpanel.)</p>	

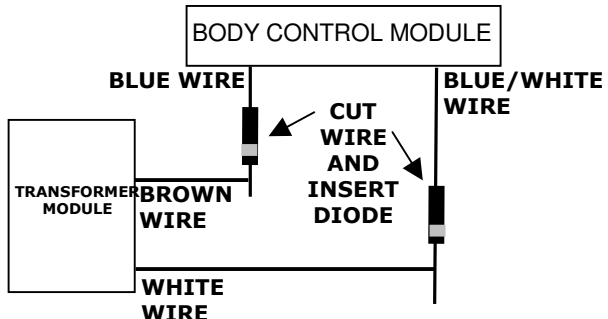
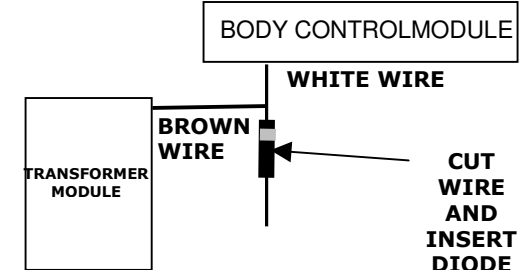
<p>Kia Rio '2005'</p> <p>SETTING 1</p>	<p>The following wires can be found in the harness of the black module to the right of the steering column.</p> <p>Orange – No connection.</p> <p>Blue – No connection.</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Red wire through a diode as shown on the right. This wire is the 'lock' negative control.</p> <p>White – Yellow wire through a diode as shown on the right. This wire is the 'unlock' negative control.</p>	
<p>Mazda 3 '2004'</p>	<p>The following wires can be found in the loom in the passenger side kickpanel unless specified otherwise.</p> <p>Orange – White/Black 'unlock' positive driver side central locking motor drive wire.</p> <p>Blue – Yellow/Black 'lock' positive driver side central locking motor drive wire.</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Black/Green (found in brown plug under fuse box on passenger side) through a diode as shown on the right. This wire is the 'lock/unlock' negative control from the central locking switch inside the car.</p> <p>White – No connection.</p>	

<p>Mitsubishi Lancer '2003'</p>	<p>The following wires can be found on under the dash on the driver's side in the white plug in front of the fuse box unless specified otherwise.</p> <p>Orange – Blue/Black 'unlock' positive driver side central locking motor drive wire.</p> <p>Blue – Blue/Red 'lock' positive driver side central locking motor drive wire.</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Pink 'lock' negative control from the central locking switch in driver's door motor. This wire is on the plug of the ETAC module behind the fuse box on the right side of the dash.</p> <p>White – White/Black and Yellow/Red through two diodes as shown on the right. These wires are the 'lock/unlock' negative control wires from the passenger key barrel. These wires can be found on the ETAC module behind the fuse box on the right side of the dash.</p>	 <p>The diagram shows a Transformer Module connected to the ETAC Module via a White Wire. The ETAC Module has two output wires: White/Black Wire and Yellow/Red Wire. Each output wire passes through a diode before reaching its destination.</p>
<p>Mitsubishi Pajero '2001'</p>	<p>The following wires can be found on under the dash on the driver's side in the white plug in front of the fuse box unless specified otherwise.</p> <p>Orange – Blue/Red 'unlock' positive driver side central locking motor.</p> <p>Blue – Blue/Black 'lock' positive driver side central locking motor.</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>White – Light Green/Black 'lock' negative control from the central locking switch in driver's door motor. This wire is in the white plug left of fuse panel under dash on driver's side.</p> <p>Brown – Light Green/Red and Brown/Red through two diodes as shown on the right. These wires are the 'lock/unlock' negative control wires from the passenger's door in the passenger's side kickpanel.</p> <p>NOTE: Connect RED/GREEN wire located in the bottom plug of the fuse box to the door input trigger wire of the alarm</p>	 <p>The diagram shows a Transformer Module connected to the Passenger's Door via a Brown Wire. The Passenger's Door has two output wires: Light Green/Red Wire and Brown/Red Wire. Each output wire passes through a diode before reaching its destination.</p>

Nissan Pathfinder '2002'	<p>The following wires can be found at the body module under the dash next to the fuse box.</p> <p>Orange – White/Purple 'unlock' positive driver side central locking motor drive wire.</p> <p>Blue – Blue 'lock' positive driver side central locking motor drive wire.</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Light Green/Red 'unlock' negative control from switch in driver's door.</p> <p>White – Brown 'lock/unlock' negative control from switch in driver's door key barrel.</p>	
Nissan Pulsar '2001'	<p>The following wires can be found in the loom in driver side kickpanel.</p> <p>Orange –White/Red 'unlock' positive driver side central locking motor drive wire.</p> <p>Blue –Blue/Red 'lock' positive driver side central locking motor drive wire.</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Yellow/Green 'lock/unlock' negative control from central locking switch in driver's door motor.</p> <p>White – Pink/Black 'boot release' negative control wire.</p>	

<p>Nissan Pulsar Hatch '2003'</p>	<p>The following wires can be found in the grey or white plugs of the body module to the left of the steering column under the dash.</p> <p>Orange –White/Red 'unlock' positive driver side central locking motor drive wire (grey plug).</p> <p>Blue –Blue/Red 'lock' positive driver side central locking motor drive wire (grey plug).</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Blue wire through a diode as shown on the right (white plug). This wire is the 'unlock' negative control wire from the central locking switch inside the car on the drivers door.</p> <p>White – Pink wire through a diode as shown on the right (white plug). This wire is the 'lock' negative control wire from the central locking switch inside the car on the drivers door.</p>	
<p>Toyota Corolla Accent '2003'</p> <p>SETTING 1</p>	<p>The following wires can be found at the black module above the driver kickpanel.</p> <p>Orange – No connection.</p> <p>Blue – No connection.</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Green/Yellow through a diode as shown on the right. This wire is the 'lock' negative control wire.</p> <p>White – Blue/Red through a diode as shown on the right. This wire is the 'unlock' negative control wire.</p>	

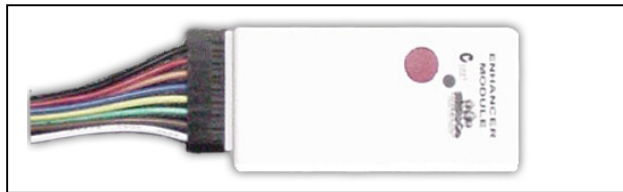
<p>Toyota Echo '2003'</p>	<p>Orange – Blue/Black 'unlock' positive driver side central locking motor drive wire. Wire in loom in driver side kickpanel. Blue – Blue/Orange 'lock' positive driver side central locking motor drive wire. Wire in loom in driver side kickpanel. Yellow – No connection. Green – No connection. Brown – Brown/Yellow through diode as shown on the right. This wire is the 'lock' negative control wire from central locking switch on dash. White – Brown/Yellow and Green/Black (in driver door loom) and Blue/Yellow and Black/Red (in passenger door loom) through diodes as shown on the right. These wires are the 'lock/unlock' negative control wires from the driver and passenger door key barrels.</p>	 <p>The diagram shows a Transformer Module on the left connected to a Body Control Module at the top. Wires connect them: Brown/Yellow, Brown, White, and a cut wire with a diode. On the right, these connect to Brown/Yellow, Green/Black, Blue/Yellow, and Black/Red wires. Diodes are shown in the connections for the cut wire and the Brown wire.</p>
<p>Toyota Hilux '2002'</p>	<p>Orange – No connection. Blue – No connection. Yellow – No connection. Green – No connection. Brown – Blue/Yellow wire (Unlock signal) in control module behind fuse panel. White – Green/Yellow wire (Lock signal) in control module behind fuse panel. Note: Module to be set to SETTING 1, refer page 3.</p>	 <p>The diagram shows a Transformer Module on the left connected to a Control Module at the top. Wires connect them: White, Brown, and a cut wire with a diode. On the right, these connect to Green/Yellow and Blue/Yellow wires. A note indicates to cut into both wires and insert diodes (1N4004).</p>

<p>Toyota Hilux '2005'</p>	<p>The following wires can be found in the door loom in the driver side kickpanel.</p> <p>Orange – Blue/Yellow 'unlock' positive driver side central locking motor drive wire (in black plug).</p> <p>Blue – Blue/Silver 'lock' positive driver side central locking motor drive wire(in black plug).</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Blue through a diode as shown on the right. This wire is 'lock' negative control from central locking switch inside car on driver's door and key barrel (blue plug).</p> <p>White – Blue/White through a diode as shown on the right. This wire is 'unlock' negative control from central locking switch inside car on driver's door and key barrel (blue plug).</p>	
<p>Toyota RAV4 '2000'</p> <p>SETTING 1</p>	<p>Orange – Blue/Silver 'lock' positive driver side central locking motor drive wire (in top left plug in driver side kickpanel).</p> <p>Blue – No connection.</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – White through a diode as shown on the right. This wire is the negative 'blinker' confirmation from the body module behind the glove box.</p> <p>White – Red/Yellow 'unlock' negative output from body module to dome light (in black plug behind glove box in the side pillar).</p>	

Nissan X-Trail '2001'	<p>The following wires can be found at the central locking module under the dash to the right of the steering column.</p> <p>Orange – Green/Red 'unlock' positive driver side central locking motor drive wire.</p> <p>Blue –Red/Black 'lock' positive driver side central locking motor drive wire.</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Grey 'lock' negative control wire.</p> <p>White – Purple 'unlock' negative control wire.</p>	
Honda Civic '2001'	<p>The following wires can be found in the loom in driver side kickpanel.</p> <p>Orange – Yellow/Green 'unlock' positive driver side central locking motor drive wire.</p> <p>Blue –Yellow/Black 'lock' positive driver side central locking motor drive wire.</p> <p>Yellow – No connection.</p> <p>Green – No connection.</p> <p>Brown – Yellow/Red 'lock' negative control wire.</p> <p>White – No connection.</p>	

Notes for Installation

- Plug the wiring harness in to the module last, after all connections have been made.
- Check the vehicles electrical system thoroughly **before** commencing installation.
- The installation should be as well hidden as possible - to maximise the system security.
- **Solder** all connections, and then **insulate** with insulation tape.
- Use a **multi - meter** to verify any wires nature.
- Connect the harness to the TRANS TX module as shown below.
- Diodes: 1 Amp is 1N4004, 3 Amp is 1N5404.



IMPORTANT: If the installer does not have a concise knowledge of the vehicle's electrical system, it is strongly advised not to aimlessly probe to find the necessary wires. Doing so may damage your vehicles electrical system. Consult with your vehicle's manufacturer, or a qualified Auto Electrician. Rhino accepts no responsibility if an installer wires the product incorrectly or damages the vehicle during installation.

***CONGRATULATIONS!
INSTALLATION IS NOW COMPLETE.***

WARRANTY TERMS & CONDITIONS

RhinoCo Technology (The Company) warrants its products to be in conformance with its own plans and specifications and to be free from defects in materials and workmanship under normal use and service for 12 months from the date stamp control on the product, or for products not having a date stamp, for twelve months from the date of original purchase unless the installation instructions or catalogue sets forth a shorter period, in which case the shorter period shall apply. The Company's obligation shall be limited to repairing or replacing, at its option, free of charge for materials or labor, any part which is proved not in compliance with The Company's specifications or proves defective in materials or workmanship under normal use and service. The Company shall have no obligation under this Limited Warranty or otherwise if the product is altered or improperly repaired or serviced by anyone other than The Company.

For warranty service, return transportation prepaid, to RhinoCo Technology, 9 Hannabus Place McGraths Hill NSW 2756 Australia.

There are no warranties, expressed or implied, of merchant ability, or fitness for a particular purpose or otherwise, which extend beyond the description on the face hereof. In no case shall The Company be liable to anyone for any consequential or incidental damages for breach of this or any other warranty, express or implied, or upon any other basis of liability whatsoever, even the loss or damage is caused by its own negligence or fault.

The Company does not represent that the products it sells may not be compromised or circumvented; that the products will prevent any personal injury or property loss by burglary, robbery, fire or otherwise; or that the products will in all cases provide adequate warning or protection. Customer understands that a properly installed and maintained alarm system may only reduce the risk of a burglary, robbery, or fire without warning, but it is not insurance or a guarantee that such will not occur or that there will be no personal injury or property loss as a result.

Consequently, The Company shall have no liability for any personal injury; property damage or other loss based on a claim the product failed to give any warning. However, if The Company is held liable, whether directly or indirectly, for any loss or damage arising under this limited warranty or otherwise, regard less of cause or origin, The Company's maximum liability shall not in any case exceed the purchase price of the product, which shall be the complete and exclusive remedy against The Company.

This warranty replaces any previous warranties and is the only warranty made by the Company on this product. No increase or alteration, written or verbal, of the obligations of this Limited Warranty is authorised.



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