

VSM550 & DSM550 Standalone Starter-Kill

Summary

The VSM550 & DSM550 now support a standalone Starter-Kill feature.

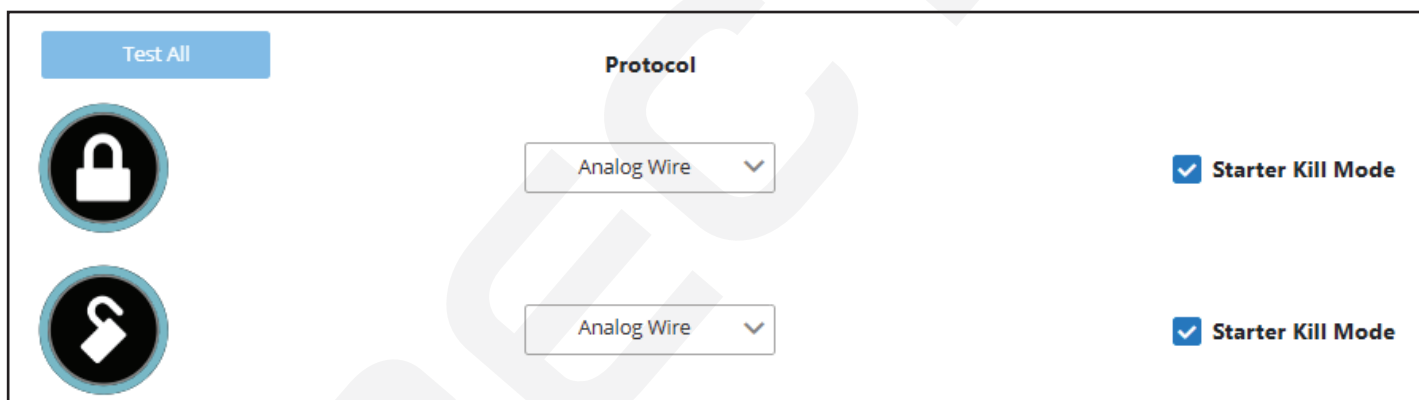
Important: An OTA (over the air) update may be required before configuration options shown below are available.

How It Works

Using the VIPER/DIRECTED SMARTSTART App, the end-user will activate the Starter-Kill by pressing "Lock" and deactivate it by pressing "Unlock".

Note: Vehicle locks do not need to be connected for the starter-kill feature to work.

The Starter-Kill feature must be enabled in the activation portal by the installer. To setup the device for Starter-Kill, click the Protocol drop-down box for both Lock & Unlock, then click the check box for Starter-Kill Mode and ensure it is checked for both.



The screenshot shows a configuration interface for the Starter-Kill feature. At the top left is a blue button labeled "Test All". Below it are two circular icons: a locked padlock and an unlocked padlock. To the right of these icons is a "Protocol" section with two dropdown menus, both currently set to "Analog Wire". To the right of the dropdown menus are two checkboxes, both labeled "Starter Kill Mode", both of which are checked.

This will configure the **White/Blue** wire on the 6-pin analog harness of the 550 device to now behave as Starter-Kill and can be wired to an external relay to interrupt the starter in the vehicle.

Ensure the **WHITE** configuration wire is connected to GROUND prior to powering the device and proceed to installation Method A or B.

Over-The-Air Update

Upon power-up the 550 device will connect to the server and within 15 minutes check to see if an update is available. If an update is available, it will automatically perform the software update which typically takes less than 10 minutes but may take up to one hour in rare circumstances. Devices already installed out in the field will be automatically updated.

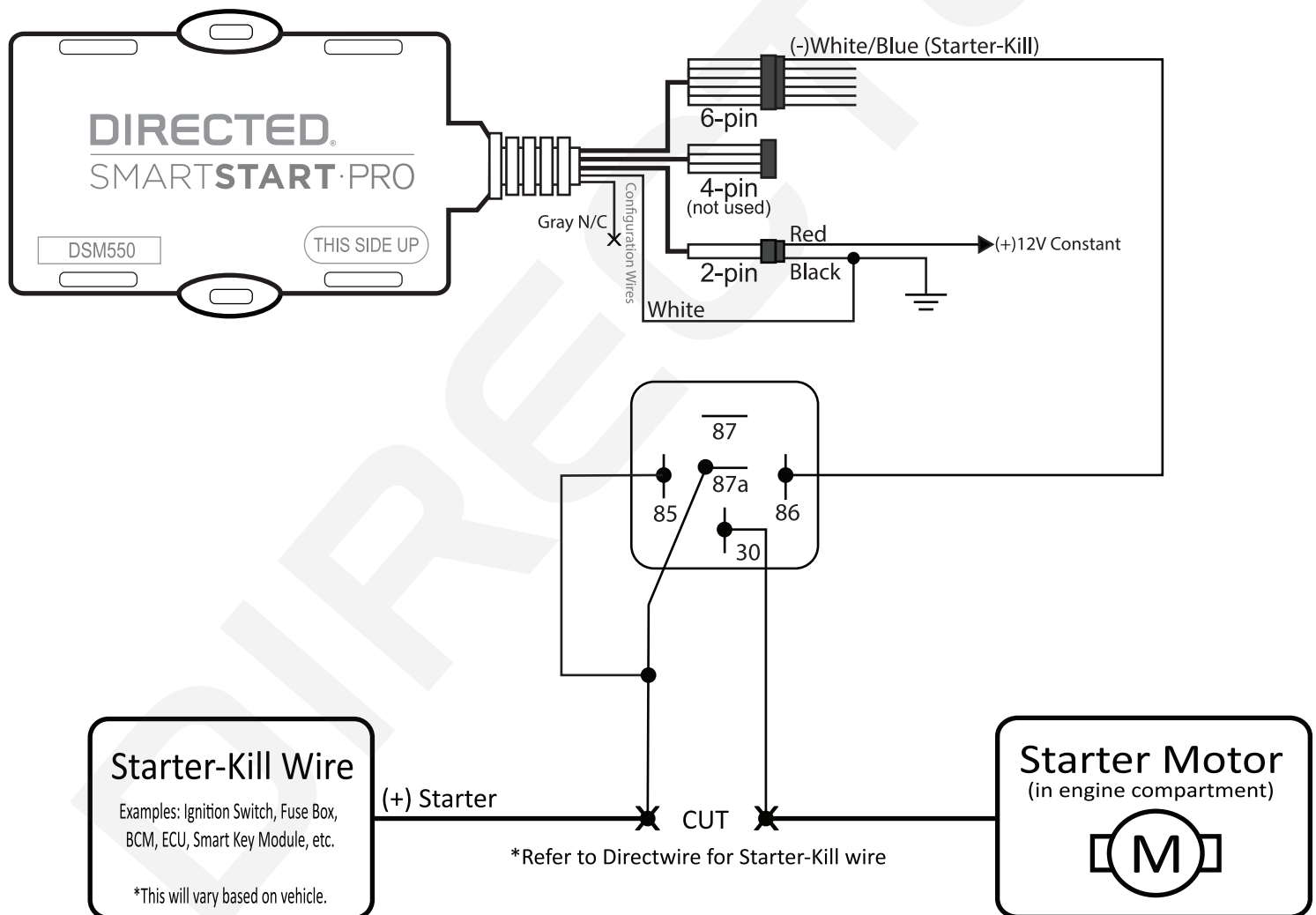
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Method A

This is the recommended method for integrating with modern vehicles that do not have easy access to a standard Ignition circuit. This method may also be used in vehicles where the timing offset between the ignition & starter circuits is not conducive to Method B.

Method A



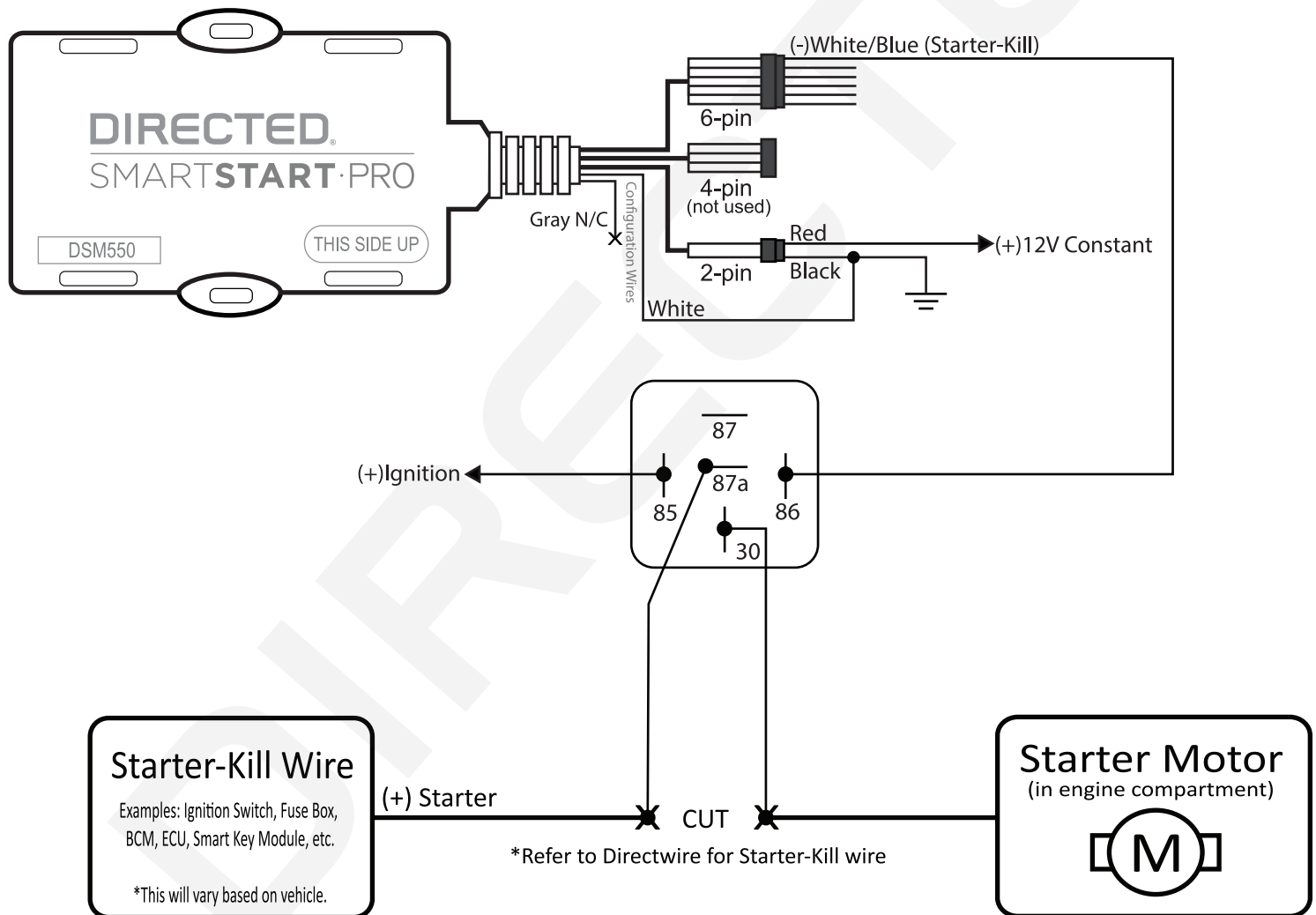
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Method B

This method is intended for integrating with vehicles that have a standard ignition circuit that energizes before and during starter activation.

Method B



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