



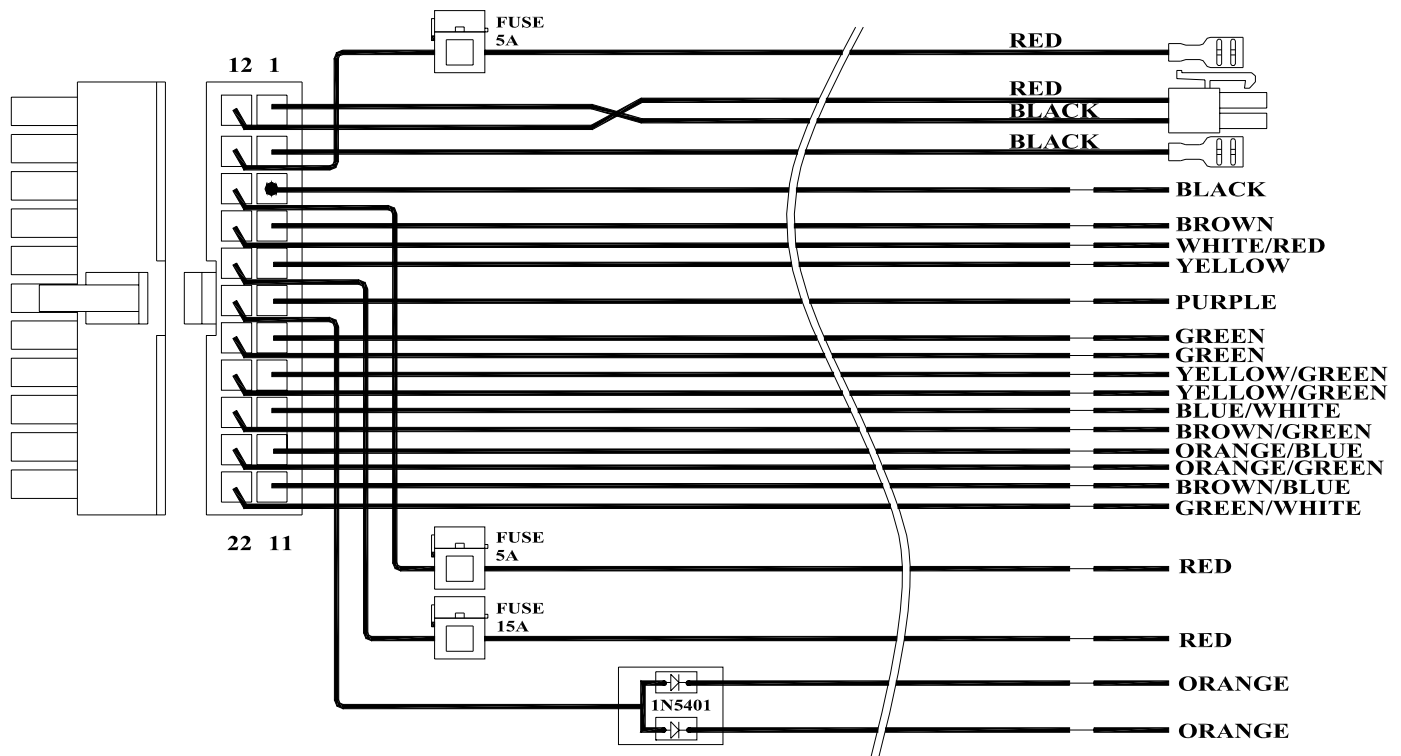
PORTMAN

GPS&GPRS CAR ALARM GV8300

INSTALLATION MANUAL

Connectors detail description

H1 2*11 connector



H1/1&H1/12:

The other terminal of the two wires is a 2PIN connector; it is very convenience to connect the solar battery board. The solar battery board is optional; it means that if there is no solar battery board to connect, GV8300 can still work.

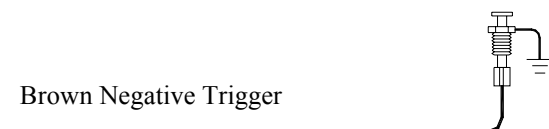
H1/2&H1/13:

The other sides of the two wires have especial terminal that can insert the backup battery terminal directly, the backup battery is necessary, and it can power the GV8300 when the 12V power supply is off.

H1/3:Black wire: connect to the ground of the vehicle.

The wire connects the system ground. This is main ground connection of GV8300. Do not connect this wire to any existing ground wires supplied by the factory wire loom, make the connection to the vehicle's frame directly.

H1/4 Brown wire — Negative Door Switch Sensing Input —



This wire is the ground trigger input wire for negative door pin switch. This wire is connection for "grounding" type factory door pins locate the "common wire" that connects the door pin switches. Make the connection of the brown Wire here.

H1/5 Yellow wire — ACC Sensing Input

This wire should be connected to vehicle ACC. when the vehicle is ACC ON, the wire can sense a high voltage to inform the GV8300 act.

H1/6 Purple wire —300mA optional trunk output –

This feature allows you to remote control trunk release. Because the output current is maximum 300mA, it is necessary to connect a relay in order to amplify the drive current.

H1/7&H1/18 Green wire —Cut relay COM

The two wires connect to the cutter relay COM contract; the two wires have already been connected together on PCB. The reason that uses two wires is to increase the current of cutter relay. When the system is armed, the two wires will connect to the other two cutter relay wires(H1/8&H1/19).

H1/8&H1/19 Yellow/Green wire —Cut relay NO

The two wires connect to the cutter relay NO contract; the two wires have already been connected together on PCB. The reason that uses two wires is to increase the current of cutter relay. When the system is armed, the two wires will connect to the other two cutter relay wires (H1/7&H1/18).

H1-9 Blue/White wire--- Lock COM

H1/9,H1/10,H1/11,H1/20,H1/21,H1/22 connect to the central door locking. See the drawing below.

H1-10 Orange/Blue wire--- Lock NC

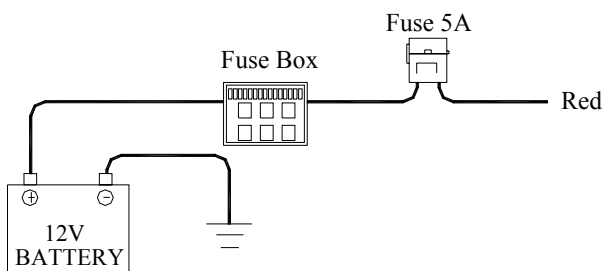
H1/9,H1/10,H1/11,H1/20,H1/21,H1/22 connect to the central door locking. See the drawing below.

H1-11 Brown/Blue wire--- lock NO

H1/9,H1/10,H1/11,H1/20,H1/21,H1/22 connect to the central door locking. See the drawing below.

H1-14 Red wire--- Red wire – System power (+12V Constant)

The RED wire supplies power to the system. Connect this to a constant +12 volt source.



H1-15 white/Red wire--- Siren output

This wire is for Siren, connect it to the RED wire of the siren, the BLACK wire of the siren connect to (-) chassis ground.

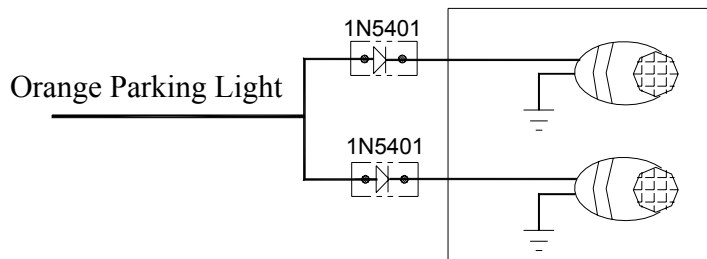
This wire can be also connected to a horn if the customer ask for . Because the output current is maximum 300mA, it is necessary to connect a relay in order to amplify the drive current.

H1-16 Red wire---parking light input

This wire should be connected to a constant +12 volt source. It offers the power of the parking light.

H1-17 Orange wire--- (-) parking light output

This wire should be connected to the (+) parking light wire. It will supply a (+) 15A output. If the parking light polarity fuse jumper inside the unit is moved to opposite position, this wire supplies a (-) 15A output.



H1-20 Brown/Green Wire--- Unlock NO

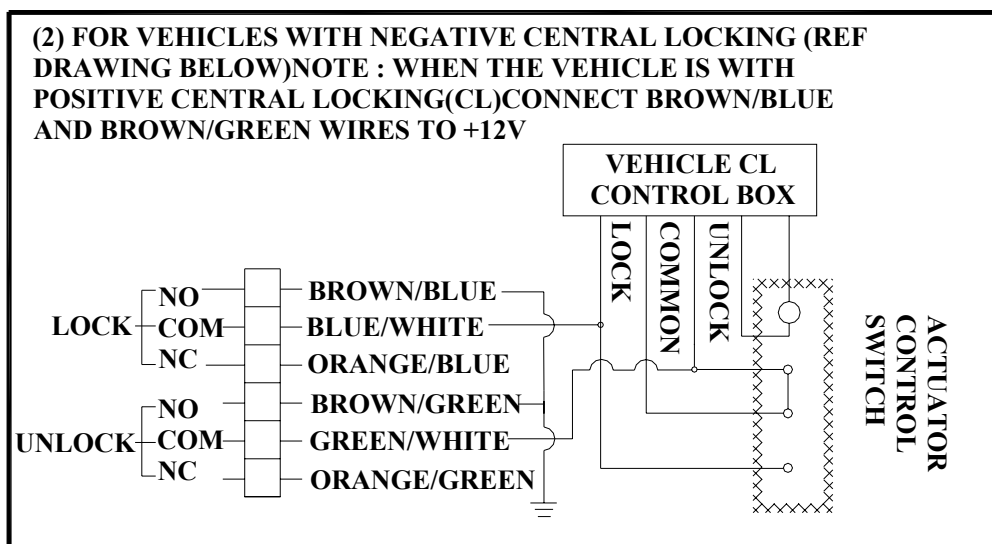
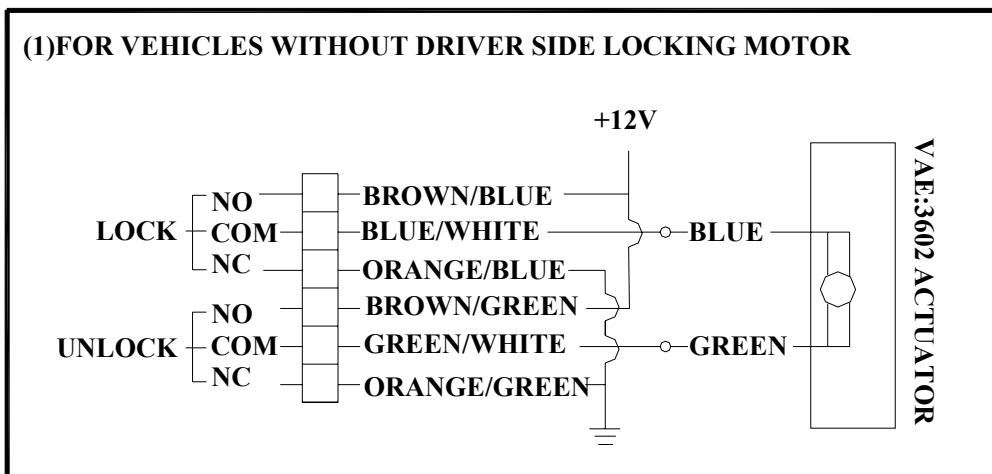
H1/9,H1/10,H1/11,H1/20,H1/21,H1/22 connect to the central door locking. See the drawing below.

H1-21 Orange/green wire...Unlock NC

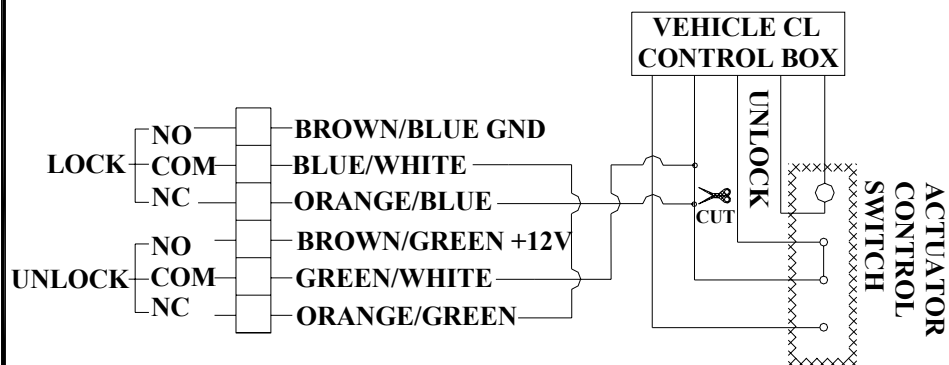
H1/9,H1/10,H1/11,H1/20,H1/21,H1/22 connect to the central door locking. See the drawing below.

H1-22 Green/White Wire ...Unlock COM

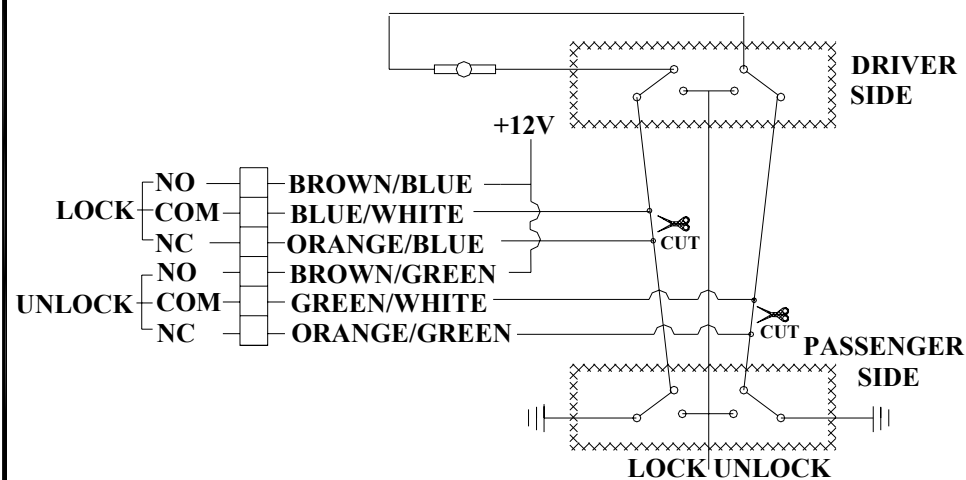
H1/9,H1/10,H1/11,H1/20,H1/21,H1/22 connect to the central door locking. See the drawing below.



(3) FOR VEHICLES WITH POSITIVE UNLOCKING AND NEGATIVE LOCK SIGNAL (REF DRAWING BELOW) NOTE : WHEN THE VEHICLE IS WITH NEGATIVE, UNLOCK AND POSITIVE LOCK SWITCH BROWN/BLUE TO +12V AND BROWN/GREEN TO GROUND



(4) FOR VEHICLE WITH DIRECT SWITCHING CENTRAL LOCKING



H2 2-Key pad port: black 4-pin connector. (Be used in GV8100N)

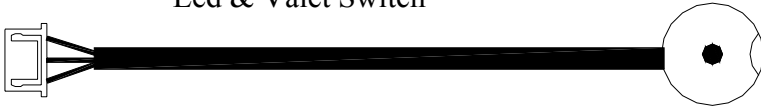


H3 12-Key pad port: white 4-pin connector. (Be used in GV8200N)



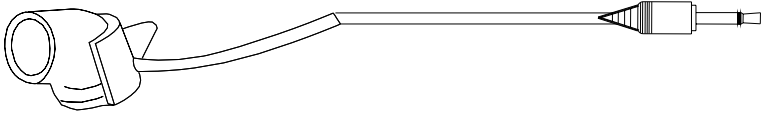
H4 LED+VALET switch port: black 3-pin connector. (Be used in GV8300; GT8000N; GT8005N; GT8010N)

Led & Valet Switch



H5 PC setup port: white 4-pin connector.

H6 MICROPHONE (be used in GV8100N; GV8200N; GV8300)

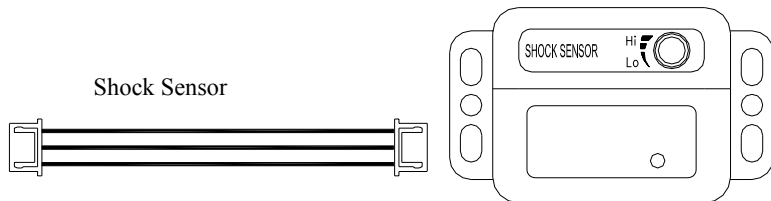


H7 Hs100 port: blue 4-pin connector. (optional)

H8 Hand free (be used in GV8100N; GV8200N; GV8300)

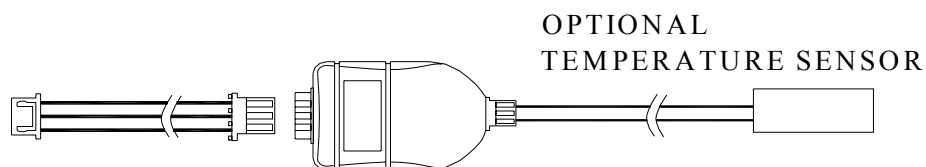


H9 Shock sensor or Ultrasonic sensor port: white 3-pin connector. (Be used in GT8010N; optional)



H10 RF antenna (be used in GT8010N)

H11 Temperature sensor port: blue 3-pin connector. (Optional)

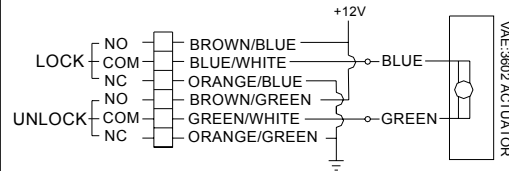


H12 TL sensor port: red 3-pin connector. (Be used in GT8005N; optional)

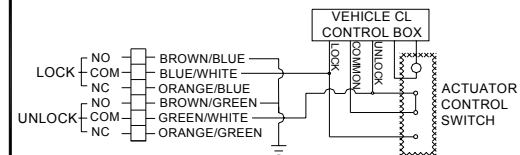
H13 GPS output port: red 2-pin connector.

INSTALLATION GUIDE MODE:GV8300-Series

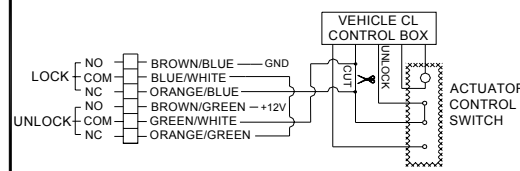
(1) FOR VEHICLES WITHOUT DRIVER SIDE LOCKING MOTOR



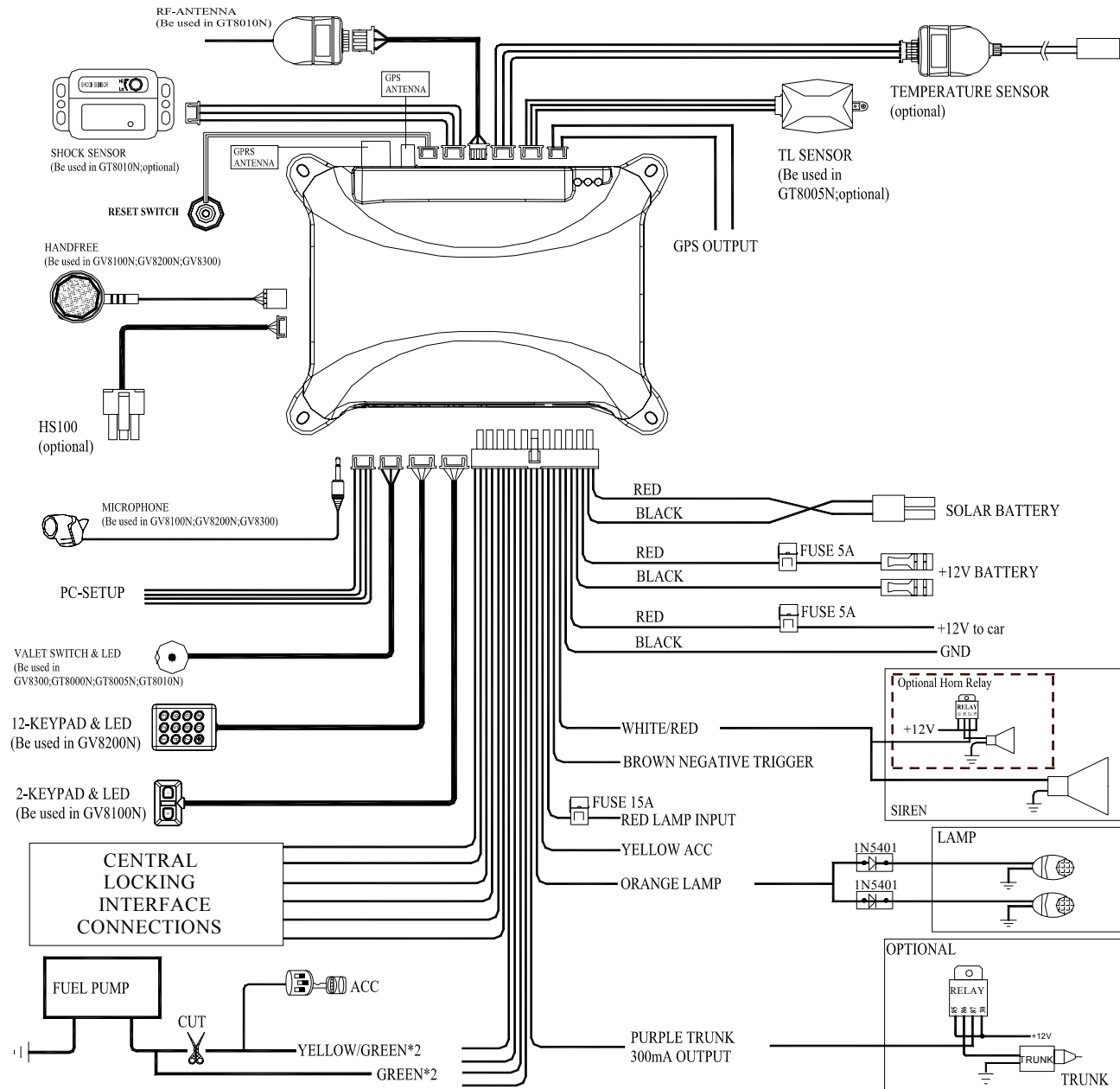
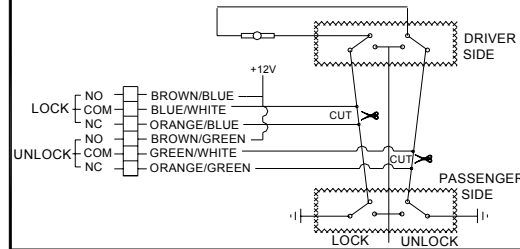
(2) FOR VEHICLES WITH NEGATIVE CENTRAL LOCKING (REF DRAWING BELOW) NOTE : WHEN THE VEHICLE IS WITH POSITIVE CENTRAL LOCKING, CONNECT BROWN/BLUE AND BROWN/GREEN WIRES TO +12V



(3) FOR VEHICLES WITH POSITIVE UNLOCKING AND NEGATIVE LOCK SIGNAL (REF DRAWING BELOW) NOTE : WHEN THE VEHICLE IS WITH NEGATIVE UNLOCK AND POSITIVE LOCK SWITCH BROWN/BLUE TO +12V AND BROWN/GREEN TO GROUND



(4) FOR VEHICLE WITH DIRECT SWITCHING CENTRAL LOCKING



Federal Communications Commission (FCC) Statement

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

You are cautioned that changes or modifications not expressly approved by the party responsible for compliance could void your authority to operate the equipment.

Operation is subject to the following two conditions:

- 1) this device may not cause interference and
- 2) this device must accept any interference, including interference that may cause undesired operation of the device.

FCC RF Radiation Exposure Statement:

1. This Transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.
2. This equipment complies with FCC RF radiation exposure limits set forth for an uncontrolled environment.