

## Curb Alert PRO (Kit # 5000-CA5)

**Please read thoroughly before starting installation and check that kit contents are complete.  
Troubleshooting recommendations can be found on last page.**

### Items Included in the Kit:

(Letters refer to labels in picture below)

A—Front IR proximity Sensor

B—Buzzer

C—Main Module with calibration button

D—Accessory pack that includes top-mount bracket for sensor, cable ties, mount tabs, and Allen wrench

\*\*\*Do NOT discard box, as it will be used during calibration\*\*\*

These instructions

### Tools & Supplies Needed:

Wire strippers

Wire cutters

Electrical tape

Zip ties

Plastic panel removal tools

Digital Volt Meter / BCM safe test light

Screwdriver

Socket set

Wrench



### **Safety Precautions:**

- Work in well ventilated area that is clear of obstructions.
- Secure vehicle with tire chucks in both front and rear of tires.
- Turn vehicle accessories OFF and ensure ignition key is in OFF position.
- Wear safety goggles and snug fitting clothes.
- Use tools only for their intended purpose and which are in good repair.
- Only perform this task if confidence, skill, and physical ability permit.

**NOTE: We strive to provide accurate and up-to-date installation instructions. For the latest full color instructions, as well as an installation video, please visit [www.brandmotion.com](http://www.brandmotion.com)**

## INSTALLATION:

### 1. FIND AN APPROPRIATE PLACE TO MOUNT ALL COMPONENTS

- The front IR proximity sensor **MUST** be mounted as close as possible to the center of the front of the vehicle with a clear line of sight to the curb. It **CANNOT** be mounted behind the license plate, any panel and or object that will obstruct its view). The sensor must be placed where it will not be easily struck or damaged by road debris or so low that it will be damaged during entry or exit out of driveways.
- The Buzzer must be accessible to the vehicle owner in order to allow operation of the built-in Power switch.
- The Main Module must be mounted in the cabin area where it will be easy to program for proper operation once installed (the program switch will **NOT** be used by customer once installation and proper programming is done and so it can be hidden out of sight).

### 2. INSTALLING HARDWARE:

- Clean the mounting surface where the sensor and buzzer will be adhered using a clean cloth and a cleaning solution or alcohol. Make sure not to leave any residue on the mounting surfaces. **DO NOT** tighten Allen screw completely as the sensor will be adjusted later during the calibration process.
- Mount the sensor and route the sensor harness through the firewall into the cabin area making sure to stay away from any moving parts and away from extreme temperature engine components.
- Mount the buzzer.
- Mount the main module using the supplied cable ties making sure not to obstruct any objects such as the steering column and/or foot pedals under the steering column area. Make sure nothing can accidentally press the calibration switch as this will de-calibrate the unit.
- Connect the buzzer and sensor to the main module, leaving about an 1/8<sup>th</sup> inch of slack. Use a cable tie to secure them to the power cable to ensure that the connections will not come loose during normal vehicle operation.

### 3. POWER CONNECTION:

- Connect the **BLACK** wire of the power harness to a solid, reliable ground. It is recommended to trim cable to appropriate length.
- Connect the **RED** wire of the power harness to an ignition-controlled power source. It is recommended to trim cable to appropriate length.

### 4. CALIBRATION:

It is important that the device be calibrated in the vehicle on a flat surface with **NOTHING** in front of the vehicle for a minimum of 4 feet.

- a. Slide power switch on buzzer to HI position.
- b. Aim sensor about 5 to 10 degrees higher than normal
- c. Turn ignition switch to RUN position. The Curb Alert should emit a series of beeps.
- d. Place box on either the 3-inch or 4-inch side, depending on how high curbs are in your local area, and approximately 12 inches from the front of the vehicle. ***If the system does not alert you at that distance, keep moving it closer until the system alerts you.***
- e. Rotate sensor down until it is pointing at the top edge of the front of the box. (The sensor has a pencil beam IR line-of-sight, and must be aimed properly.)
- f. Press the calibration button and the system will beep 2 times followed by a constant tone. If this did **NOT** happen, return to step E and aim sensor slightly lower then repeat step F.
- g. Raise box straight up and as soon as the sensor no longer detects the box, the solid tone will stop. This will confirm that the sensor is aimed properly. If the sensor continues to emit a tone with the box lifted, then the sensor is aimed too low and is picking up the road. If so, repeat steps E and F, then retry step G.
- h. If the distance is acceptable and the height is accurate then turn the ignition switch OFF and the distance will now be programmed in. If you prefer a different distance then place the box at the desired distance and redo all steps starting with step C.

If you have trouble calibrating at the new desired distance, try starting at the initial positions and recalibrating new distances in 3-4 inch increments.

# INSTALLATION INSTRUCTIONS

## 5. PRE-DELIVERY TESTING

- Tighten sensor using the Allen screw head and the supplied Allen wrench to ensure the sensor will not move during normal operation.
- Place box in front of vehicle at a distance of 30 inches.
- Turn ignition ON. You will hear a series of beeps to confirm the unit has powered on.
- Slide box towards vehicle until 3 beeps are heard from the buzzer.
- Measure distance from box to vehicle. Distance and height should be as they were when programmed.



## 6. USE, CARE, AND MAINTENANCE

- When the vehicle is first started, you will hear a series of beeps to notify you that the unit is up and running.

- Simply drive up to the curb at a slow speed and once the curb is within programmed distance, the unit will beep to notify you to stop. The unit is intended for curbs that are vertical to the parking space; curbs that are at an angle will not be detected properly.
- The unit will shut down automatically when the ignition is turned OFF.
- It is recommended the sensor should be inspected for proper angle of adjustment and to insure that the Allen screw has not come loose at every oil change.
- When washing the car, the sensor should be wiped down and any debris obstructing the lens should be removed. (The sensor relies on line-of-sight and any build-up or obstructions will affect its performance.)

## Troubleshooting/FAQ's

### - My curb alert is no longer giving me audible alerts.

Try holding the red calibration button down for 35-40 seconds. This will not give you any audible alert but it will hard reset the system. Afterward, start recalibration at step 1 on the top of page 3.

### - I can only get my system to alert me when the box is almost against the sensor.

Place the box as close as it needs to be in order to trigger the sensor. Once you've accomplished that, move the box back in 3-4 inch increments. Hit the calibration and recheck distance each time you move to box back. Do this until you've reached your desired alert distance

### - Does the orientation of the sensor matter?

No. The sensor can be in any orientation. The most important factor in regards to accuracy is the calibration and making sure there is nothing that will impede the view of the sensor.

### - If I remove the battery in my vehicle for replacement will I have to recalibrate?

No. Your calibration is actually saved within the sensor head. Removing the battery will not delete the calibration.