

# STEERING WHEEL CONTROL TROUBLESHOOT

## Troubleshooting: What to ask?

- **Is the Aftermarket Headunit steering wheel control compatible?**

\*Not all headunits have steering wheel control and are compatible with our products.

- **Did the steering wheel buttons actually function with the factory headunit?**

\*Before installing the new aftermarket headunit and steering wheel control interface, check that the steering wheel control buttons work correctly with the factory headunit.

- **What vehicle is it being installed into and what model harness do you have?**

\*Make sure that the customer has the correct steering wheel interface harness for the vehicle.

\*Year, Make, Model, series etc. \*\*Check With [WWW.AERPRO.COM](http://WWW.AERPRO.COM)\*\*

- **Does the SWC harness plug suit the factory vehicle plug?**

\*Make sure the steering wheel interface harness plug matches the vehicles OEM radio plug.

\*Many customers think they can cut the plug from a CHVTVXA and will work in a Holden VY/VZ.

**NOTE: If the plug does not suit, the harness is not suited for the vehicle and will not work.**

- **Does the customer have a patch lead and is it correct?**

\*As strange as this sounds, there has been customers that do not know that a patch lead is required.

Ensure the customer has the correct patch lead to suit the steering wheel interface in use:

\*Type A harness are classified as models ending in **A CHVTVXA**

and are compatible with patch leads

that end in **A APPHA**

\*Type C harness are classified as models ending in **C CHVW3C**

and are compatible with patch leads

that end in **PL APSONYPL**

- **is the 3.5mm plug inserted into the right socket and not the microphone jack?**

\* headunits also use the 3.5mm jacks for external microphone and auxillary input

- **If all above is correct get installer to check the following:**

\*Check the positive and ground wires of the SWC harness. Sometimes the vehicle can have the earth

wire in the original plug but not connected. This is common in Mitsubishi, Nissan and some Hondas.

\*We also suggest adding an additional earth from chassis of unit to chassis of car.

\*If the customer has no response from head unit, try unplugging the harness and reconnecting it to the

vehicle. Sometimes it can take a while to recognise the vehicle, especially 'C' Type harnesses.

**Important: Plug the patch lead to the head unit first and the last connection is to plug into the vehicle's**

**factory harness**

- **ALWAYS ASK AS MANY QUESTIONS AS YOU CAN ABOUT THE VEHICLE.**

Make, model, year, series etc. the more information you have about the vehicle the easier it will be to find

a solution from our suppliers. It is also handy to get the customers to email some pictures of the dash,

plug and factory radio. This all helps if something is incorrect or if we are trying to find a solution from our

suppliers that we don't currently stock.

# ASWC-1

## Why Do I Need this?

Most after-market HUs today have a rear port or wire(s) to connect to a car's SWCs. However, nearly all name-brand HU models (Alpine, Clarion, Kenwood, Pioneer, etc.) can not be connected directly — you must add a steering wheel interface module. The exceptions are a few Self learn models (e.g., Nakamichi, Eclipse) and many "no-name" Chinese HUs.

## How It Works

The ASWC-1 includes a wire harness that you'll connect to +12V, ground, and the SWC wires from your car (ideally via one of my harnesses). The module also connects to the "Wired Remote" input on your after-market HU. The ASWC-1 "translates" the signals from your car's SWC buttons to the signals that your new HU needs to see. You'll program each SWC button to send the desired command to your HU.

## Advantages of ASWC-1 over PAC Audio models

- **Universal:** Single ASWC-1 model works with most cars and HU brands (so you can change to a new HU and/or move it into another car without needing a different module)
- **Easy to install:** In most cases, the ASWC-1 programs itself on the first power up (you can also manually program it if you want to change any buttons)
- **No lag** when you press the wheel's buttons (although people have reported that recent PAC modules have improved)
- **No resistors:** In cars with more than 2 SWC wires, all of the wires will connect directly to separate inputs on the ASWC-1 (the PAC SWI-\* units require you to add resistors to combine multiple wires onto the PAC's single input wire)
- **Slightly smaller**
- **Updateable:** ASWC-1's firmware can be easily updated, via a standard micro USB cable (not included) and free software (available from Metra, for Windows PCs). Metra continually adds new features and support for new HUs and cars.

### ASWC1

### PAC-SWI

Universal

Only Suits Specific Cars

Most Cars Auto Program

Need To Manually Program Cars

Modern Technologies

Old Technologies

Decodes Analogue And Digital

Decodes Most Analogue Signals

Easy Installation No Extra Components Needed

Need To Add In Resistors In Most Cases

No Lag When SWC Pressed

Approx ½ To 1 Second Lag When Pressing Buttons

Small Foot Print 20 \* 8 \* 6 Cm

15\*15\*5 Cm

Updateable Vis Micro Usb

Non Updateable

Android App To Customise Buttons

App To Find Instruction For Vehicle

App also updates ASWC1