Aerpro
In-Car Tech Solutions

STEERING WHEEL CONTROL INTERFACE FOR VOLVO VEHICLES

FIBRE-OPTIC AMPLIFIED SYSTEM BYPASS

SWVL4C



INSTALLATION GUIDE

The SWVL4C allows for the retention of the steering wheel controls as well as other vital features including the bypass of the MOST Fibre-Optic amplified system when installing an aftermarket unit into the vehicle. This interface features selectable dipswitches for dedicated applications, simply refer to the provided table for the correct configuration ensuring seamless integration.

VEHICLE APPLICATION

VOLVO
XC90 (C) 2002 - 2014

Vehicles with MOST OEM Amplified System
Vehicles with OEM tuner (silver box) installed in the boot/trunk.
Vehicles equipped with rear parking sensors only.

KEY FEATURES

- RETAIN STEERING WHEEL CONTROL FUNCTIONALITY
- REPLACE FACTORY RADIO
- FIBRE-OPTIC AMPLIFIED SYSTEM BYPASS
- RETAINS PARKING SENSOR CHIMES & OEM REVERSING CAMERA (IF EQUIPPED)
- OUTPUTS FOR PARK BRAKE, REVERSE, SPEED PULSE
- SOFTWARE UPDATEABLE

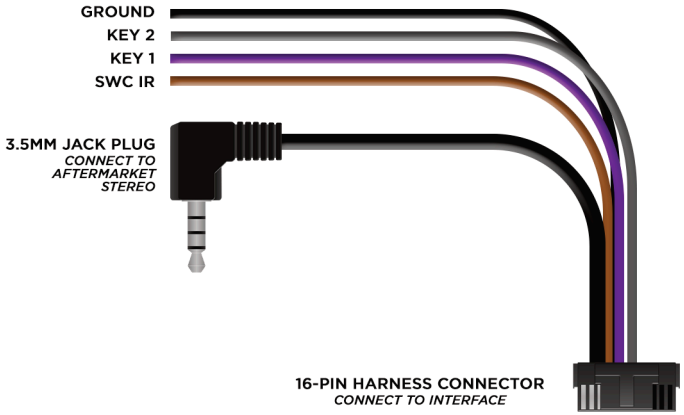
This harness allows for the retention of the steering wheel controls as well as other vital features when installing an aftermarket unit into a vehicle. This interface features selectable dipswitches for dedicated applications, simply refer to the provided table for the correct configuration ensuring seamless integration.
Installation requires a certain level of technical knowledge. Prior to installation please read this manual in its entirety.

It is essential to use the correct tools during installation to prevent any damage to the vehicle or the product itself.
Please note that we cannot be held liable for any issues arising from improper installation.

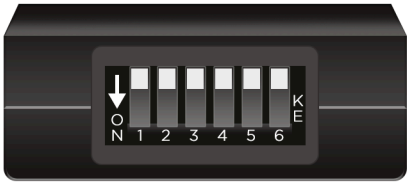
Before proceeding with installation, disconnect the negative battery terminal and ensure the key is removed from the ignition.

CONNECTION DIAGRAM

HEAD UNIT CONNECTION LEAD



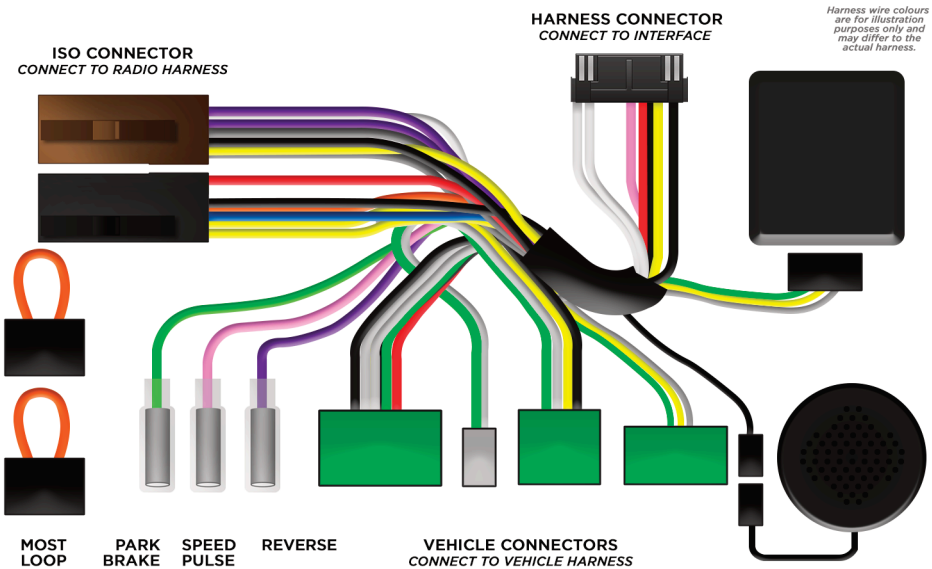
SWC INTERFACE



SWC INTERFACE DIPSWITCHES
REFER TO DIPSWITCH CHART



SWC VEHICLE HARNESS



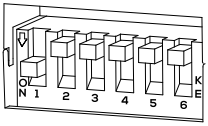
CONNECTION GUIDE

BEFORE INSTALLATION

Prior to installing the interface, it is essential to remove and disconnect the factory stereo. For guidance on this process, please refer to the vehicle owner's manual/handbook or seek assistance from a professional.

SETTING THE DIPSWITCHES

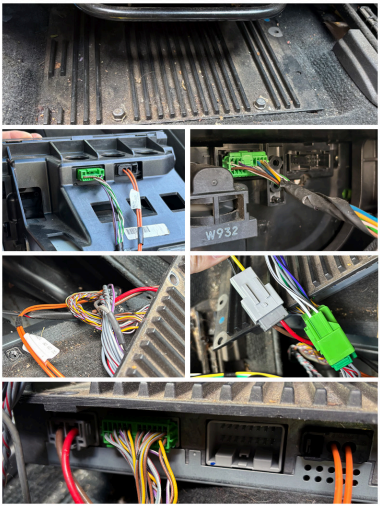
This interface includes a set of dipswitches. Consult the dipswitch selection guide to select the appropriate configuration. To activate a dipswitch, press it downward into the 'ON' position.



INSTALLATION

1. Once the head unit is removed, route the harness down behind the dashboard and along the skirting panel. Continue feeding the loom beneath the front seat until you reach the OEM amplifier. Disconnect the factory amplifier connectors and connect them to the grey and green

2. Now, disconnect the OEM connector from the rear of the vehicle's display unit. The interface box includes two green display connectors (one male, one female) . Connect the male display plug into the original display socket, then reconnect the OEM plug to the female connector. ***Important Note: Do not turn on the ignition while these connectors are disconnected, as it may trigger the airbag warning light on the dashboard.***



3. Connect the harness to both the camera retention box and the chime box.

4. Connect the head unit connection lead to the steering wheel remote input on the rear side of the aftermarket stereo. Connection methods vary based on the stereo brand, utilising either a3.5mm jack connector or brown SWC IR wire . ***For specific connection guidance, refer to your aftermarket stereo's installation manual if not clearly labelled on the stereo harness.***

5. Connect the power/speaker ISO connector from the interface to the corresponding power/speaker ISO connection on the aftermarket stereo.

For aftermarket stereos lacking an ISO connector, refer to the "Wiring Key" on Page 2 for guidance on connecting wires. Certain interfaces may also include extra "flying" wires for additional functionalities such as parking brake trigger, reverse gear, and speed pulse. Further information on these wires is available in the "Flying Wire Wiring Key" section.

6. Connect the vehicle-specific connectors from the interface harness to the corresponding connectors on the vehicle harness.

7. Connect the flying wires on the harness to the rear of the stereo (if applicable).

8. Connect the antenna adapter to the vehicle's existing connection at the rear of the aftermarket stereo.

9. When installing an aftermarket reverse camera, connect the yellow RCA from the harness to the yellow RCA of the aftermarket camera. (If supported by the interface and vehicle)

10. When installing a DAB antenna, ensure to connect the DAB aerial connector to the rear of the new stereo.

11. After connecting all wires (along with any additional accessories), it's crucial to thoroughly test the stereo and steering wheel controls before reassembling the dashboard. If steering wheel controls are unresponsive, inspect connections and check dipswitch settings. Repeat the connection process if necessary, following the outlined steps.

Connecting the MOST Loop Cables

Plug one loop into the fiber cable at the rear of the vehicle display, and the other into the fiber cable at the OEM amplifier located beneath the seat. Ensure both connections are secure before proceeding and turning on the ignition.

STEERING WHEEL CONTROL CONFIGURATION



A Volume Up
B Volume Down
C Track Up
D Track Down
E Phone Pick Up
F Phone Hang Up

The provided diagram, while meticulously researched, serves as an example only. Actual steering wheel control configurations may vary dependant on each vehicle.

WIRING KEY

ISO CONNECTOR WIRING KEY

Purple	Right Rear Speaker +	**Grey**	Right Front Speaker +	**Yellow**	Permanent 12V
Purple/Black	Right Rear Speaker -	**Grey/Black**	Right Front Speaker -	**Black**	Ground
Green	Left Rear Speaker +	**White**	Left Front Speaker +	**Red**	Ignition 12V
Green/Black	Left Rear Speaker -	**White/Black**	Left Front Speaker -	**Orange**	Illumination

FLYING WIRE WIRING KEY

Pink	Speed Pulse - 0 to 12V Square Wave @ 1Hz/Kph	**Purple/White**	Reverse Gear - 250mA
Green	Park Brake		

OUTPUTS & RATINGS

Standby Current <3mA **Operating Voltage** 6V to 16V **Operating Temperature** -20C to 85C *rated at 25 degrees Centigrade

DIPSWITCH CONFIGURATION

MANUFACTURER	SYSTEM	DIPSWITCH CONFIGURATION					CONNECTION
		1	2	3	4	5	
RESERVED	NA	OFF	OFF	OFF	OFF	OFF	SW UPDATE BOOT MODE
AERPRO	Analog	OFF	OFF	OFF	**ON**	OFF	MALE 3.5MM JACK
ALPINE	IR DATA	OFF	**ON**	OFF	OFF	OFF	MALE 3.5MM JACK
CLARION	IR DATA	**ON**	OFF	OFF	**ON**	OFF	MALE 3.5MM JACK
GRUNDIG	IR DATA	OFF	**ON**	OFF	**ON**	OFF	BROWN SWC IR
JVC	IR DATA	OFF	OFF	**ON**	OFF	OFF	BROWN SWC IR
KENWOOD 1	IR DATA	**ON**	OFF	OFF	OFF	OFF	BROWN SWC IR
KENWOOD 2	IR DATA	**ON**	**ON**	OFF	OFF	OFF	BROWN SWC IR
LG	Analog	OFF	OFF	**ON**	**ON**	OFF	MALE 3.5MM JACK
PHILIPS	IR DATA	OFF	**ON**	OFF	**ON**	OFF	BROWN SWC IR
PIONEER 1	Analog	OFF	OFF	OFF	**ON**	**ON**	MALE 3.5MM JACK
PIONEER 2	Analog	OFF	OFF	OFF	**ON**	OFF	MALE 3.5MM JACK
SONY	Analog	OFF	OFF	**ON**	**ON**	OFF	MALE 3.5MM JACK
ZENEC	IR DATA	**ON**	**ON**	OFF	**ON**	OFF	BROWN SWC IR
KEY1 / KEY2	Analog	OFF	OFF	OFF	**ON**	**ON**	KEY1 / KEY2 WIRE
ANALOG SINGLE WIRE	Analog	ON	ON	ON	**ON**	**OFF**	BROWN SWC IR / KEY1

DIPSWITCH 5 & 6

Dipswitch 5 & 6 are reserved for vehicle specific configuration.

KEY1 and KEY2	KEY1 and KEY2 are specifically tailored for analog learning mode-style radios. Our SWC module is designed with a resistor chain that precisely matches the required resistance for seamless compatibility with this type of head unit.
KEY1 and KEY2 EXTEND	This mode extends every button press to 2 seconds during the learning process. However, with rolly wheel-designed steering wheel buttons, holding for 2 seconds isn't feasible. Our KEY1 and KEY2 extend feature addresses this by automatically prolonging each press, simplifying head unit programming even in such scenarios. Extend mode is not intended for normal use, it is only used in the teaching process.
ANALOG SINGLE WIRE and ANALOG SINGLE WIRE EXTEND	This function operates similarly to KEY1 and KEY2 but transmits all unique values through the IR SWC single wire. This is crucial for compatibility with learning-style head units featuring only one learning input wire. To ensure compatibility, we've incorporated this feature into our steering wheel control interface, ensuring seamless operation across various head unit setups. The Analog Extend mode functions identically to its counterpart within the KEY1 and KEY2 system but transmits through a single wire.

BUTTON REMAPPING

The steering wheel buttons listed offer the flexibility of being re-configured or assigned dual functions. The availability of these buttons depends on the specific vehicle to which the interface is being installed and if the aftermarket radio supports them.

In addition to button remapping, we offer the option to assign dual functions to each button on the steering wheel. This means that every button can be programmed to execute both a short press command and a long press command.

You can also add your own bespoke configuration. Button configuration can be done by PC, MAC and smart phone via the USB port.

Button Remapping instructions can be found in a separate guide on our website.

TECHNICAL SUPPORT

If you need assistance setting up or using your Aerpro product now or in the future, call Aerpro Support Australia **TEL: 03 8587 8889** MON-FRI 9AM – 5PM AEST. If you would like to download a digital copy of this manual, or other Aerpro manuals/software, please visit the **http://aerpro.com** website.