

Tire Monitor System Owner Manual

PN 710.xxxx

RV Tow-behind Draft

Editors Notes

1. Application; North America, English
2. Prior to issue this manual to be examined and approved by;
 - a. Engineering
 - b. Marketing
 - c. Customer Service
3. Footnotes in this manual refer to the file names for the graphics. Original high resolution graphics are in photoshop format and this manual uses jpg versions of the same graphics.

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Notices

FCC Notice

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

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:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

Changes or modifications to this device without the express approval of SmarTire Systems Inc. may void the user's authority to use this device.

System Scope of Use and Warnings

The SmarTire™ System and Tire Maintenance

This system is a sensing device designed to identify and display tire operating data and activate an alert or warning when pressure irregularities are detected. It is the responsibility of the driver to react promptly and with discretion to alerts and warnings. Abnormal tire inflation pressures should be corrected at the earliest opportunity.

System Installation and Usage

Use of the SmarTire™ system requires that it has been properly installed and programmed by qualified personnel according to SmarTire Systems Inc. documentation. This includes the Owner's Manual and any supplementary installation instructions included with system components.

Reacting to Alerts

When an alert or warning condition is detected, reduce vehicle speed to an appropriate safe level and proceed to a safe stopping location or facility where the tire can be inspected and serviced. The *low pressure alert or warning* indicates that the air pressure has dropped to a selected minimum.

Getting Started

Congratulations! As the owner of this state-of-the-art wireless tire pressure monitor system, you will enjoy the improved convenience and benefits of having tire pressure information automatically monitored while you are driving.

The SmarTire System consists of wheel mounted sensor/transmitters inside each tire which measure contained air pressure and temperature and transmit this data to a Full Function Display within view of the driver.

Having carried out the correct installation procedure (see Installation section in this manual), the SmarTire system is ready to use.



Operation

How It Works

The system operates continuously, transmitting air pressure and temperature data,

- At approximately 5 minute intervals when the vehicle is moving faster than 6 mph, unless pressure changes, then data is transmitted within 7 seconds.
- Every 15 minutes when the vehicle is parked and pressure drops to 18 PSI or lower.

Installation

Transmitter Installation

Caution: Qualified personnel must perform the following installation procedures that highlight the steps required to ensure that the transmitters are properly installed and undamaged. It does not include any standard procedures normally required in the process of replacing a tire (i.e. lubrication, proper inflation and deflation procedures and any other procedures deemed necessary by the tire manufacturer or dealer)

The equipment and images in this manual use one manufacturer's tire changer and may not apply to you.

Tools Required

- Tire changing equipment
- Tire balancing equipment
- Hexagon socket and driver (5/16")
- Metal cutter
- Torque wrench

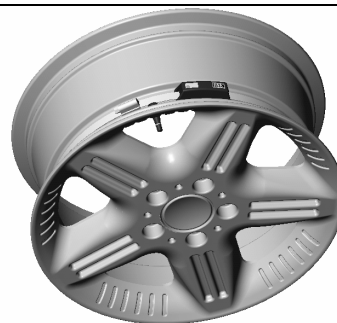
Installing Transmitter on a Wheel

Shorten the strap by cutting to the appropriate length for the wheel diameter used (see chart). Remove burrs from strap end.

Wheel diameter	13	14	15	16	17	18	19	20
Cut-off length	21"	18"	15"	12"	9"	6"	3"	0"

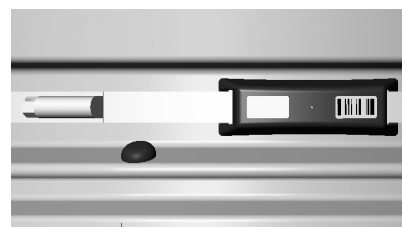
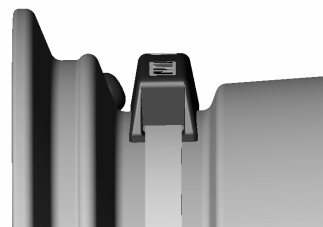
Select a transmitter for a corresponding wheel location (see chart). Pass strap through transmitter as shown.

Color	Wheel Position
Green	Right front
Red	Left front
Blue	Right rear
Yellow	Left rear



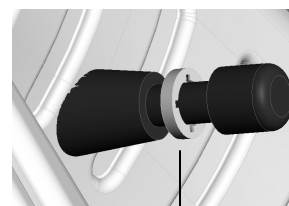
The base of the drop centre well must be flat and wide enough to allow the transmitter to contact the rim over its complete width.

- Position the transmitter in the lowest area of the drop centre well near the valve.
- Attach the strap end to the clamp by advancing the wormgear with the socket driver. Tighten to 30 inch pounds.
- Cut off excess strap length to approximately one inch from the wormgear.

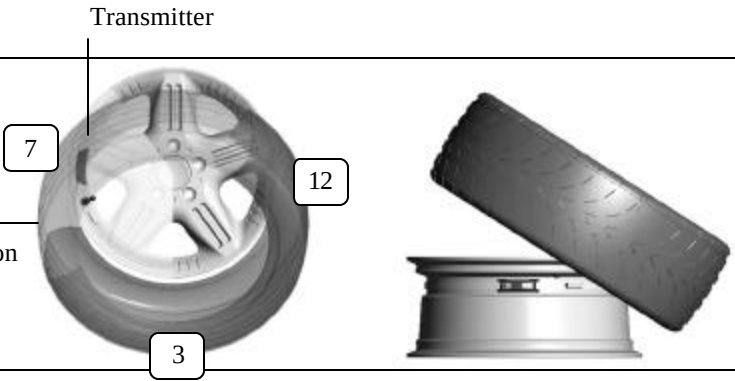


Attach the appropriate color of washer on the valve stem as shown.

Proceed to mount the tire on the wheel.



Mounting Tire with Transmitter on Wheel

To avoid damaging the transmitter during tire mounting, position the wheel with the transmitter located at 7 o'clock in relation to the mount head at 12 o'clock.	
Set the lubricated tire on the wheel with its traction point 3 in. before the transmitter. Use the mount head to guide the rest of the bottom bead over the flange and onto the rim.	 The diagram illustrates the initial mounting of a tire onto a wheel. On the left, a wheel is shown with a transmitter mounted at the 7 o'clock position. A label 'Transmitter' points to it. A 'Traction point' is marked on the tire's sidewall, 3 inches before the transmitter. A label '7' is next to the transmitter, and '12' is next to the mount head. On the right, a separate view shows a tire being guided onto a wheel rim by a mount head.
With the bottom bead in place, you will be able to position the wheel with the transmitter at 7 o'clock for most tires. Depress the bead into the drop centre so that the traction point is 3 in. before the transmitter. Some stiff side wall tires (such as “run-flats” require setting the transmitter between 3 o'clock and 6 o'clock. Start the top bead in front of the mount head assisting with the mounting bar to prevent slippage.	 The diagram shows a tire fully mounted on a wheel. The transmitter is positioned at the 7 o'clock mark on the wheel's rim.
Inflate the tire to seat the bead, deflate completely and then inflate the tire to manufacturer's recommended cold inflation pressure.	