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Xilor[®] Inc.

Wireless Tire Pressure Sensors

MODEL PNZ1101T

Part #88959444 (Yellow LR)

Part #88959445 (Blue RF)

Part #88959446 (Green LF)

Part #88959447 (Orange RR)

WARNING:

These wireless tire pressure sensors are not sold or intended as a substitute for routine visual inspection (including but not limited to tire wear cuts, bruises, tread separation) , inflation checks and normal tire maintenance.

Read this manual completely before using product.
Important warnings are contained herein.

OVERVIEW

The Xilor® after-market wireless tire pressure sensors were designed to monitor pressure inside each tire and report a low tire condition via a coded RF transmission to the cars receiver. A unique code number is factory programmed into each transmitter. The code contains sensor ID information as well as the status of the on-board patent pending integrated pressure switch and optional low battery IC monitor. Low battery monitor option requires a receiver with a low battery detection feature. If tire pressure drops below the set point of the pressure switch the transmitter will send a code corresponding to a low tire condition. A low tire warning lamp in the cars dash will illuminate to indicate that a low tire condition occurred. These sensors will instantly send a low tire condition upon speeds greater than 5 MPH. If tire pressure is above the setpoint then at speeds greater than 5MHP sensors will transmit a status code approximately every 18 seconds.

3V lithium batteries powr sensors and should provide years of service. Batteries can not be replaced by end user. Any attempt to open the sensors enclosure voids all warranties.

COMPATIBILITY

Sensors are compatible with GM Corvette OEM receivers, GM Part# 10161858, and other aftermarket receivers with similar code format.

INSTALLATION

Installation below should be performed by an authorized dealer or tire service center.

1) Before removal of tires. Turn on ignition without starting car. The LTPWS dash lamps should illuminate for 2 seconds then extinguish. If this does not occur then consult receiver documentation for troubleshooting and abort installation of sensors until receiver or dash lamp trouble is diagnosed. If both lamps illuminate and then extinguish then you may proceed with installation.

FCC INFO.

FCC ID:PNZ1101T

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:

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

This equipment has been certified to comply with the limits for a Class-B computing device, pursuant to FCC Rules. In order to maintain compliance with FCC regulation s, shielded cables must be used with this equipment. Operation with non-approved equipment or unshielded cables is likely to result in interference to radio and TV reception.

Changes and modifications by the user to the equipment without the approval of the manufacture could void the users authority to operate this equipment.

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2) Label on top of each transmitter indicates the direction of forward rotation. Strap each transmitter around center of wheel with sensor positioned at valve stem location and counter weight opposite that of sensor. Make sure each color coded transmitter is installed on the correct wheel by the factory position indicated on the sensor label with the common abbreviation for Left Rear (LR), Left Front (LF), Right Rear (RR), and Right Front, (RF). Install tires onto wheels and mount to car. Inflate each tire but keep pressure below the setpoint of the sensor. For example the set point is 25psig +/- 2psi so inflate to 21psig to ensure you are below the set point as your gauge may not be a precision type instrument or set point tolerance may be at the lower end.

3) Turn on ignition without starting car. The LTPWS dash lamps should illuminate for 2 seconds then extinguish. Reset receiver to clear DTC history per receivers owners manual.

LTPWS dash lamps will stay on continuously after a full receiver reset which clears the DTC history. Turn ignition off, wait for a few seconds then turn ignition back on without starting car. Dash LTPWS lamps will illuminate for 2 seconds and then extinguish.

4) Rotate only one wheel at a time above 5MPH by hand or other external means. The sensor should immediately send a low tire condition since pressure is below the switches set point. The low tire pressure warning dash lamp should illuminate. Check the receivers DTC code per your receivers owners manual to confirm that the low tire DTC code is correct for the tire position and condition.

5) Turn off ignition. You may, as an alternative test to step #4, drive the car on a closed course test area at speeds above 5MPH or higher to verify each low tire signal if you can not spin the tires. In this case set only the tire you want to test at 21psig and set others not being tested above 28psig or at rated pressure per your cars owners manual.

6) Repeat steps 3, 4 and 5 for each tire sensor.

7) If you have any transmitters that fail to illuminate the LTPWS low tire lamp do not continue installation of that sensor. The fault could be the sensor or the receiver. If all sensors pass the initial test then set tire pressure at rated pressure per your cars owners manual. Then reset/clear receiver history.

Installation procedure continued on next page...

8) With tires properly inflated, and receiver properly reset, test drive vehicle for 6 minutes without stops. Stop car. Restart engine (Cycles receiver power) and drive again for 6 or more minutes of continuous driving without stops. If no service warning lamps are illuminated then your installation was successful.

Make sure the receiver is not in the presence of strong RF fields during installation and testing as this can disrupt communications. This includes strong electric motors that can generate and radiate substantial RFI as well as commercial 2-way radios in close proximity to receiver.

OPERATING NOTES:

The following can illuminate a low tire pressure service warning lamp however these service warnings are normal for the system.

- Driving for long periods of time at less than 15mph
- Long periods of start and stop traffic with less than 30 seconds of driving each time.

MAINTENANCE AND WARNINGS:

Minimize liquids from getting inside tire as much as possible.

Always inflate tires with a clean compressed air source. Keep air compressors moisture accumulation drained and always use an air filter/moisture trap in-line with air hose.

Never use flat tire fixing sealants as this will cause malfunction of the tire pressure sensor and also void any warranty.

Driving in rough terrain should be avoided. Sensors are for road use only.

Battery life will vary with temperature and driving time. Usually the more you drive and the higher the climate temperature results in shorter battery life.

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