

Tire Pressure Monitoring System (TPMS)

*** Design, Develop, and Manufacture with Proprietary Technologies ***

1 Sensor-Transmitter

External sensors and internal rim-mounted sensor can be used on most vehicles; whereas the internal valve-mounted sensor can be used on vehicles with standard sized valve stems, such as cars, SUVs, light trucks, and many trailers. All sensors have pressure measurement range from 0 to 199 PSI. The sensors also measure temperature; internal sensors can provide more accurate inside temperature for the tires, while temperature readings from external sensors are influenced by environmental elements (wind, sun, etc.) and therefore would be more useful as an indicator of abnormalities that would cause rising temperature, such as a stuck brake caliper, broken ball bearings, or a jammed wheel cylinder.

TPM-P

Our **patented** external Valve-Stem-Mounted “Flow-Thru” Sensor– refills air without needing to remove the unit. Locking with set-screw prevents sensor thief and loss.



TPM-S

Small and Light Weighted External Valve-Stem-Mounted Cap Sensor – simply screw on the valve stem. Lockable sensor prevents thief and loss. **New version TPM-R has user replaceable battery.**



TPM-W

Internal Rim-Mounted Sensor, mounts on wheel with a stainless-steel strap, and monitors both pressure and temperature inside the tire. Mounting band fits on 14" to 22 ½ inch wheels.



TPM-V

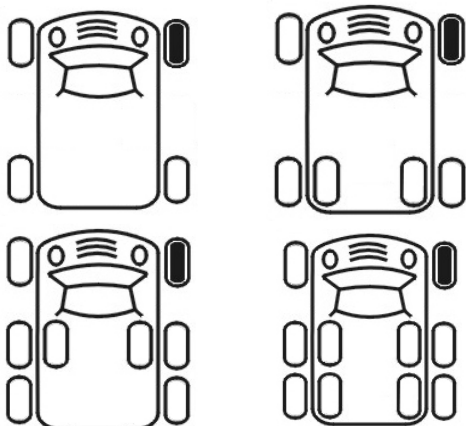
Internal Valve-Mounted Sensor, mounts on wheel with a special stem through the valve hole, and monitors both pressure and temperature inside the tire. Fits on 17" or smaller sized wheels.



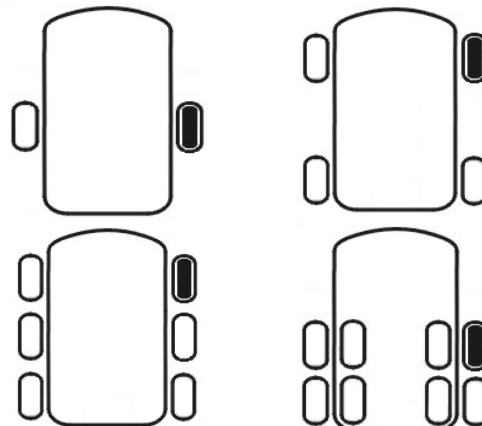
2 Monitor

All monitors except Monitor-M are configurable for different vehicles to support up to 10 tires (plus a spare) on the tractor screen and up to 8 tires (plus a spare) on the trailer screen.

Car / Truck / Motorhome Screen



Tow Dolly / Tow Car / Trailer Screen





2.1 Monitor-A (with monopole antenna) & Monitor-B (with cabled antenna)

This receiver-antenna-display monitor is most suitable for TPMS with internal rim-mounted sensors. Power can be supplied through an auxiliary power adapter or by a hardwired connection. *The display can be put on a best viewing location and the receiver can be hidden.*



2.2 Monitor-H

This portable monitor is powered by a rechargeable battery and can be mounted on the dashboard with a stand or clipped on the sun-visor (not showed). *The display has two screens that can support up to 20 tires on two vehicles (picture on right showed the tow car screen), and is an excellent choice for monitoring a motorhome towing a car using the external sensors.* Individual tractor/trailer screen can be enabled or disabled. Low pressure warning level can be set individually for each axle. The monitor can be used as a real-time pressure gauge when refilling air to the tires installed with internal or flow-through sensors.



2.3 Monitor-M

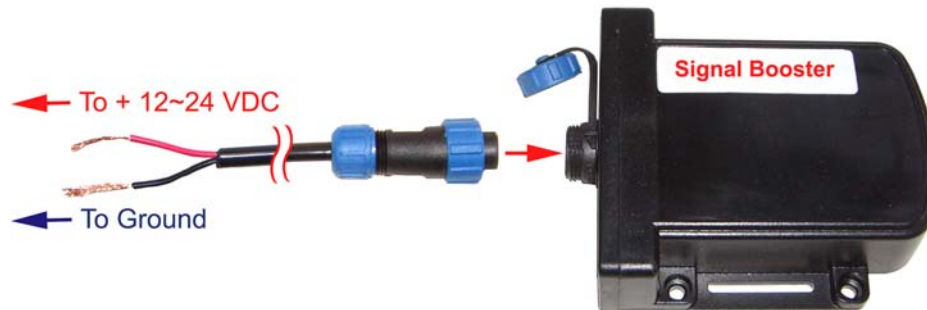
This portable monitor with built-in antenna is powered by a rechargeable battery and can be mounted on the dashboard with a stand or clipped on the sun-visor. *The display supports a 4-tire vehicle and shows all tire pressure on one screen (temperature is showed on an alternate screen).* Individual low pressure warning level can be set for each tire. This is an excellent TPMS monitor for 4-tire vehicles such as cars, light trucks, SUVs, 4x4's, and trailers



Note: All monitors can be powered by hardwiring to a 12 VDC power source.

3 Signal Booster

TPMS for large commercial vehicles or motorhomes with a metal body, such as Prevost and Blue Bird coaches, might have difficulty in receiving signals from the rear tires. For improving TPMS sensor signal reception a cabled antenna or a signal booster can be installed. The signal booster has the advantage of easy installation and is best for supplementing Monitor-H. Simply install the weather-proof signal booster under the vehicle chassis near the rear axle and then connect to a 12 VDC power source, the TPMS sensor signal reception will be improved substantially.



4 Some Applications

All sensors work on all monitors, thus a vehicle can use a combination of different sensors if necessary. Many RVers prefer to use flow-through sensors on the coach and external cap or internal valve-mounted sensors for the tow car. Also some aluminum Alcoa steering wheels have a very small valve access hole and therefore can only be fitted with the miniature cap sensors, while the rear wheels can use the slightly larger flow-through sensors. The systems work equally well for monitoring only one vehicle, or two vehicles – a towing and a towed.

