



**Tyre Pressure Monitoring System**

# **Installation**

# **User Guide**

# **Specification**

## **for TMS10 and TMS1102**

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# 1 Important Notices

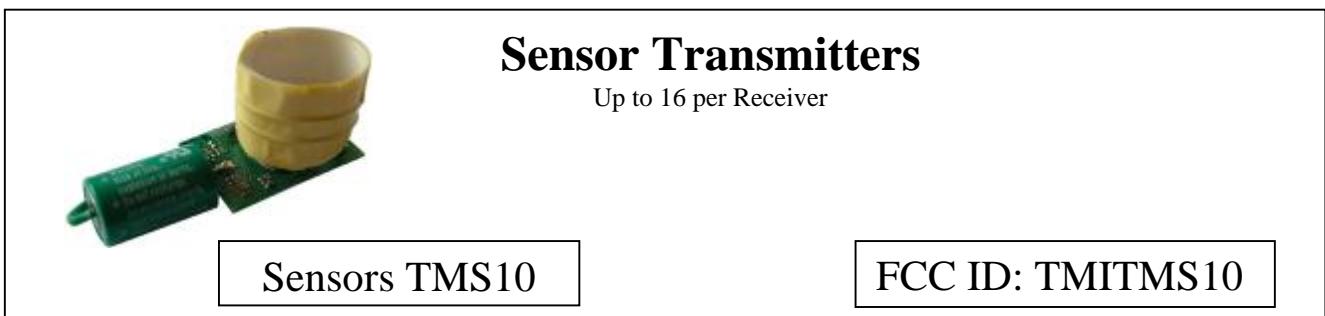
It is your responsibility to fully consider the implications of installing TMS sensors, and take adequate precautions to ensure the installation does not compromise the integrity of the wheel. In addition you must accept responsibility for carrying out inspection and testing of the sensors to ensure they remain suitable for use. TMS is not a safety device, but acts only as an aid to the user detecting pressure changes, and does not replace the need for regular tyre maintenance.

Please do not remove any labels or identification marks on the products you have purchased, as these will help us to identify them if you should need to contact us or return them.

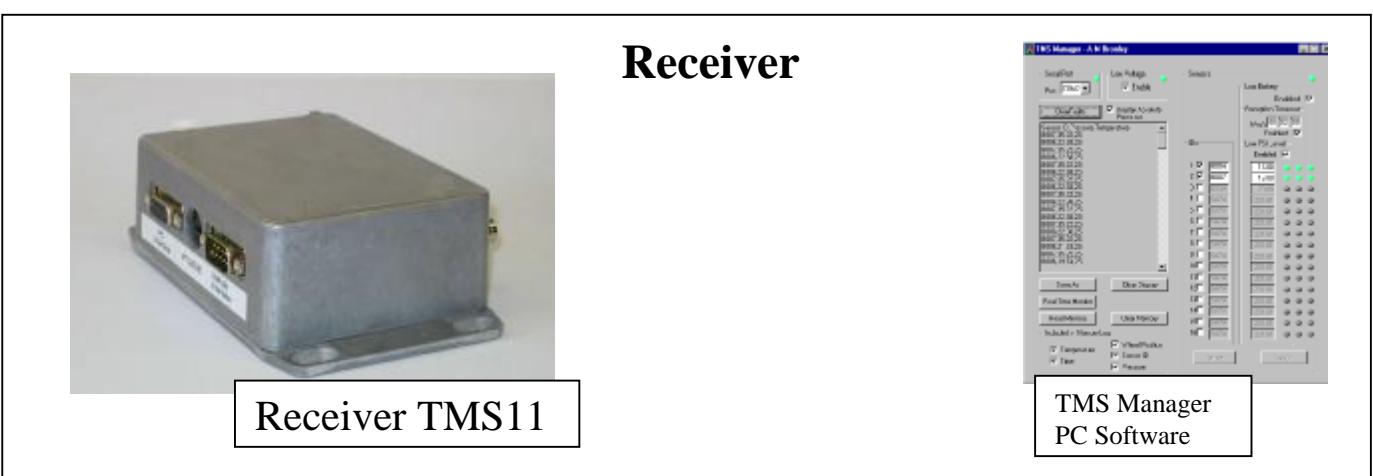
We recommend that you do not do anything that would change, modify or alter the products supplied, except for the appropriate work necessary for assembly of the TMS. Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

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.

# 2 What's in the box



**AND**



## 3 Introduction

### Features

- Sensors are calibrated
- All transmissions are encrypted to eliminate false readings and interference with other RF equipment.
- Based on FM 433.92MHz.
- A temperature compensated system.
- Reliable transmit and receive strategy. Software protocol that recovers signal from noisy environments making the TMS more tolerant to interference.

**T MS Sensor Transmitters.** The system is based on small battery powered *sensors* that can be mounted inside our enclosures or mounting to the wheel. The sensors monitor tyre pressure and temperature and transmit this data via a radio link to a *receiver unit* mounted inside the vehicle. The sensors transmit data even while the vehicle is stationary.

Every sensor has its own unique identity (ID) code and every customer is assigned a unique code. This means that other users of T MS are unable to eavesdrop on your data.

**T MS Receiver** is for use on large vehicles and other applications that require multiple tyre pressures to be monitored. It is possible to assign up to 16 sensor ID codes to the *receiver unit*, and set a low-pressure level for each assigned sensor. The unit can be connected to the vehicle network via the RS232 port. The unit also has the option of a switched output to drive an external alarm, the alarm can be software configured to activate on certain conditions.

# 4 Installation

## 4a Sensor TMS10

- **Sensor Battery Maintenance and Replacement**

The battery life is dependant on the number of times the sensor transmits. We have designed the sensors such that they transmit on change of pressure and so that you know that the system is operating there is a default transmission approximately every 5 minutes.

The sensors transmit an energy value that gives an indication of the battery life. After a period of use, the battery fitted to the sensors will fail. When this happens the control unit will alarm. It will then be necessary to return the sensors for a battery change and calibration check. Changing of the battery should be left to the manufacturer, as permanent damage can be caused if the correct procedures are not taken.

- **Fitting The Sensor**

The sensor is supplied as a printed circuit complete with antenna and battery. It is the responsibility of the customer to ensure that the sensor is installed in the enclosure. Attention must be made not to block the input to the pressure sensor component on the PCB.

## 4b Receiver TMS11

- **Antenna Position**

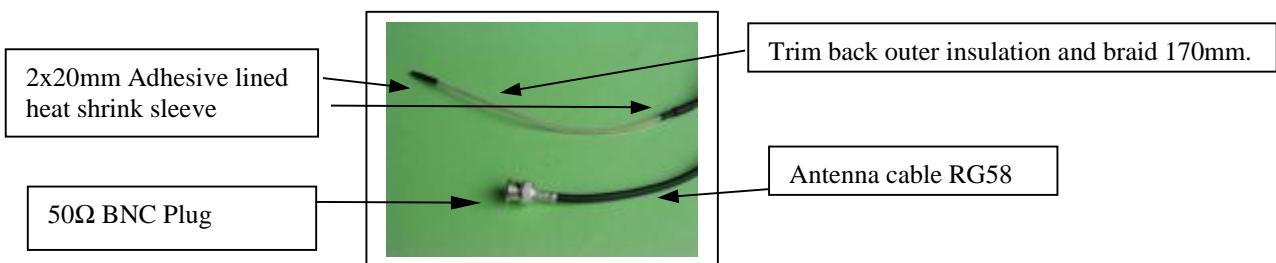
The Receiver can accept up to four BNC terminated antenna. These may be supplied separately. The antenna should ideally be mounted within line of sight of the wheels. Mounting it within the loom is not recommended.

Selecting the best position for the antenna varies from vehicle to vehicle and we suggest that you select the site that gives good reception from all wheel positions. From experience, the following have proven to be helpful.

- On the underside of the vehicle in line of sight with all wheels
- Using up to four antenna placed at front and rear of vehicle

When you have installed the sensors it is useful to check that the receiver is picking up the ID codes. If not move the antenna active end within close proximity to the wheel and in line of sight. If reception occurs and the ID code is received then antenna position needs to be reconsidered.

### Antenna Preparation



### Antenna Connector Termination.

NOTE: If an antenna is not connected in any application then the connector must be terminated using a 50 Ohm resistor.

- **Assign Sensors To The Receiver**

Use T MS Manager to assign the sensor IDs.

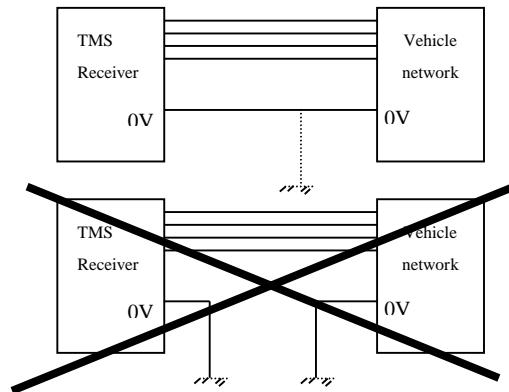
- **Install Receiver**

The receiver is suitable for installation where temperatures will not exceed 55°C. The units should not be mounted in a position of direct water spray or near exhaust pipe work or radiator airflow.

Mount the unit on the vehicle and connect the antenna(s) and the vehicle and PC interface connector.

Your TMS system is now ready for use.

**Receiver Wiring Good Practice:**



# 5 User Guide

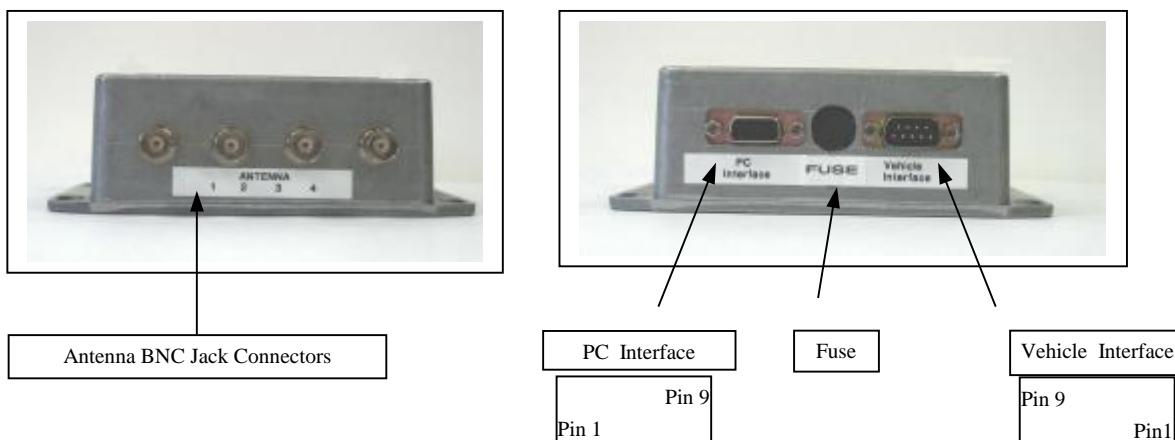
## 5a Sensor TMS10

See specifications in section 7 for more information.

- Transmit on change of pressure. Default transmit every 5 minutes.

## 5b Receiver TMS11

A small, lightweight, robust control unit that receives transmissions from the sensors.



- **Vehicle Interface:**

- Pin 1 - +ve supply (see section 7)
- Pin 4 – RESET
- Pin 5 – Supply 0V
- Pin 6 – RESET common (0V)
- Pin 7 – FAULT

- **PC Interface (RS232):**

- Pin 2 - Serial Tx
- Pin 3 – Serial Rx
- Pin 5 – Gnd

**FAULT** – In normal operating conditions this is supply voltage. In an alarm condition this goes to 0V. 0.2 Amp maximum source current. FAULT conditions are enabled via T MS Manager. The 4 parameters being monitored that cause a FAULT condition are listed below and can be enabled/disabled using TMS Manager.

- Low Voltage - Voltage level set at manufacture.
- Low Battery - Indicates when Sensor batteries need replacing
- Reception Timeout - type in hrs/mins/secs and click ‘Apply’
- Low PSI Level - type in PSI for each sensor ID and ‘Apply’

**RESET** – connect to 0v to reset/clear alarm condition and set FAULT output to supply voltage.

The PC application “T MS Manager” is used to configure the receiver and download data.

- **Check System Operation**

- Check that sensors are installed
- Supply power to the receiver
- The receiver should output data for each sensor as it is received

Note: If the system does not work refer to the troubleshooting section.

# 6 Troubleshooting

## No data output from your vehicle network

- Check antenna position
- Check sensor installation
- Check pressure in tyre. Increase/decrease pressure and check
- Check that the sensor ID assignment is correct
- Check for external radio interference that may be swamping TMS
- Check wiring
- Check for any ground loops
- Check connection

## No receiver output

- Check wiring
- Check for any ground loops
- Check power supply
- Check that the sensor ID assignment is correct

## Receiver is working but no data from sensors

- Check antenna position
- Check sensor installation
- Check pressure in tyre. Increase/decrease pressure and check
- Check for external radio interference that may be swamping TMS
- Check that the sensor ID assignment is correct

## Sensor ID code not detected

- Check antenna position
- Check sensor installation
- Check pressure in tyre. Increase/decrease pressure and check
- Check that the sensor ID assignment is correct
- Check for external radio interference that may be swamping TMS
- Check wiring

## Intermittent receptions

- Check antenna position
- Check sensor installation
- Check for external radio interference that may be swamping TMS

# 7 Reference

## 7a System Specification

### Pressure Sensor

	TMS10 -0/150
Pressure range (gauge**)	0 - 150 psi
Pressure resolution (Typically)	1.0 psi
Pressure accuracy (Typically over temperature range)	+/- 2 psi

\*\* - Pressure measured relative to atmospheric pressure, taken to be 14.7 psi.

## 7b Sensor Specification

Size	23 x 70 x 25mm.
Weight	Sensor PCB, batteries and antenna weigh approx.12.6 grams.
Aerial	174mm length in 24mm diameter.
Transmit	transmit on change of pressure and have a default transmit every 5 minutes.
Data Frame output	ID code, Pressure, Temperature, energy

### Temperature Sensors

Temperature range:	-25°C to +85°C (+125°C for short periods)
Temperature resolution:	1 °C (-19 °C to 79 °C), 2 °C (80 °C to 85 °C)
Temperature accuracy:	+/- 2 °C @ 25 °C

### Radio Frequency Transmitter

Emission category:	Tested and complies to FCC Part15.231
Modulation type:	FSK
Centre frequency:	433.92MHz
Transmission duration:	60mS max
Transmission range:	60 metres typical (free space)

### General Specification

Sensor sample rate (typically):	Every 2.5 seconds
Event response time (typically):	1.5 seconds typically
Identification code:	Unique
Operating temperature range:	-25°C to +85°C (+125°C for short periods)
Survival temperature range:	-55 °C to 125 °C
Power source:	3.0V @ 20 °C lithium battery
Typical battery life:	5 years

### Additional note

All transmissions are encrypted to eliminate false readings and interference with other RADIO equipment.  
All sensors are calibrated during manufacture and no periodic calibration is required.  
Default transmit interval is stated as approximate. Resolution of 3 seconds, due to the effect of temperature, etc

## 7C Receiver Specification

<b>Case</b>	<i>Dimensions</i>	111x82x44 mm excluding flange. (Mounting hole centre distances 57.25mm x 126.25mm)
<i>Mass</i>	321 grams (approx)	
<i>Material</i>	Aluminium	
<i>Operating Temp</i>	-10°C to 55°C	
<b>Power Supply</b>	18V to 36V dc at 30mA (reverse polarity protected).	
<b>Vehicle Interface Connector</b>	Amplimite '2000' "D" 9-way plug with threaded inserts	
<b>PC Interface Connector</b>	Amplimite '2000' "D" 9-way socket with threaded inserts	
<b>Antenna Connector</b>	B6351B1-ND3G-50Amphenol BNC jacks bulkhead mounting 50 Ohm	
<b>Fuse</b>	20x5mm 250mA Anti-surge	
<b>Serial RS232 output/input</b>	Type RS-232 Baud rate 9600 bps Format 8 bit, 1 stop, non-parity	

Unit tested and complies to FCC Part15.109

## 7d T MS Manager

T MS Manager is a software application that is used to configure the T MS receiver, enable data to be downloaded, and display data received from the sensors real time.

### STEP1

- Connect the power supply to the TMS1101 receiver.

This is done via the Vehicle Interface connector. See section 5b.

### STEP 2

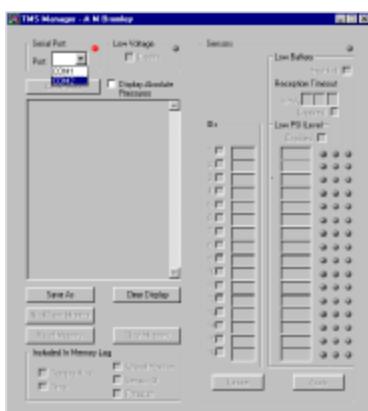
- Connect the computer to the ‘PC Interface’ connector on the TMS1101 receiver.

Using a 9-way serial cable connect one end to the computer COM1 or COM2 port.

Plug the other end into the ‘PC Interface’ 9-way socket on the TMS1101 Receiver.

### STEP 3

- Run the Windows program “TMS Manager.exe”



→ Select the COM port being used. TMS Manager is now ready to configure



### STEP 4

- Assign Sensor IDs

You can assign up to 16 TMS pressure sensors.

Click on the box next to the first wheel position that you want to assign a sensor ID.

Next, type in the sensor ID code. This can be found on the label attached to each sensor.

Click ‘Apply’.

### STEP 5

- Low Pressure Level

Ensure that the relevant wheel position is enabled.

Type in the Low Pressure Level in PSI.

Click ‘Apply’.

### STEP 6

The system is now ready to use.

