

*** Caution ***

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.

Changes of modifications not expressly approved by the party responsible for compliance could void the user 's authority to operate the equipment.



Dear customer,

Congratulations to you for that from now you own a set of SenStar TPMS Tire Numen! Getting information of tire in time will make your drive easier and safer.

Gracefully thank you for your trust to our company and our product! This product is praised as automobile high-tech safety product of new generation after air-bag, ABS brake system. Our Tire Numen is designed and produced for reliable and long life performance, easy installation and user friendly operation.

This manual will guard you to learn the basic structure, technological features, and operating method of SenStar TPMS Tire Numen. Please read this manual carefully before installation and operation.

This manual is for general use. The product specification will be changed without notice.

Shenzhen SenStar Technology Co.,Ltd

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SenStar TPMS User Manual

Tire Numen

1.SenStar TPMS System Introduction and Features

1.1 SenStar TPMS System Introduction

The development of automobile industry brings along the development and technology escalation of automobile equipments. And TPMS system that appeared in the international automobile area at the turn of the century after the safety air-bag and ABS brake system is praised as the automobile high-tech safety product of new generation.

TPMS, i.e. Tire pressure monitoring system, is a kind of high-tech product, which means to install a sensor with high sensibility on each tire to lively monitor the tire's pressure and temperature under driving status and transmit those information to receiver through sensor and intelligent MCU in wireless way in order to let driver know the tire's pressure and temperature in time to make sure the safety during driving, giving alarm in danger to effectively prepare tire explosion and guarantee driving safety.

The statistics shows that 20% of tires are 40% of under-inflated. The tire is unable to drive due to insufficient pressure, which may greatly shorten



tire's life. The tire pressure is reduced by 10% of normal value and life is shortened by 15%. TPMS system monitors the live and instant pressure of each tire and when any abnormal Status appears, it can alarm without delay in order to reduce the damage to the tire and prolong its life.

The experiments show that if the tire pressure is 30% under standard value, the oil consummation will increase 10%. If the pressure of tire is too high, its wear will be accelerated too. According to the data of tire manufacturer, 3PSI (20.6KPa) 'reduction in under-inflated Status will make fuel increase 1%.

If the automobile drives under unbalanced Status of tire, it will make damage to engine chassis and suspension system, increasing suspension system wear and making brakes pulling to one side in long time's use.

However, if TPMS system is installed, it will discover the abnormal Status of tire pressure without delay, effectively avoiding the phenomena mentioned above, making automobile drive safely, which will not only reduce oil consummation but also the pollution to the environment.

At present, the most advanced tire monitoring system is direct monitoring system whose features include super pre-warning system and pressure, temperature, voltage and driving detection, etc.

SenStar TPMS Tire Numen is mainly formed by detector and monitor. The detector, i.e. Transmitter installed inside the tire and formed by sensor/transmitter can accurately sense and measure the pressure and temperature of each tire, and transmit such information in wireless signal to the monitor that is Receiver that is installed inside the driver's room and



formed by receiver/displayer and the information will be displayed on LCD without delay. From the LCD, the driver can clearly observe the pressure and temperature of each tire and if there is any abnormal thing the monitor will display alarm pressure or temperature and automatically buzz to alarm.

1.2 SenStar TPMS Tire Numen Features

*It applies high tech chip (Motorola) and high-precision sensor element (Infineon) to make sure system accurate, stable and reliable.

*Tire sensor can be easily installed. When the automobile stops driving, the detector will enter sleeping Status to save energy. The battery life can reach over 5 years under normal use.

*It makes you contain the information of tire in time, which will make you control tire Status any time to increase driving safety and reduce tire's wear and oil consummation.

*The system is with features as fine volume, reliable operation, long life, easy installation, easy operation and high performance-price ratio, which makes it suitable for automobile manufacturers to integrate, improve and equip new car as well as for automobile 4S special shop to deploy and install automobile and automobile beauty and maintain shop to retail and install.

2. System Components



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2 - 1 Pic.2-1

SenStar TPMS Tire Numen Components Table (Pic.2-1)			
1	Receiver (1 piece)	4	bear frame with adhesive tape (1 piece)
2	Transmitter (4 pieces)	5	standby adhesive tape (1 piece)



3	clips (4 pieces)	6	power wire (2 pieces)
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Note:

1. Please check if the components in the package accord with components table after you unpack. Contact with local distributor if any lost or damaged.
2. When the product is leaving factory, each Transmitter is installed with professional battery. And the battery life is over 5 years under normal Status.

3. Installation

3.1 Transmitter Installation

1. Take the tire from automobile according to the standard procedure of tire dismantling, letting out, removing rubber outer cover and clearing hub and the inside of rubber out cover. (Pic.3-1)
2. Find the branch fits the tire and put the Transmitter on the clip. (Pic.3-2)

The Transmitter and tire fits as followings:

- 1# Transmitter (LF-1): left front tire
- 2# Transmitter (RF-2): right front tire
- 3# Transmitter (RR-3): right rear tire
- 4# Transmitter (LR-4): left rear tire

3. Round and put the clip in the hub's rut and the steel belt is through the lock. (Pic.3-3)

4. Adjust the position of Transmitter and steel belt button. The Transmitter should be put near the valve rubber tube. Fasten the clip with screwdriver and adjust the position of Transmitter and steel belt button. (Pic.3-4)

Note: The Transmitter should be placed near the valve rubber tube in order to avoid damage to the Transmitter during tire dismantling; but the antenna should not be too near to the valve rubber tube in case the tube will cause disturbance to the antenna and affect the transmitting.

5. After the clip is fastened, check if the clip is loosened. Put the clip tightly on the hub and cut extra steel belt off and leaving 2cm of steel belt. (Pic.3-5)

6. Check if the installed clip is firm again. Install the rubber out cover after everything is okay. Please do not damage the Transmitter. (Pic.3-6)

7. Inflate the according to the tire pressure value provided by the automobile manufacturer. (Pic. 3-7)

8. Adjust the movement balance of the tire. (Pic. 3-8)

9. The installation of other 3 Transmitters follows the steps above.



Pic.3-1



Pic.3-2



Pic.3-3



Pic.3-4



Pic.3-5



Pic.3-6



Pic.3-7



Pic.3-8

3.2 Receiver Installation

1. Install the bear frame on the back of the Receiver. (Pic.3-9)
2. Tear the adhesive tape on the bear frame off. (Pic.3-10)
3. Insert one end of the power wire into the igniter on the automobile to supply the power. If the LED lights on the plug, it shows the connection and power supply are normal. (Pic.3-11)
4. Put another end of power wire into the power hole of the Receiver. (Pic.3-12)
5. Place the Receiver on the proper position. Adjust the Receiver's direction to make it on the best observing position. (Pic.3-13)



Pic.3-9



Pic.3-10



Pic.3-11



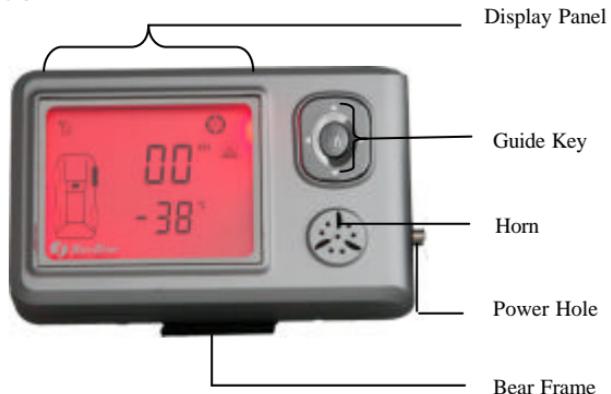
Pic 3-12



Pic 3-13

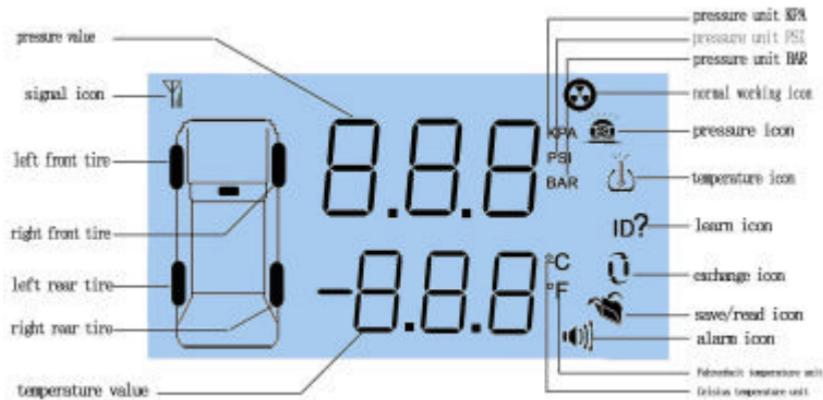
4. Operation Instruction

4.1 Panel Description



Pic 4 - 1 (Appearance)

4.2 LCD Display



Pic.4-2 (LCD Display Panel)

4.3 Icon Instruction

Normal status icon :



Signal icon :



Low-pressure pre-warning icon:



Automobile icon:

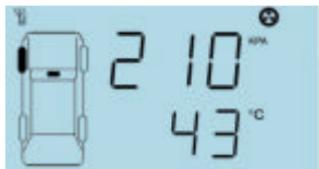


Flat Tire alarm icon:		Learn icon:	 ID?
Over-pressure pre-warning icon:		High-temperature pre-warning icon:	
Critical high-pressure alarm icon:		Critical high-temperature alarm icon:	
Saving icon:		Read icon:	
Exchange icon:		Sound alarm icon:	

5 . Function Introduction

5.1 Display in Normal Status (Pic.5-1)

5.1.1 Tire's Pressure and Temperature Display



Pic.5-1

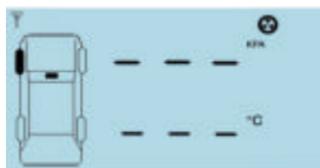
Special Tip: the value displayed in the picture above shows the current pressure and temperature of 1# tire (left front tire). (Suppose the standard value of pressure is 200 KPA and that of temperature is 80 ; the standard value of pressure means the one of tire under the best operation Status and the standard value of temperature means the maximum value of tire inside

temperature under normal driving. The standard values of pressure and temperature are 200KPA , 80 if there is no other explanation in the following statements.)

When the tire is in normal operation, the icon  will appear and at the same time, the pressure and temperature of each tire will be displayed animatedly. The value of each tire will display twice and repeat in each 8 seconds. The detail will be showed by analogue icon of each corresponding tire.

5.1.2 Signal Strength Display

If the Transmitter can normally communicate with the receiving Receiver, the display panel will display  , which means the whole system works well; and if the icon is  , it means the communication between Transmitter and Receiver is unsuccessful, the system has problem and needs repairing. The picture below is the display panel without signal. (Pic.5-2)



Pic.5-2

5.1.3 Multi-unit Display

There are three units of pressure to select, that is **KPA**, **PSI**, **BAR** and two of temperature, **°C** and **°F**. User can select any unit to display but **KPA** and **°C** will still be used when editing pressure and temperature values.

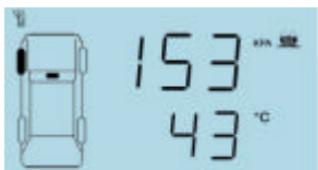
Note: Unit converting follows:

$$1\text{KPA} = 0.145\text{PSI} = 0.01\text{BAR}; N = (32 + N \times 1.8)$$

N means the Celsius temperature value.

5.2 Pre-warning and Alarm in Abnormal Status

5.2.1 Low Pressure Pre-warning (Pic.5-3)



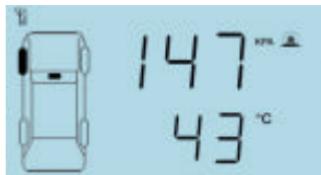
Pic.5-3

*When the pressure value is between 75% ~ 80% of the standard value of set pressure(150KPa ~ 160KPa), the Receiver will send pre-warning signal and value shown are the current pressure and temperature; Pressure-lack alarm icon  will display, the alarm sound “DI” will be sent at the same time,

and the yellow backlight of LCD will be automatically activated; the icon

 will not disappear until the pressure of tire recovers to normal Status, and the backlight will light out, alarm sound stopping. (You can press  key to turn alarm sound off and press it again to start the alarm.)

5.2.2 Flat Tire Alarm (Pic.5-4)

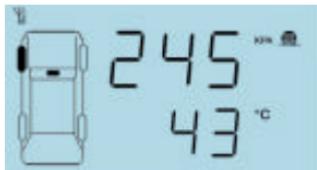


Pic.5-4

*When the pressure value decreases continuously and lower than 75%(150KPa) of standard value of set pressure, the Receiver will send alarm signal and the values are the current pressure and temperature of this tire; super low pressure alarm icon  will display, alarm sound “DIDI” is sending out. And at the same time, the red backlight of LCD will be activated.

When the pressure of tire recovers to normal Status, this icon  will disappear, backlight light out and alarm sound stop. (You can press  key to turn alarm sound off and press it again to start the alarm.)

5.2.3 Over-pressure Pre-warning (Pic.5-5)



Pic.5-5

*When the pressure value is between 120% ~ 125% (240KPa ~ 250KPa) of the standard value of set pressure, the Receiver will send pre-warning signal and value shown are the current pressure and temperature; over-pressure alarm icon  will display, the alarm sound “DI” will be sent at the same time, and the yellow backlight of LCD will be automatically activated; the icon  will disappear until the pressure of tire recovers to normal Status, and the backlight will light out, alarm sound stopping.

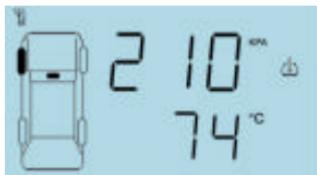
5.2.4 Critical High Pressure Alarm (Pic.5-6)



Pic.5-6

*When the pressure value increases continuously and higher than 125% of standard value of set pressure, the Receiver will send alarm signal and the values are the current pressure and temperature of this tire; super high pressure alarm icon  will display, alarm sound “DIDI” is sending out. And at the same time, the red backlight of LCD will be activated. When the pressure of tire recovers to normal Status, this icon  will disappear, backlight light out and alarm sound stop.

5.2.5 High Temperature Pre-warning (Pic.5-7)

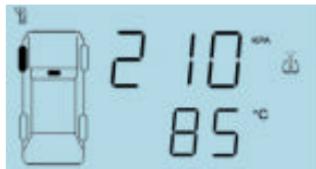


Pic.5-7

*When the temperature value is 10 lower than the set standard temperature value (80), i.e. the temperature is between 70 ~ 80 , the Receiver will send pre-warning signal and value shown are the current pressure and temperature; high temperature pre-warning icon  will display, the alarm sound “DI” will be sent at the same time, and the yellow backlight of LCD will be automatically activated; the icon  will not disappear until the pressure of tire recovers to normal Status, and the backlight

will light out, alarm sound stopping.

5.2.6 Critical High Temperature Alarm (Pic.5-8)



Pic.5-8

*When the pressure value increases continuously and higher than the standard value of set temperature (80 ), the Receiver will send alarm signal and the values are the current pressure and temperature of this tire; Super high temperature alarm icon  will display, alarm sound “ DIDI” is sending out. And at the same time, the red backlight of LCD will be activated. When the pressure of tire recovers to normal Status, this icon  will disappear, backlight light out and alarm sound stop.

6. Operation of Navigation Key

6.1 Key Function



:Key

a) Enter Mode I function. In normal display mode, press  key first, then select proper mode by  and . The modes available for selecting are pressure unit setting mode, temperature unit setting mode and standard value setting and read mode. After you enter the selected mode, you can select proper mode by  key.

 :key

- 1、Enter Mode II function. In normal display mode, press  key first and hold it for over 3 seconds, the program will enter relevant ID setting mode. Select proper mode by  and . ID study mode and ID exchange mode are available to select.
- 2、Back Function. In Mode I,  key has back function. Press it once and you can return to the previous operation.

 :key

- 1、Check the current standard value of the tire. In normal display mode, press  key and the LCD will display current standard value of tire pressure and temperature. In 3 seconds, it will automatically return to normal display mode. And at this time, , ,  and  keys are unavailable.
- 2、Confirm and Storage Function. In Mode I and Mode II, press  key after operation to confirm and store the result of this operation.

 : key

1、Select Key. Press once and one select item will be increased.

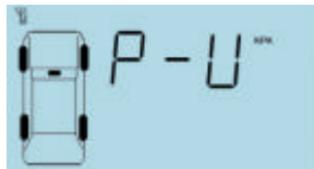
▼ : key

1、Select Key. Press once and one select item will be decreased.

6.2 Pressure and Temperature Unit Setting

6.2.1 Pressure Unit Setting

When displaying pressure, there are three units to select and user can select the pressure unit through the operation below:



Pic.6-1

1 . In normal display mode, press ▶ key to enter select mode.

2 . Press ▲ or ▼ key to select pressure unit setting mode.

When "P - U" appears on LCD, it means that pressure unit setting mode is under waiting. "P - U" means Pressure Unit. If the selected pressure unit flickers, it means that pressure unit setting mode is in standby.

3 . Press  key to enter pressure unit setting mode.

4 . Press ▲ or ▼ key to switch the pressure unit.

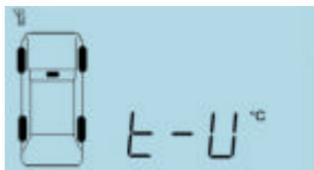
When switching pressure unit, “P -U” will stop flickering and the selected pressure unit will flicker.

5 . Press  key to confirm and the confirmed pressure unit will stop flickering, at the same time a long “DI---“ will be heard, which means the switch is done successfully.

If you want to continue switching pressure unit, you need to return to the previous menu. The operation is to press  key to return to the previous menu, then through  and  you may continue the pressure unit switch. Press the  key to return to the mode select, and select other modes by  and  key.

6.2.2 Temperature Unit Setting

When displaying temperature, there are two units to select. And user may select the temperature unit by the following operation.



Pic.6-2

1 . Press  key under normal display mode.

2 . Press  or  key to select temperature unit setting mode.

When “t-U” appears on LCD, it means that pressure unit setting mode is under waiting. ‘t-U’ means Temperature Unit. If the selected pressure unit flickers, it means that pressure unit setting mode is in standby.

Other operation steps are the same with the one of pressure unit setting.

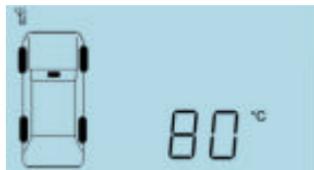
(Pic.6-2)

6.2.3 Setting Safety Pressure and Temperature Value

Tires with different model have different standard values of pressure and temperature. When you install the TPMS system for the first time or change new tire, you need to reset the standard value of this tire. User may set the standard value by the following operation.



Pic.6-3



Pic.6-4

Note: When user set the standard value of safety pressure and temperature for the first time, the number displayed is the default one. And when user does this operation in the future, the number displayed is the data user set in the previous time. The following operation shows how to set the

standard value of safety pressure and temperature for the first time for users.

Set safety pressure by following operation:

- 1 . Press  key.
- 2 . Press  or  key to select pressure standard value setting mode.
- 3 . Press  key to enter pressure standard value setting and the number will not flicker.
- 4 . Press  or  key to set the pressure standard value. After setting, press  key to confirm, at the same time, a long “DI---” will be heard (Pic.6-3) and the standard value of pressure of last row will be successfully stored in the system.
- 5 . Press  key to return to previous menu and then press  or  key to select mode.

Setting temperature standard value by following steps:

1. Press  key.
2. Press  or  key to select temperature standard value setting mode.

When temperature unit displays, the temperature value of next row will flicker.

3. Press  key to enter temperature standard value setting and the number does not flicker.

4. Press  or  key to set temperature standard value. Press  key to confirm after setting, and a long “DI---” will be heard (Pic.6-4) and the temperature standard value of next row will be successfully saved in the system.
5. Press  key to return to previous menu then press  or  key to select mode.

6.2.4 Standard Value Selecting

This system selects the standard value of tire pressure and temperature of 20 the most common models in the market to store in the system. And user can freely select the standard value fits to user's car model. If there is any suitable standard value, you only need to read the corresponding value when installing and save it.



Pic.6-3

- 1 . In normal display, press  key.
- 2 . Press  or  key to select storage mode.

When the read icon  displays on the screen (Pic.6-5), it means

read mode has been selected.

- 3 . Press  key to enter and pressure value and temperature value will display correspondingly.
- 4 . Press  or  to select the pressure and temperature standard value to be read.
- 5 . After selecting standard value, press  to confirm, the read icon  will stop flickering, a long “DI----“ , and the pressure and temperature values are saved as the reference value of pressure and temperature;
If the read icon  keeps flickering, it means reading fails. Press  to return and read again. After successful reading, press  returning to mode select and press  or  key to select other modes.

6.2.5 Exchange Sensor ID

After exchanging tire, the sensor ID data of receiver will have to be edited in order to make sure the tires displayed on LCD correctly correspond with tires in reality.



Pic. 6-6

1. In normal display, press  key then  and  key to select exchange mode or study mode.

Note: Because these two modes, i.e. exchange and study modes involve with system change, user do not change this setting at will before there is any tire changed or new transmitter added.

2. Press  key to enter exchange mode and exchange icon  will stop flickering.

If user tries to make exchange between left front tire and right back tire, and the corresponding ID in the system needs exchanging too. The operation is as follows:

3. After entering exchange mode, press  or  key and 6 couples of numbers will appear at one time: 1—2 , 1—3 , 1—4 , 2—3 , 2—4 , 3—4.

Note: 1 means left front tire, 2 right front tire, 3 right back tire and 4 left rear tire. These numbers are the combination of numbers needed exchange. And at present, the system only supports two-two exchange. 1-2 means No.1 tire (left front tire) exchanges with No.2 tire (right front tire). (Pic.6-6). And others follows this analogy.

4. If you want to exchange No.1 and No.3, press  or  key to find

group 1-3. Then press  key after confirming and a long “DI-----” will be heard, which means exchange is successful.

6.2.6 New Transmitter ID Saving and Setting

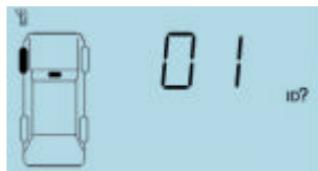
When this product is leaving factory, the factory have equipped a unique ID for each Transmitter. Why does each Transmitter need a unique ID? It is because every complete system is formed by a Receiver and 4 Transmitter. And each Transmitter has different ID number from other branches and at the same time, these 4 ID numbers are stored in the Receiver. They form a group and the Receiver refuses any information transmitted by foreign branch or other sending sources. It only receives the information transmitted by the source with same ID, which will avoid the disturbance of other sending sources and filtrate the information not matched.

But if a branch has problem and unable to work as normal, and a new Transmitter needs changing to form a new group, the Receiver then needs the

unique ID number of new branch to be saved in system storage unit as identification reference.

If user wants to change No.1 tire, please follow the operation as below:
(This system supports the ID storage of single Transmitter.)

Install the Transmitter inside the tire and pre-inflate the tire after confirming the installation is normal. When the pressure is between 50KPA ~ 150KPA(0.5BAR ~ 1.5BAR/7.3PSI ~ 21.9PSI), please stop inflating. In order to prevent the error brought by barometer's measurement, we suggest stop inflating when the inflating pressure is 100KPA(1BAR/14.5PSI). At this time, the Transmitter will continuously transmit signals while the Receiver will receive them then in this way, ID study can be done.



Pic.6-7

1. In normal display, press and hold  key for 3 seconds and the Receiver will enter ID setting mode.
2. Press  or  to select study mode that is new ID's storage and  will display on LCD and flickering (see picture above),

which means you have select the study mode.

- 3 . Press  key to enter studying new ID.
- 4 . Press  or  key to select tire number.

If you adjust to No.1 tire, it means that the studied ID before will be stored in the storage unit of the original No.1 tire. The studied result needs testing for several times and if the result is tested the same all the time, it means that the studied result is correct and the Receiver will automatically save it. A long “ DI---“ will be heard, which means that the process of ID studying is done. (Pic.6-7). If the icon does not disappear, it means that study fails and user needs checking if the Transmitter installation is correct or this branch has been working.

- 5 . Press  key to return and study again.
- 6 . After successful studying, continue inflating tire. Stop inflating when the pressure reaches the standard value. Press  key and return to mode select and press  or  key to select other modes.

6.2.7 Alarm Clearing in Advance

In abnormal Status, press  key to clear alarm sound after the  alarms in order to avoid the disturbance to driver. Press  key again and the sound will alarm again.

6.2.8 Backlight

In normal Status, backlight is blue. It will be red in danger or yellow in pre-warning Status, and it will light out till things back to normal.

6.2.9 System Recovery

User may change some settings during using and start the recovery function of this system can make it recover to the default setting.

Recovery Function: recover system's ID to the default ID.

Method: Turn off the power and press and hold  key at the same time. Then turn the power on, press  key and hold for over 3 seconds, the program will under recovery function; if the system is successfully recovered, it will send long “DIDI” twice otherwise no sounds out.

After the system is recovered successfully, cut the power off and reset the Receiver but not press any key at this time. Then the system ID is the default ID.

Note: please pay attention to the following points when you use recovery function:

1. If user exchanges the tire, its Transmitter is exchanged too.
2. A new Transmitter is exchanged too.

Things mentioned above are not suitable for system recovery. When user uses SenStar TPMS, he may properly use the tire exchange making ID



number in disorder Status. And you may use system recovery function to make it returned again.

The system will automatically return to normal working Status if user enters setting mode except ID's study mode and there is no any operation in 25 seconds.

6.2.10 Transmitter's Working Status

The design concept of SenStar TPMS Tire Numen is abstracted from multi-directions and angles, which not only considers safety, reliability and stability, but also each working Status of Transmitter in order to make it high efficient and energy -saving.

Therefore, the branch working Status of SenStar TPMS Tire Numen is varied, which mainly is showed as follows:

1 . In time

The sensor will measure in every 6 seconds. If it finds any abnormal pressure or temperature, it will transmit data to the Receiver without delay.

2 . Efficient

If there is no any abnormal Status and the car is under driving, the Transmitter will transmit data once in every 2 minutes, letting user know the working Status of tire at any time.

3 . Energy -saving

If the car is in stop Status or the pressure value of the Transmitter is 100KPa (14.5PSI) lower than atmospheric pressure, the branch will stop



transmitting any data and make the control center of Transmitter in sleeping Status to save battery.

4 . Fast

If the car stops for over 5 minutes, the Transmitter will be waken when the car drives again. At the same time, the Transmitter will transmit the data measured out to prevent the tire's leakage when stopping to have any effect to car starting.

7. System Specification

Transmitter Power: 3.6V

Receiver Power: 12DCV

Transmitter Weight: 33g

Transmitter Size: 78×29×12 mm

Receiver Size: 82×17×51 mm

Transmitter Life: 5-7 Years

Pressure Measurement Precision: $\pm 5.0\text{KPa}$

Pressure Measurement Scope: 0KPa-350KPa (contrast with atmospheric pressure)

Temperature Measurement Precision: ± 1

Temperature Measurement Scope: -40 —125

Working Temperature: -40 —125



Working Humidity: Less than 90%

Effective Distance of Transportation: 100m

Quiet Current: Less than 5uA

Transmitting Current: 14mA

Transmitting Method: FSK

Transmitting Center Frequency: 433.92MHz

Receiving Sensitivity: -110dbm

Display Method: Digital Display

8. Notices

After long time driving, the pressure will be increased because the temperature of tire is increased.

Because the distance between each tire and engine is different, the abrasion modulus of each tire is different and the sun irradiation angle is different, all will have affect the inside temperature of the tire.

This system can effectively monitor the pressure and temperature of tire but cannot stop any accident; user should take this system as aid to make sure automobile drive under normal tire pressure and temperature Status and avoid using unqualified tire or the one with serious wear.

The alarm clearing Status does not mean the abnormal Status of tire has any change. User still needs to check, repair and change the abnormal tire immediately.



In order to avoid damage to system equipment, please try not to dismantle the outer of any component in SenStar TPMS. If you need to take the tire off, please pay attention to Transmitter's position and not make damage to Transmitter.

Infill some chemicals such as leakage-proof glue into the tire may damage the sensor and affect the system working. Therefore you must not use such kind of articles to the tire installed with SenStar TPMS otherwise the producer will not provide quality guarantee to the system affected by this.

Because SenStar TPMS Tire Numen has automatic monitoring function, the driver does not need to press control key so often to read during driving in case it may distract driver's attention.

Any actions against the operation rule and notice of SenStar TPMS Tire Numen may cause this system work abnormally or damage forever.

User cannot open, repair or repack this equipment otherwise it may cause this system fail. Any loss caused by this is not taken into warranty scope.

User must fill the warranty card correctly after buying this manual in order to provide manufacturer after-sales service easily. The manufacturer has right to refuse providing any kind of service for the product not bought from the distributor appointed by our company.