

HOW TO GUIDE

CHECKING TIRE PRESSURES – Sensors send an updated pressure reading approx. every 5 minutes. Pressing the “UP” or “DOWN” button (with Monitor in Normal Mode), will select a tire location to display.

RESETTING BASELINE PRESSURE – Make sure the Monitor is powered so it will “hear” the reset of the baseline. Remove Sensor for 60 seconds, then screw back onto stem. Note: Resetting a baseline pressure immediately after driving can result in “false” alerts. Allow tire to cool to ambient temperature. If not possible to wait for tire to cool, simply remove when tire is cool, wait at least 60 seconds and screw back on.

MANUALLY CHECK TIRE PRESSURES AND INFLATE TIRES – It is recommended that tire pressures be checked regularly with a quality pressure gauge with tires at ambient temperatures. Remove Sensor, (Monitor will read “00” and give an audible alert), check pressure, and inflate if necessary. Leaving a Sensor off for 60 seconds allows a new baseline to be established.

INSTALLATION INTERRUPTION – If, during installation, an interruption occurs and the installer is delayed (no button pushed for 10 minutes) the system exits Program Mode. To restart installation, refer to step #2 in “Installation Instructions”.

MUTING THE AUDIBLE “ALERT” – Press “SET” button after the alert sounds. This will put the alert in the “reminder” mode. When the lights turn off, an “alert” beep will continue periodically as a reminder of a low-pressure situation. If no button is pressed within 15 minutes, “reminder” mode activates automatically.

REMOVING SENSORS TO ROTATE OR REPLACE TIRES: When Sensors are installed, they are programmed to a specific tire position. If rotating tires or installing new tires, Sensors must be removed and put back on to the same position to avoid having to perform a universal delete and reprogramming. We recommend marking each Sensor to identify its wheel location. (This can be done by placing Sensors into marked containers, such as envelopes or baggies, etc.) When putting the Sensors back onto the valve stem, screw the Sensors back onto the Sensor’s original wheel location. If you choose not to identify each Sensor, you must perform a deletion of all Sensors (see “Deleting all Sensors” in “Monitor Button Functions”) and follow Installation Instructions to reprogram Sensors.

RECEIVING PRESSURE READINGS IN PSI, kPa & BAR: Monitors come set from the factory to read in PSI, but can also read in BAR and kPa. To switch pressure modes, remove Monitor’s power source and re-power while holding the “SET” button. The Monitor will briefly display the mode on the screen and switch to BAR, then to kPa, then back to PSI. Repeat process as needed until desired mode is reached.

FREQUENTLY ASKED QUESTIONS

CAN I STORE MY VEHICLE WITH THE MONITOR ON? The Monitor draws 25mA to 150mA of power. It’s possible the Monitor could drain the vehicle’s battery over an extended period of time. If storing vehicle for more than one month it is recommended that you unplug Monitor and remove Sensors (see “Tips” section – “Vehicle Storage”).

DOES MONITOR NEED TO BE POWERED BY LIGHTER ACCESSORY? No. Hardwiring is actually a preferred method of powering as it reduces back feed interference. Connect the red wire to a 12-volt DC positive power source (direct wire to the battery is not required). The black wire should be connected to a ground or chassis. When direct wiring, it is important to install a 2 amp in-line, fast blow fuse which protects the Monitor from voltage spikes. Monitors damaged due to high voltage from an unfused line are not covered by Warranty.

CAN MONITOR BE USED INDEPENDENTLY ON FRONT OR BACK VEHICLE?

Yes - see “F/B” Button in “Monitor Button Functions” Section.

WHAT HAPPENS WHEN I REMOVE A SENSOR TO INFLATE A TIRE? Monitor will display “00” reading. After 5 minutes, the Monitor displays 3 dashes (- - -). Removing Sensors for 60 seconds allows a new “BASELINE” reading to be accepted.

WHAT IS THE “REMINDER” ALERT? After an “Alert” has been acknowledged with a button press (or 15 minutes have passed) and the location lights have turned off, the audible alert will periodically “sound” for a short duration to remind you of the alert.

HOW DO I DELETE SENSORS? See “Deleting a Single Sensor/Location” in the “Monitor Button Functions” section.

WHAT DO I DO ABOUT A LOW SENSOR BATTERY ALERT? When you see a low Sensor Battery alert, via the Sensor low battery indicator on the lower right hand corner of the Monitor, the Sensor indicated should be replaced. Contact your Dealer/Distributor for information and replacement.

CAN I USE A SEALANT OR EQUALIZER POWDER IN THE TIRE WITH PRESSUREPRO? PressurePro does not recommend using sealants or liquids inside the tire. If necessary, it’s recommended to use the paint on sealants which don’t remain liquid and to use a filtered Dill Valve when using the sealants or equalizing substances. Sealant can plug up the valve core and shut off pressures in stems.

WHAT SHOULD BE DONE IF A LOW PRESSURE ALERT IS SOUNDED? Immediately pull over and check low tire. Be sure to check valve stem for damage. Soap bubble the area to check for leaks.

TIRE PRESSURES INCREASE WHILE DRIVING - DO I NEED TO DO ANYTHING? No. While driving, it is normal for tires to increase pressure and temperature.

DO I NEED TO REBALANCE MY TIRES WHEN USING A SENSOR? The 2/3 oz. Sensors, on large tires (RV/Truck), seldom necessitates a tire be balanced. Smaller tires may require a ½ ounce stick-on weight opposite the Sensor, or rebalancing.

WHEN DO MY SENSORS TRANSMIT?

1. Within 60 seconds of screwing Sensor onto the valve stem.
2. Every 5 minutes while updating, under normal conditions.
3. At a 12.5% drop from baseline pressure.
4. At a 25% drop from baseline pressure.
5. When a Sensor is removed from its valve stem.

IF I UNPLUG OR LOSE POWER, MUST I REPROGRAM MONITOR? No. Settings are always retained unless physically deleted. Monitor displays 3 dashes (- - -) until Sensors send a new updated reading within the normal 5 minute reporting period.

DURING INSTALLATION, NO SIGNAL WAS RECEIVED FROM THE SENSOR. Higher radio frequency (RF) transmissions propagate mostly via straight lines and along line-of-sight pathways. PressurePro Sensors are required to accomplish a daunting task – transmit from a vehicle’s tires to the Monitor. If a Sensor fails to give a pressure reading, slightly move the Monitor and wait 5 minutes for new signals to report.

AFTER INSTALLATION, PRESSURE READINGS DROP ON DISPLAY – ACTUAL TIRE PRESSURE REMAINS CORRECT. The probable cause is poor interaction between the Sensor and dill valve. Try the following procedures separately, in order, until the problem is resolved: 1) Unscrew the Sensor and again, hand-tighten and listen for the release of air to the Sensor. (Be sure the Sensor and valve stem are not cross-threaded.) 2) Make sure the proper dill valve is installed in your valve stem and that the dill pin is flush with the top of the valve stem. Replace the dill valve if necessary, as it can be worn or defective. 3) If condition still persists, contact your Distributor/Dealer.

POWER CORD & FUSE / WHY DOESN'T MY MONITOR TURN ON? If the Tractor LED on Monitor does not come on, make sure the cord is properly plugged into the Monitor. Make sure the LED light on the cord is on (if present) and the cord is plugged into the lighter receptacle. Check the fuse located in the cigarette lighter end of the cord by unscrewing the black ring (at the silver tip) of the plug. Replace if necessary with a 2 amp in-line, fast blow fuse. If direct wiring, it is important to install a 2 amp in-line, fast blow fuse which protects the Monitor from voltage spikes. Monitors damaged due to high voltage from a non-fused line are not covered under the PressurePro Warranty.

HOW DO I CHANGE BETWEEN kPa, BAR OR PSI READINGS / WHY DOES THE MONITOR DISPLAY UNUSUAL PRESSURES? The PressurePro Monitor can display pressure values in PSI, kPa and BAR. The observation of wrong pressure values for all locations can sometimes be the first indication that the Monitor has been placed into an alternate reading other than PSI. To change the reading, unplug the Monitor and re-power while simultaneously holding down the “SET” button. The pressure unit abbreviations will briefly show on the Monitor’s display each time you plug in the Monitor. The Monitor will cycle from PSI to kPa to BAR, so you might have to perform the reset more than once to get to the value you desire. Remember to wait 5 minutes for all Sensors to send and update pressure readings.

WHAT SHOULD I DO IF A SENSOR IS LOST OR DAMAGED? Contact your Dealer or Distributor to order a new Sensor.

WHAT HAPPENS DURING A BLOWOUT? During a blowout (or situation with complete loss of pressure) the Monitor will signal you of a 25% loss in pressure and read “00”. There may be instances, such as in a catastrophic blowout, when a Sensor or stem is blown off the tire, the vehicle moves out of signal range and no signal (alert) is received.

IMPORTANT NOTES

Once Monitor is programmed, it retains all programmed settings. Turning off the vehicle or removing power from the Monitor will not delete or change settings.

When a Sensor is installed, it records the tire pressure at the time of installation as its BASELINE pressure setting. If you remove and reinstall a Sensor while the tires are warm, the Sensor will record the elevated WARM pressure when reinstalled, as its new BASELINE pressure from which to trigger an alert. When the tires cool, the pressure could fall enough to cause an alert. If possible, wait to reinstall the Sensor until the tire is cold and at the manufacturer specified cold pressure.

Cold temperatures and high altitudes reduce tire pressures. If a tire is close to its low pressure, an alert can be sounded **when the pressure drops overnight** due to the cooler temperatures. To correct this problem, remove Sensor and inflate tire to its manufacturer specified pressure in the morning while the tires are still cold. Make sure Sensor is off of the stem for at least 60 seconds to allow Sensor to “reset”; then screw back on.

A visual inspection of tires on a regular basis is recommended. PressurePro does not PREVENT low tire pressure – but it can alert if tire pressure becomes low, allowing corrective action to be taken. A damaged Sensor or valve stem can cause pressure loss. Inspect regularly. If repeated faults are observed, discontinue use of the system and contact your Dealer/Distributor.

PressurePro cannot prevent tire/wheel overload. Overloading any tire is EXTREMELY dangerous and can cause failure of ANY SUSPENSION COMPONENT, not just tires. The ONLY way to detect overloading is to weigh the vehicle. A vehicle should NEVER be operated if the weight on ANY wheel is greater than the design specifications! Even a correctly inflated tire can fail if overloaded.

Tires can fail for other reasons besides low pressure or overloading. Always be on the alert for any OTHER tire problems as indicated by unusual noises, vibration, uneven tread wear, or bulges on the tire. If any of these symptoms occur, have the tires checked IMMEDIATELY by a professional.

VALVE STEM AND EXTENSION SUGGESTIONS

- PressurePro recommends the use of metal valve stems in conjunction with PressurePro Sensors.
- PressurePro recommends the use of fastener brackets to anchor valve stem extensions. Extensions add length and weight, adding greater centrifugal forces and putting added stress on the stem. When using PressurePro Sensors with an extension on the valve stem, securing the stem to prevent vibration and movement is important for safety.
- PressurePro recommends regular maintenance and upkeep on all valve stems, and replacement of older stems.