Doran Tpms Manual

DORAN
Manufacturing LLC

Please read this Manual carefully before using this product.

DORAN 360RV
Monitors up to 36 different wheel positions

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Book Descriptions:

Doran Tpms Manual

It is not designed to provide warning of a potent ial or actual tire blowout. The National Highway and Traffic Safety Administration considers a tire flat when the pressure is 25% below the tire manufacturers' recommended operating pressure. Table of Contents PAGE I. Int roduct ion to the Doran 360RV 34 Components 4 Gloss ary of Terms 4 II. Insta llin g the S ensor on t he Vehicle 1516 IV. A larm Modes A. First Stage A larm for 12.5% Low 1718 B. Second S tage Al arm for 25% Low 1819 C. High P ressure Al arm 19 D. Lost Sensor Al arm 19 V. Normal Mode Ac ces sor y Funct i ons A. Drop and Hook Feature 20 B. System Reset Function 21 C. Stored A larm Informati on 33 D. Backli ght for Ni ght Operations 33 VI. Techs and Tips A. Frequently Asked Questi ons 2225 B. Tip s 25 C. Limi ted Warranty 26 D. Speci ficati ons 27. It is capable of displaying current tire pressure on deman d, whether moving or stationary. The 360RV is a monitoring system and will not prevent tires from losing pressure or failing. However, low pressure is the leading cause of premature tire failure and the 360RV can provide early notice of potential problems and assist in maintaini ng proper pressurization in vehicle tires. The 360RV can be used on all pneumatic tires. The 360RV consists of two basic components tire sensors which screw onto the valve stems of tires, and a monitor. Sens ors transmit a coded RF signal and al ert if pressure drops. The monitor displays each ti re's pressure and an audible alert if ti re pressures drop. During an alert, the lo w tir e loc atio n is d ispla yed on the monitor, the monitor will display "LOW PRESSURE", the current pressure reading for that tire fl ashes, and an audibl e aler t sounds. The system can alert at 2 levels The fi rst alert occurs when pressures drop more that 12.5%. A second more urgent alert occurs if ti re pressures drop more than 25%. As with many RF products, signal interruption can occur and prevent a signal to reach the monitor.http://e-cluny.cz/UserFiles/9_9-yamaha-outboard-manual.xml

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When used properly, the Doran 360RV will inf orm the driver of the tire pressu res on the vehicle so the operator has the opportunity to make any necessary adjustments to the ai r pressure before a serious problem occurs. Tires and valve stems should be inspected thor oughly prior to installa tion of the system to ensure they are in good conditio n and inflated properly. It is not uncommon to find valve stems that need replacing when installing the 360RV system. Doran recommends that rubber valve stems be replaced with metal stems. Some rubber stems have b een found to be i nferior and could fail prematurely. A visual inspection of tires on a regular basis is recommended. The 360RV does not prevent low tire pressure, it al er ts when tire pressures are low, allowing action to be taken. A damaged Sensor or valve stem can cause pre ssure loss. Inspect regularl y. If repeated faults are observed, discontinue use of the system and contact Doran Mfg.Overloading any tire is extremely dangerous and can cause the fa ilure of any suspension compo nent, not just tires. The only way to detect overloading is to weig h the vehicle. A vehi cle should never be operated if the weight on any wheel is greater than the design s pecification. Even a correct ly inflated tire can fail if overloaded. Always be on the alert for any other tire problems as i ndicated by unusua l noises, vibrations, uneven tread wear, or bulges on the tire. If any of th ese symptoms occur, have the tires checked immediately by a professional. If you are missing any of these components, DO NOT pr oceed with the installation. Contact the manufacturer for an y missing or replacement parts. Glossary of terms Normal Mode When monitor is moni toring all progr ammed sensors and there are not any faults, the monitor will di splay a gr een light and the display will show " on

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Alert Mode When the monitor has received a signal that is outside of the parameters of the “Normal Operation” an alert wi ll be di splayed with icons descr ibing the fault along wi th an audible beeping soun d. Pressing the Set or Program bu ttons can turn off the audible alarm. Baseline Air Pressure This is the pressure that is progr ammed into the moni tor to identi fy what the pressure is to be in eac h tire positi on. The monitor will calculate all alarms from this setting. The baseline pressure should ALW AYS be set when tires are at ambient temperature. Ambient Temperature This is the temperature of the outside air. Tires can heat up significantly which will change the pressure in a ti re. If pressures in the tires are set when the tire temperature is elevated, it can cause the moni tor to give alerts because when the tires cool the pressure will drop and sometimes this will fall 12.5% be low t he baseline pressure. RF The term used to identify Radio Frequency signals. You have the option to place on the sun visor, atta ch to the windshield, fasten to the dash, attach it to the pedestal mount, or the ability to use the hook and loop pads to fasten the monitor to a flat surface. If you are usi ng the hook and loop pads, we suggest that the surfaces that you are applying the pads to be cleaned with alcohol to remove any grease or oils that could be present. When you hav e decided on which rear panel for the monitor that will be correct for your application you can then remove the correct small breakaway spot on the chosen back panel for the wire to exit the monitor in the best direction for your applicati on see Figure 11 . A. The convenient way to wire the monitor i s to attach the accessory cigarette lighter adapter on the power cord to the 12volt power receptac le. This method is the quickest, however it does not allow you to recei ve the full benefits of the Doran 360RV.

Using the accessory cigarette lighter adapter plug for your power source will delay information to the monitor if the power is removed when the vehicle is turned off and the power is removed from t he receptacle. However, i f the power remains on to capture the warnings as they happen in the middle of the night, when you do not want to be disturbed, the mo nitor coul d go into warni ng modes with alarms activated and flashing lights when you may not want it to in the middle of the night while people are sleeping. That is why we suggest that you use option “B” for wiring your moni tor. B. In order to access the full benefits of t he system you will need t o hard wire the monitor to the vehicles’ electrical system. The cigarette power adapter will need to be removed from the power co rd and then you will see that there are three wires in the harness we suggest that you leave a fe w inches of wire on so you can use the plug at a later date for something el se. Red is the 12volt positive constant connection. This should be connected to a 12vol t power source that is always “on”. The Bl ue wire will be the “switched” 12volt positive connection. This wire should only be live when the key is in the “ON” position. The BLACK w i r e i s t o b e connected to a good ground. This hookup will allow the mon itor to receive signals when the vehicle is not runn ing, and update the monitor in real time. When the key Figure 11. The monitor is fused in ternally, however some installers would still prefer to install an inline fuse for pr ecautions. We suggest an opt i onal 2amp fast blow fuse be used for this purpose. C. The first time the monitor is p owered up the display will show “ ns P”. This is saying that there are “No Sensors Programmed” to the monitor. It coul d be that the sensors that were programmed to the monito r have not reported in to the monitor in order to lock the sensors into the memory. If this is the case i t could take up to 6 minutes for this to happen.

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If this i s the first time you have attempted to install the system and the sensors have not been programm ed into the mon itor, the system will need to be programmed per the following section. 2. Programming the Monitor For the monitor to function effortlessly, the user must install t he correct data. The information input to the monitor will allow the monitor to recognize the sensors and wheel positions as well as the baseline pressures for a ll tires. This is done in the f ollowing step s. Do not

install sensors until all programming is completed and you have returned to the normal operation mode. “PROG” Used to enter the program modes. Also used to silence alarms. “SET” Used to lock in selections during programming. Used to turn on and off the backlight. 4 Arrow buttons are used to navigate the screen and select values in the program mode. The first time the moni tor is switched on; the display should show “ ns P”. This will s ignif y that no sensor is progr ammed, or the monitor has not received a new sensor signal yet. If this i s the ca se it coul d take up to 6 minutes for the sensor to report in if it i s already attached to the valve stem. You will now need to enter into the programming m ode i f you need to add sensors to the monitor. If you are entering new sensors into he monitor be sure to leave the sensors off of the valve stems unt il the programming is complete. 2. Press and hold the PROG button for approximately 5 seconds, the monitor screen will automatically change over to the program mode, and then you can release the button. When you hav e entered this mode the monitor will di splay all of the tire positions and the word “PROGRAM” will be displayed see Figure 21 . The moni tor will automaticall y capture the serial number and information wh en air pressure is supplied to the sensor for that wheel position and lock it into the monito r.

B e s u r e t o k e e p the sensors identified as to which w heel positions they belong so that you can attach the sensors to their proper location for future reference. Use the diagram in Figure 2 3 to record the 3 digit numbers onto the wheel locations that you will be selecting. Figure 21 Fi g ure 22 Figure 23. The selected whee l location will be solid. The ot her wheel position s will only be a n outline. If sensors have al ready been programmed to the monitor, the only sensor locations that will be displa yed will be the ones that do not have a sensor a lready programmed to it. When you have selected the position that you want to program a sensor to, press the SET button for 3 seconds. This will cause the first dash see F igure 24 of a three digit sensor number to blink that will need to be entered. 5. Using the up and down arrow buttons, change the first digit to the first correspondin g digit of the sensor ID number that you want to program. When you have selected the correct digit pre ss the ri ght arrow button to move to the next digit in the display. 6. The center dash of this digit will now blink see Figure 2 5 . Use the up and down button to change this digit to the number needed for the second digit of the sensor. When you hav e selected the correct number for the center secti on of this number press the right arrow button so the remaining dash begi ns to flash of the threedigit number see Figure 26 . 7. Adjust this position wi th the up and down button until you have the correct number displayed. Pressing the right or left arrow button will allow you to change one of the numbers that you have previously selected if needed. 8. If you have the correct number displayed, press the SET button for 3 seconds until the number flashes twice and you hear a beep twice to sign ify that the sensor ID number was successfully input to the monitor see Figure 26a. 9. A new position will be highlighted to inpu t another serial number.

If you wi sh to program another sensor repeat t he above steps in Section A. 10. Once you have completed the sensor progr amming sequence for all tires, press the PROG button momentarily to move to the next step, this will be the Base Line Pressure Programming. The monitor will di spla y as shown in Figure 27. If you are completely done wi th all of the programming operat io ns you can press the PROG button for 5 seconds and the monitor will retu rn to the normal mode of operation. This can be done at the end of any se ction of the program mode when the programming is completed. Fi g ure 24 Fi g ure 25 Fi g ure 26 Fi g ure 26a. T hen press the PROG button again briefly to enter this mode see Figure 27 for screen displa y. NOTE to skip this section and go directly to the Programming the Date and Time for Stored Alarm History Information just press the PROG button brief ly 1 time. The display should look like Figure 210. Anytime during this mode you can esca pe out to the next program mode by pressing the PROG momentarily. The baseline pressure has been set in the fa ctory at 100psi for a ll wheel positions. We recommend that you set the base line pressure at the same pr essure as your recommended Manufacturers’ Operating Tire Pressures for each veh icles ti re being monitored. If you want to change the baseline pressure, or a new sensor is

programmed, then follow the procedure below. The monitor should now be displa ying the wheel positions avai lable to program, the words PRESSURE, the un it of measure PSI, Bar, or kPa an d PROGRAM will be displayed as well as the baseline pressure for the selected wheel position see Figure 2 7 . The positions that already have sensors programmed to the monitor will be highlighted at this ti me see Figure 2 8 . You can program the ai r pressure from 5 PSI to 188 PSI, depending on your needs. Each wheel position can be set with a different baseline ai r pre ssure if this is what is needed.

The monitor has been preprogrammed for 100 PSI at each wheel position. If this is the ba seline air pressure that you need then you will not have to do anyth ing in this mode and can press the PROG button and go to the next step. If you need to change the baseline air pressure for a wheel position, continue with steps 14 below 1. Using the same procedure as done previously, use the arrow buttons to select a wheel position and press the SET button for 3 sec onds. This will cause the first dash or number to blink see Figure 29 of a threedigit baseline pressure number that w ill need to be entered for the tire position selected. 2. The first digit of the three dashes will automat ically start to flash. To adj ust the air pressure for the first digit press the up or down arrow button to change the number. For Fi g ure 27 Fi g ure 28 Figure 29. Use the up and down arrow buttons to change that digit. When you hav e entered the number th at you want, press the SET button for 3 seconds until t he number flashes twice and a double bee p is heard to signify that the number has been locked into the monitor’s memory. 4. A new pos ition will be high lighted to in put a baseline air pressure. If you wish to program another sensor repeat the steps 1 thru 3. If you have completed the sensor baseline air pressure programming sequence then you can press the PROG button momentarily to move to the Time and Date stamp setting mode. If you are done with the programming operation yo u can press the PROG button for 5 seconds and the monitor will automatically return to the norma l mode of operation. Th is can be done in any section of the program mode w hen the programming is completed. C. Programming the Date and Time for Stored Alarm History Information NOTE To enter directly into th is program mode you will need to press the PROG button for 5 seconds until the “ PROGRAM ” is displayed.

Then press the PROG button again briefly 2 times to enter this mode see Figure 2 10 for screen display. NOTE to skip this section and go direct ly to the Programming the Uni ts of Measure just press the PROG button briefly 1 time. T he display should look like Figure 217. Anyt ime during this mode you can escape out to t he next program mode by pres sing the PROG momentar ily. 1. The first thing that you will adjust is the Year Y. Pressing the SET button fo r 3 seconds will cause the center digit after the Y to flash see Figure 211 . This should remain a 0 until the year 2010, and then it will be changed to a 1. Pressing the up and down arrow buttons will adjust the value of th is digit. When you have selected the number that you want, press the right button to adjust the right di git in the same manner with the up and down arrow buttons. When you have the proper num ber displayed for the year Y press and hold the SET button for 3 seconds until the mo nitor beeps twice and the display flashes twice. The monitor w ill now display like Figure 212. 2. To adjust the Month M you will need to press and hold the SET button until t he center digit flashes. The months will be displayed as 01 for January thru 12 for December. Pressing the up and down arrow buttons Figure 210 Fi g ure 211 Fi g ure 212. When you have selected the number that you want press the right button to adjust the right di git in the same manner wi th the up and down arrow buttons. When you hav e the proper number displa yed for the Month M press and hold the SET button for 3 seconds until the monitor beeps twice and the display flashes twice. The display is shown like Figure 213. 3. To adjust the day d you wi ll need to press and hold the SET button until the center digit flashes. Pressing the up and down arrow buttons will adjust the value of this digit.

When you have selected the num ber that you want press the right button to adjust t he right digit in the same manner with the up and down arrow buttons. When you have the proper number displa yed

for the day d press and hold the SET button for 3 seconds until the monitor beeps twice and the display flashe s twice. The display is shown like Figure 214. 4. To adjust the hour h you wi ll need to press and hold the SET button until the center di git flashes. Keep in mind that the hour will be display ed as a 24hour clock. An example is that 300 in the a fternoon will be shown on the clock as h15. Pressing t he up and down arrow buttons will adjust the value of this digit. When you have selected the number that you want press the right button to adjust the right digit i n the same manner with the up and down arrow buttons. When you have the proper num ber displayed for the hour h press and hold the SET button for 3 seconds until the mo nitor beeps twice and the display flashes twice. The display is shown like Figure 215. 5. To adjust the minute M you will need to pre ss and hold the SET butt on until the center digit flashes. You will notice that the Mont h and Minute both use the M. When you have selected the number that you want, pre ss the right button to adjust t he right digit in the same manner with the up and down arrow butt ons. When you have the proper number displayed for the Minute M pr ess and hold the SET button for 3 seconds until the monitor beeps and the display flashes tw ice. The display is shown like Figure 216. 6. This will have broug ht you back to the Y years setting. Press the PROG butt on momentarily to move to the Pr essure Units Programming Mode see Figure 217 . If you are done with the programming operat ion you can press the PROG button for 5 seconds and the monitor will automatically re turn to the normal mode of operati on. This can be done in any section of the program mode when the programming is completed.

Fi g ure 214 Fi g ure 215 Fi g ure 216. Then press the PROG button again briefly 3 times to enter this mode see Figure 217 for screen display. NOTE To skip this section and go direct ly to the Sensor Deletion mode just press the PROG button briefly 1 time. The displa y should look like Figure 220. Anytime during this mode you can escape out to the next program mo de by pressing the PROG momentarily. The next step in the programming mode is to select t he uni t of measure for the air pressure. The moni tor is set from the factory to read in PSI pounds per square inch this is the defaul t unit of measure. The monitor is also capable of di splaying the air pressure in BAR and kPa see Figure 218 and 19 . If you want the monitor to read in PSI then nothing needs to be done except to press the PROG butto n to move into the next sect ion of the programming mode. To change the units of measure do the following. 1. Press the left or right arrow to se lect the words PSI, BAR, or Kpa. 2. When you have your selection press t he SET button for three seconds and the selection should blink tw ice and the beeper should beep twice to confirm the selection in the monitors' memory. 3. Press the PROG button to exit this mode and enter into t he Delete Sensor Location mode next. If you are done with the pr ogramming operation you can press the PROG button for 5 seconds and the monito r will return to the normal mode of operation. This can be done in any se ction of the program mode when the programming is completed. E. Delete Sensor Location This step is only used when a sensor is to be re moved from the memory of the monitor. This would be used to remove a sensor from one positi on and locate it to a different location, or to remove a sensor. If deleting a sensor is not necessary at this ti me, please see the second note below Fi g ure 217 Fi g ure 218 Fi g ure 219. Then press the PROG button again briefly 4 times to enter this mode see Figure 220 for screen display.

NOTE To skip this section and go directly to the High Pressure Ala rm Programm ing mode just press the PROG button briefly 1 t ime. The displa y should look like Figure 223 or 224. Anytime during this mode you can escape out to the next program mode by pressing the PROG momentarily. If you want to return to the normal operat ion mode press and hold the PROG button for 5 seconds. The monitor will display t he available sensors to de lete and the words PROG RAM and DELETE will be displayed on the screen see Figure 220 . If a sensor does not need to be deleted you can just press the PROG button to go into the final program mode. If a sensor will need to be deleted you will nee d to do the following steps 1. Using the arrow keys select the desired sensor that need to be deleted. The monitor will only display the wheel positions that have a sensor pr ogrammed to that

position. When you select a position th e threedigit number that was programmed will be displa yed so you will be ab le to verify that this i s the corre ct seri al number to delete see Figure 221 . 2. When you have selected the lo cation press and hold t he SET button for three seconds. The threedigit number will flash twice and t he beeper will beep twice to confirm that this position has been dele ted. A different position will be displaye d and the tire location that was deleted will now be gone see Figure 222 . 3. If you have additional sensors that need to be delet ed repeat the steps until all required sensors are deleted. If you nee d to program deleted sensors to a different locati on, or add new sensors to the monitor's me mory simply press the PROG button twi ce to enter into the Programming Sensor Location mode see page 7. 4. When you are finished press the PROG butt on to enter into the HIGH PRESSURE program mode, which is the last i tem to program.

If you are done with the programming operation you can press the PROG button for 5 seconds and the monitor will return to the normal mode of operation. Fi g ure 220 Fi g ure 221 Fi g ure 222. Then press the PROG button again briefly 5 times to enter this mode see Figure 223 for screen display. NOTE To exit this mode press the PROG button for 3 seconds to return to normal operation mode The HIGH PRESSURE PROGRAM mode will allow you to set up your mon itor to alarm if a pressure that is 25% higher than the baseline pressure is detected. This feature can assist in the checking of elevated heat in t he tire. Pressures increase with elevated temperature. The monitor will di splay HIGH, PRESSURE, and PR OGRAM and the center of the screen will display " on or OFF" see Figure 223 and 224 . To turn on or off th i s feature do the following 1. Using the left and right arrow buttons you will be able to turn this feature on and off as it is shown in the center of the display. 2. When your selection has be en made, the SET button will need to be pressed for three seconds to lock the selection into the memory of the monitor. 3. Pressing the PROG button briefly will rota te you back through the different programming modes. If you are done with the progra mming operation you can press the PROG button for 3 seconds and the monitor will autom atically return to the normal operation mode. Fi g ure 223 Fi g ure 224. The monitor should now be tu rned on and it shou ld be in the normal operation mode. It could take up to six 6 minutes for the mo nitor to receive the updated signal from the sensors once the monitor has been activated if the monitor was powered do wn. Be sure to inspect and replace any def ective or cracked val ve stems before installing the sensor s. If replacements are necessary we suggest replacing the valve stems wi th a metal stem. It does improve the life of the stem due to prem ature failure from drying out and cracking.

Inferior stems have b een found in the market and can cause extensive damage. The dill valve at each tire position should now be checked to see if it is in the proper position to allow the sensors to be activated by the air pressure from the ti res. This can be done using the enclosed Dill Pin Gauge see Figure 31 . When the gauge is used it should depress the dill pin enough to allow air to escape the valve stem see Figure 32 . If air does not escape fr om the valve stem, then you must use a Valve stem tool to adjus t the dill pin out far enough to allow the dill pin tool to re lease air from the va lve stem. This shou ld not be necessary with the Doran RV360. The dill p in should not be extract ed to the point that a ir is released all the time from the valve stem. This should be che cked with a bi t of soapy water if you do make an adjustment to the dill valve and a fter the sensors have been installed. Keep in mind that tire pressure s will increase as you drive. When tires are in motion, the sidewalls are under stress carrying t he load of the vehicle. This energy created by the tires develops heat, which causes the air in the tires to expand. Thi s can cause air pressure to increase as much as 10 psi in certain applicat ions. This is normal, and the manufacturers' recommended cold running pressures have already taken this into consideration. Always adjust air pressure when tires are cold or ambi ent to the baseline pressures that were programmed into the monitor for each wheel position. Cool temp eratures and high alti tudes can cause tires to lose pressure. If a tire is close to i ts low pressure level, an alert can be sounded when pressure drops overnight due to cooler te mperatures. Inflate to proper level in the morning. If s ensors have not been programmed Figure 33 Fi g ure 31 Fi g ure 32 Dill Pin. The sensor should be t ightened only by hand, not with a tool. Use a f

irm grip and tighten the sensor. Check fo r leaks with a soapy solution.

The monitor will begin to receive and recognize the sensors, and it will display the wheel positions as they are received on the screen. 2. When all the sensors that have been programmed to the monito r are received and within the baseline air pressure paramet ers, the display will show all the wheel positions that were programmed, the word " on ", and "PSI" will be displayed, on the screen, and the green LED light will come on see Figure 34 . You are now ready to enjoy the safety and comfort of y our new Doran 360RV Tire Pressure Monitor System. 3. If any of the whee l posit ions are not within t he baseline air pressures an alert will be issued by the monitor and the air pressure r eading will be shown for the affected ti re positio n and the monitor will s how PRESSU R E and whether it is a LOW or HIGH warning. The audib le alarm will be heard see Section IV f or further details abou t alarms. 4. If the monitor continues to search for a sens or after 10 minutes it is possible that the sensor may not be programmed properly. Hi gher radio frequency RF transmissions travel mostly via straight li nes and along lineofsight pathw ays. The 360RV s ensors are required to accomplish the difficul t task of transmitting a low power FCC approved signal from vehicles' tires to the monitor. If a sens or fails to be recognized, move the monitor slightly. The vehicle could be in what is known as a "Dead Zone", this is where the signal is not able to travel because of its surroundings pol e barn siding, metal fence, side of a building. Moving the vehicle j ust a few feet can sometimes overcome this problem. The sensor will need to be removed and reinstalled to activate the sensor for it to report quickly to the moni tor. If you are using an optional signal booster kit, reposition the booster for a possible better reception. Figure 34.