

Welcome to AT 8000 Series **Tire Pressure Monitoring System (TPMS)**. This Fast installation Guide is intended to give you a fast overview of the key steps required to install your AT 8000 Serial TPMS. For more detailed information, please refer to the 8000 Serial TPMS Installation Guide.

Installation steps

Step 1: Check components



Step 2: Check identification number



Each sensor should be assigned a unique identification number (ID), which was marked on the top of sensor.

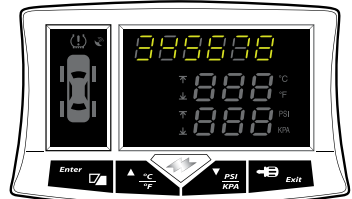
Step 3: Enable and Test sensors before installing

To enable a sensor, it is only needed to pull out the jumper attached on sensor. After successfully enabled, sensor will start to measure environment air pressure and temperature and send them to receiver.

Step 4: Set up the receiver

Plug the attached power cord into Receiver and insert the other terminal to the cigarette electrical socket of vehicle. You can adjust parameters of receiver according to your requirement.

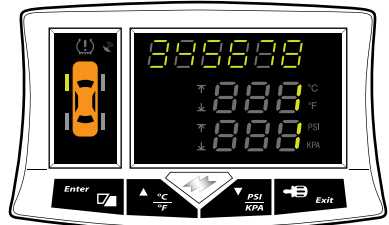
** Only the first two and last four digitals of ID will show on panel of receiver, for example, if ID is 34125678, only 345678 will be shown.*



Step 5: Installing one sensor into wheel

Please get help from professional tire shops if necessary.

1. Remove the wheel from vehicle, Deflate, and separate rim and tire.
2. Fix sensor on rim.
3. Assemble rim and tire, in-flate to typical pressures.
4. Balance wheel and install to vehicle.
5. Use receiver to search ID of this wheel again, and assign this ID to the position respect to this tire installation. Make sure that the sensor inside tire was keeping work well.



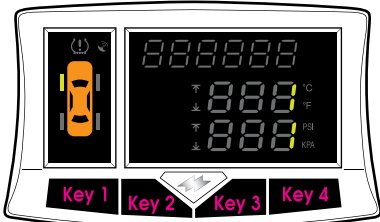
Steps 6: Continue to install all other sensors with the same procedure.

Install all tires to the right positions of vehicle. Using receiver to search and assign all IDs to correct position respect to tire installation.

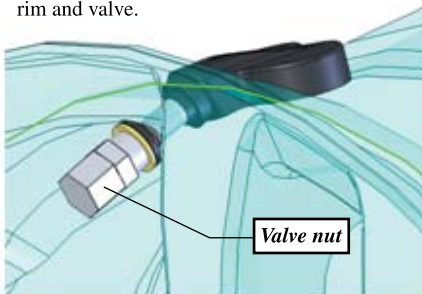


Steps 7: Setup pressure and temperature thresholds according to tire type.

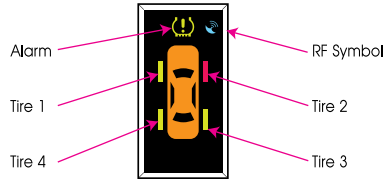
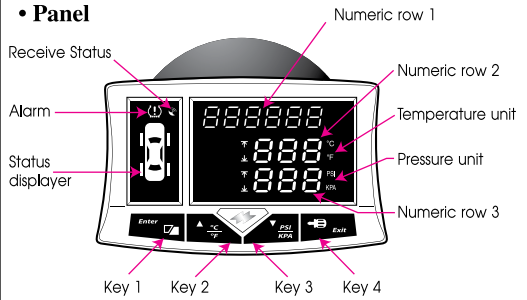
- Do not mix up each tire's ID, or the detected tire parameter may not be correct!
- It is easy to identify each tier's ID by changing its pressure (slightly deflate) and monitor the receiver for checking this pressure variation and tire position.
- Check all recorded tire IDs by press **Key1**. Each single press on **Key1** can call one tire parameters out, including temperature, pressure, and identification code. Continually press on **Key1** can read tire parameters one by one.



- Typical torque of new valve nut is 3~5 N·m (30~50 kgf·cm).
- In order to guarantee sealing, be sure that the rubber rings are properly positioned between rim and valve.

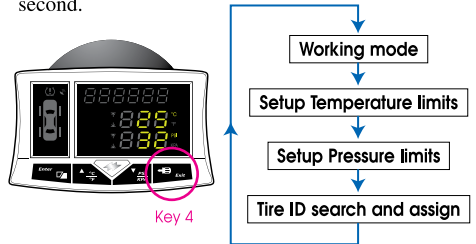


Receiver Setting



• **Working Modes**

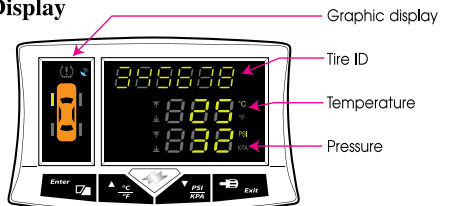
In order to integrate friendly operation interface and powerful parameter adjusting function, AT8000 contains four major operation modes, and it is easy to switch between them by press **Key 4** over 0.5 second.



• **Key Functions**



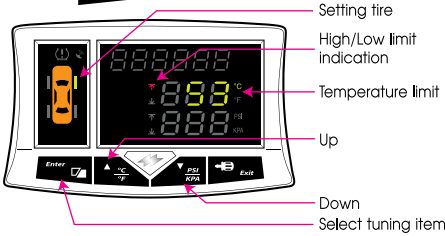
• **Display**



• Setup Temperature Limits



Under normal display mode:

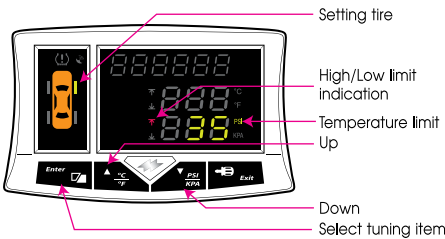
Press  0.5 Sec.



• Setup Pressure Limits




Under normal display mode:

Press  0.5 Sec. → 

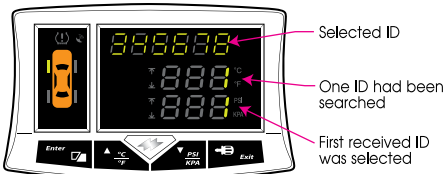


• Tire ID search and assign

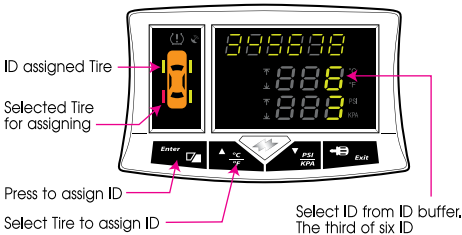
Step 1: Under normal display mode:

Press  0.5 Sec. →  → 

Step 2: Waiting for ID search



Step 3: Assign searched ID to exact position



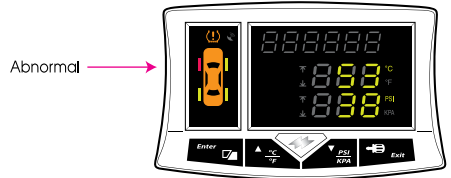
Signal

1. Normal:

When tires operate in normal condition, LED shows "green" light. Every 8 sec., the "orange" light takes turn to show each tire's condition.

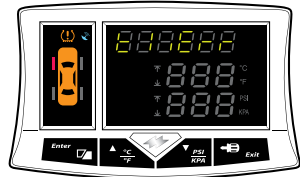
2. Abnormal:

When tire is in over-heated, over-pressured, or under-pressured condition, LED shows "red" light, locks on the position of over-heated tire with "beep" sound.



3. Message receiver abnormal:

If receiver can not receive updated tire messages over 10 mins., LED shows abnormal signal.



Example:

Left-front tire abnormal, shows "t1, Err".

Right-front tire abnormal, shows "t2, Err".

Left-rear tire abnormal, shows "t3, Err".

Right-rear tire abnormal, shows "t4, Err".

The abnormal signal will be canceled once messages received.

FCC Notice:

Notice : The changes or modifications not expressly approved by the party responsible for compliance could void the user' s authority to operate the equipment.

IMPORTANT NOTE: To comply with the FCC RF exposure compliance requirements, no change to the antenna or the device is permitted. Any change to the antenna or the device could result in the device exceeding the RF exposure requirements and void user' s authority to operate the device.

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.