

i10 Instruction Manual

Kit Contents

- 1 TireMinder® i10 Monitor
- 4, 6 or 10 TireMinder Standard **or** Flow Through Transmitters
- 1 Rhino Signal Booster
- 1 Micro USB Cable and DC Adapter
- 8, 12, or 20 CR1632 Batteries (1 Extra Set)
- 4, 6, or 10 O-Rings (Extra)
- 4, 6, or 10 Locking Nuts
- 1 Locking Wrench with Valve Core Tool
- 1 Mounting Bracket
- 1 TireMinder i10 Manual
- 1 Warranty Card



Congratulations, you've done your homework and decided on the best TPMS on the market (MotorHome and Trailer Life Magazine's "Reader's Choice" GOLD award 8 years in a row!). If you have read any "User Comments" on various web sites, you will know that it's not just the product that got us the awards. Minder has outstanding customer service. Call or write. You'll quickly become a believer. *-The Minder Team*

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If you need help, we are available Monday to Friday, 9:00am to 5:00pm Eastern Time. We also have a new dedicated help center available which can be found at www.TireMinder.com/help.

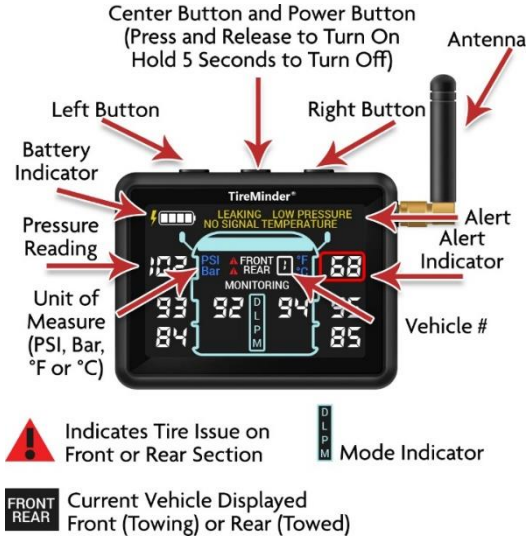
General Overview TireMinder® i10

The TireMinder i10 Tire Pressure Monitoring System (TPMS) allows for constant monitoring of a vehicle's Tire Pressure & Temperature. This system can receive wireless information from up to 20 tires (displayed in two 10 tire sections), as well as swap between 4 different vehicles. Various levels of warnings are issued for pressure changes (under, over and leaking), high temperatures and signal loss.

We realize people rarely read instructions. The i10 is a highly sophisticated product which requires customized programming and understanding.

YOU NEED TO READ THIS BOOK!!

Whether you have installed this system, had a dealer install it or a friend, it is imperative that you read this book in its entirety.



You need to understand how the system works, so you can have peace of mind and **"Be Safe on the Road™"**.

If you have questions or need help, check our web site for installation and operating videos. Of course, you may always write (email) or call us. Above all, keep this book. We guarantee you'll need it!

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Initial Setup

Prior to starting the initial setup, charge the i10 using the supplied charging block and USB cable. While the i10 is charging, please complete steps 1 to 3.



Step 1: The first step in setting up your i10 is to connect the included signal booster to a 12V or 24V power source. When plugged in, you will see a green power indicator light. There is also a blue light which will blink every time a signal is repeated from the transmitter – which is generally once every 4 minutes, unless an issue is occurring. As this unit is designed for RVs ranging from Travel Trailers to Class A MotorHomes, please read the specific instructions that are included in the booster's packaging or see page 7. Please note, while the booster will increase the transmitting range, it is primarily designed to eliminate signal interference. Due to this crucial function, **THE BOOSTER MUST BE INSTALLED**.





Step 2: After installing the booster, insert the CR1632 coin cell batteries into each transmitter. To install, remove the battery from its packaging, unscrew the transmitter's black cap counterclockwise, and insert the battery into the transmitter's battery bracket with the smooth side (+) up.



Step 3: Once each transmitter has a CR1632 battery installed, turn on the i10 monitor. You should see an image like the one on the left. Once the monitor is on, you should see **MONITORING** in the center of the display. What this means is that you are currently in

Monitoring Mode and the i10 is actively monitoring for tire issues. In order to receive alerts, you must be in Monitoring Mode.

Setting up the i10 – Learn (L) Mode

We're now ready to program, or what we like to call Learn, each transmitter to a tire position. Please see the steps below to Learn each transmitter:



Step 1: From Monitoring Mode, press and hold the left and right buttons for 5 seconds until you see an **L** in the center of the display. See the image to the right? That's how your display should look right now.

Step 2: On the top left, you should see "- -" flashing. This is the current tire position. The top left tire position can be used as the driver's front tire of your vehicle. Alternatively, you can use the left or right buttons to move the current tire position to anyone of the 20 available positions. Once you have chosen the first tire position you would like to **Learn**, proceed to Step 3. Note, to go to the rear section, press and release the right button until you see **REAR** near the center of the monitor. This notates the **REAR** section.

Learned a transmitter to the wrong position? See page 15.

Step 3: With the desired tire position flashing, screw a transmitter onto your vehicles' corresponding tire position. Within 15 seconds, you should hear a beep and see the current PSI.

Step 4: Continue to use the left or right buttons to select the next tire position you wish to learn. Once at the next desired tire position, screw a transmitter onto that corresponding tire position. Again, within 15 seconds you will hear a beep and see the tire's current PSI.

Step 5: Repeat Step 4 until all tire transmitters have been learned to the monitoring. Once complete, press and hold the left and right buttons for 5 seconds until you see **MONITORING** on the display.



Setting up the i10 – Pressure (P) Setting Mode

You're now at the home stretch! The last part of setting up your TireMinder i10 is informing the monitor what tire pressures you're currently running.

Step 1: From Monitoring Mode, press and hold the center button for 5 seconds until you see **P** in the center of the display.

Step 2: PSI should now be flashing on your display. You may press and release the right or left buttons to toggle between PSI (Pounds per square inch) and Bar (Barometric Pressure). Pressing and releasing the center button will move you to °F. With °F flashing, you may press and release the right or left button to toggle between °F (Fahrenheit) or °C (Celsius). Once you have selected your desired units of measurement, press and release the center button. You will now see your first tire position blinking.

Step 3: While the tire position is blinking, you may use the right or left buttons to raise or lower the tire pressure, respectively. Use these buttons to set the appropriate (or cold) baseline tire pressure for your vehicle. Once set, press and release the center button to move to the next tire.

Step 4: Repeat Step 4 until you have set each tire's appropriate tire pressure. Once complete, press and hold the center button for 5 seconds until you see MONITORING in the center of the display.

d tire pressure? See page 9.

Setup Complete

Your TireMinder i10 is now fully setup! From here, you can take full advantage of the tire protection and peace of mind that your new TireMinder system can provide. However, we strongly recommend that you read the rest of this book. It may seem like quite a bit of pages, but it's written to be enjoyable, not a galaxy far far away enjoyable, but full of helpful TPMS and safety information.

Jokes aside, please read this book. This monitor is one of our most advanced units available. We want you to feel comfortable and enjoy using it. So please take the next 30 minutes to an hour and read the rest of this book.

On a side note, a big plus of reading this book is bragging to your friends that you are now a TPMS expert!*

*We claim no guarantee that the above statement is factual. But you will still learn a ton!

Alerts – How the TireMinder TPMS Alerts Work

The main function of a tire pressure monitoring system (TPMS) is to alert when a tire issue occurs. Your TireMinder i10 will check for the following tire issues every 6 seconds:



1. **Rapid Leak** - Pressure loss of 3 PSI or more in less than 2 minutes.
2. **Slow Leak** - Pressure loss of 6 PSI or more in 2 to 10 minutes.
3. **Low Pressure** - Pressure loss of 15% or more of the baseline pressure.
4. **High Pressure** - Pressure increase of 20% or more of the baseline pressure.
5. **High Temperature** - Internal tire temperature of 167°F (75°C) or greater.

In the event of a tire issue, the appropriate alert will be displayed on the top of the screen and tire position with the issue will be circled in red. Also, the monitor will start to beep and a red light will be displayed on the top of the monitor. If multiple alerts occur, use the right or left buttons to toggle between alerts.

Alerts – What to Do If an Alert Occurs

If you receive a **leaking alert**, please note how much air is left in your tire. If you are running 100psi (normal) and the alert has come on at 85 psi, you may decide to drive to the next rest stop. If the pressure drops significantly or more rapidly, cautiously bring the vehicle to a safe, off-road location to check the offending tire. Alternatively, if your cold tire pressure is 100 PSI and the leaking alert has come on at 104 psi, continue to monitor that tire position to make sure the pressure does not continue to drop. Some leaking alerts occur when the tire pressure increases rapidly, then rapidly decreases. What can cause this? Road debris, pot hole, or several "bumps in the road".

If you receive a **low pressure alert**, just as with leaking, note how much air is left in your tire. If the tire is dangerously low, or at 0 psi, find a safe place to pull the vehicle over and check the offending tire.

If you receive a **high pressure alert**, cautiously bring the vehicle to a stop at a safe location and check the offending tire. If the high pressure is "within reason" you may need to adjust your baseline pressures. Not sure what to do, call us!

If you receive a **high temperature alert**, cautiously "get off the road" & determine the cause of the overheating. In most cases, this will be due to a brake caliper that is sticking or a bearing which has overheated.

The TireMinder Hard Wired Booster



In today's world, the TireMinder signal booster helps our 433MHz transmitters avoid signal interference from the ever more prevalent wireless devices. As we all know, you can't throw a stone anymore without hitting a wireless device. This creates a lot of electronic noise, which limits the potential range of other devices operating in the same vicinity. This is why **the booster is crucial** for operating a tire pressure monitoring system on a multi-wheel vehicle (RVs, 5th Wheels, MotorHomes, Motor Coaches, Boat Trailers, Travel Trailers, etc.).

Installing the TireMinder Booster



As the booster is fully weatherproof, the best location is on the undercarriage. For MotorHomes and Coaches, the booster must be located on the undercarriage behind the rear or tag axle. For trailers, place the booster near the front of the trailer, on the exterior, such as the king pin or undercarriage.



Once you have chosen a good location, connect the booster's red (positive: +) and black (negative: -) wires to a 12v or 24v power supply line. Please mount the booster as securely as possible to minimize vibration. You may use the provided wire ties to secure the booster and wires. **If you have any uncertainty, please contact your local RV dealer for help on the installation.**



Booster Installation Continued

For most vehicles, the easiest way to provide power to the booster is attaching the wires directly to a 12V or 24V battery. You may also wish to change out the alligator clips for a ring terminal connector for a more permanent connection. If you have a MotorHome or Coach that does not have a battery located towards the rear, the booster can be connected to the 12V terminal of the generator.



Baseline Pressures and Tire Safety

A baseline tire pressure is the recommended tire pressure, cold. In other words, it's the tire pressure before your tires start rolling down the road.

There are two places which will give you an idea of what your tire pressures should be. The first is the permanently mounted placard containing max tire pressures, max load information, etc. This placard is similar to the one located on the driver's side door jamb of most cars and trucks. The location of this placard will vary. The second is the max tire pressure located on the sidewall of your tire. It is very important that the cold tire pressure of your tire does not exceed the max tire pressure located on the side wall.

Another important factor in tire safety is weight. Tire pressures are greatly affected by weight! With the different load ratings, such as E, G, etc, tire pressure may increase at a faster rate, depending on the load rating of your tire. If you notice that your tire pressures are rapidly increasing, it is recommended that you weigh your RV and take into consideration the max load of your tires. It is also crucial to understand that even if your RV is under the max weight, it may not be loaded evenly. For example, if a double-axle travel trailer tire has a max load rating of 3,500 lbs., and the total weight of the travel trailer, loaded, is 12,00 lbs., it is still possible that one tire may be overloaded, depending on the disbursement of weight.

A great resource for tire inflation and load is the manufacturer of your tire. Each tire manufacturer provides load and inflation charts for ST (Special Trailer), LT (Light Truck), HD (Heavy Duty) or RV tires, located on their website.

The best way to know exactly what pressures to run is by having your vehicle professionally weighed. There are many excellent resources providing this service such as the RVSEF (www.RVSafety.com), as well as Escapees RV Club (www.escapees.com).

Multiple Wheel Layouts

The i10 has the ability to display up to 20 tires. As it is unlikely you will use all 20 positions, below you will find some recommendations of where to add tire positions. Ultimately, it is up to you to decide how you would like the I10 to look. So have fun with it!



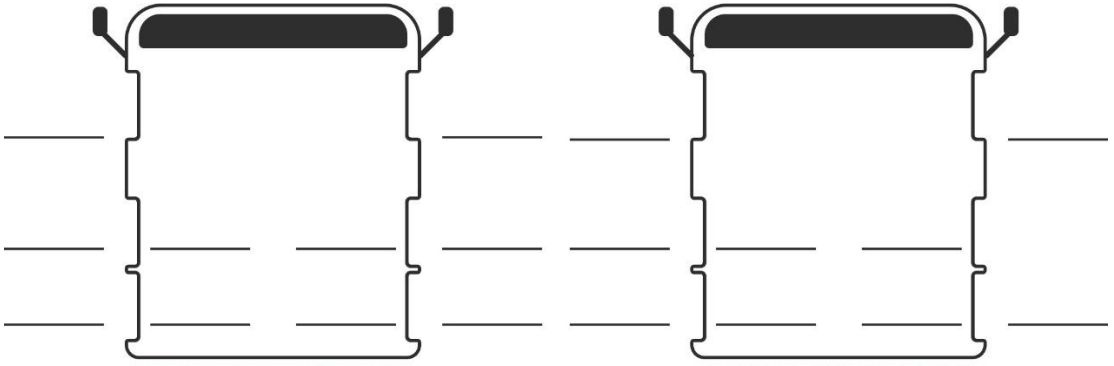
MotorHome and Tow Car
10 Tires

5TH Wheel
4 Tires

Coach with Tag and Toy Hauler
12 Tires Tires

Baseline Pressure Layout

Highlight where you want the transmitter (layout) for your tires. Write the baseline PSI required for each tire.



Adding, Disconnecting and Swapping Vehicles

The TireMinder i10 can add or disconnect up to 4 different vehicles using Disconnect (D) Mode. To do so, please use the following directions:

1. From Monitoring Mode, press and hold the left and center buttons for 5 seconds, until you hear a beep.
2. After the beep, you will see a "D" in the center of the display. You will also see the tire positions flashing, along with either **FRONT** or **REAR** and number to the right. The flashing section represents the currently selected section and the number represents the vehicle number. For example, if you see the **FRONT** and a 1 is displayed, that means that you are on the first vehicle of the front section.
3. From here, you can use the right button to toggle between vehicles. 1 is the first vehicle, 2 is the second vehicle and 0 is... no vehicle! When 0 is selected, no vehicle will be displayed in that section. In other words, it's disconnected.
4. To toggle between sections, press and release the center button. Each section is notated by either **FRONT** or **REAR** on the monitor.
5. Once you have made your selection, exit Disconnect Mode by pressing and holding the left and center buttons for 5 seconds, until you hear a beep. You will then be back in Monitoring Mode.

If you ever need to reconnect a vehicle, go back into Disconnect Mode and choose the appropriate section and vehicle you desire.

To add a new vehicle, change the vehicle number to one you are currently not using. Then, go into Learning mode and repeat the same procedure from page 2.

Have a question about adding, swapping, or disconnecting vehicles? Please visit www.TireMinder.com/i10 for instructional videos. You may also give us a call and we can walk you through the process.

Auto-Search Mode

This mode is really cool! It all happens while in **MONITORING** mode and can only be used after all transmitters have been installed. When implemented, all current pressures will go to 0 PSI and the temperatures reset to 32°F.

The monitor will then automatically search for updated pressures and temperatures from all tires. All should be recovered within 20 minutes.

When to use this mode:

- After the rig has been in storage.
- If you see "Signal Loss" on the monitor.
- If you feel one or more positions are not updating.
- In the morning before getting back on the road as the monitor may still show yesterday's information.

Quick-Tip: The auto-search function will not work if the monitor is close to requiring a re-charge.

Here's how:

1. Press and hold the **Center and Right buttons** for 3- 5 seconds.
2. You will hear a double "beep". All wheel position circles will reset with the pressures showing 0 PSI. The temperatures will all be reset at 32°F (*or 0°C*).

Updated pressures and temperatures will not all appear at the same time (be patient). If after 20 minutes, the monitor does not receive an update from one or more transmitters, the unit will beep several times and the missing position will flash and show "Signal Loss".

"Starting Over" Full Delete Mode

When implemented, this will delete transmitter codes from all transmitters that had been mounted. It is activated from the **LEARN** Mode. When complete, all 20 tire positions will be empty, displaying "- -".

When to delete:

- If you think you've screwed up the installation and want to start over.
- If someone has removed all the transmitters and you don't know which goes where.
- If you are making a major change in RVs and the wheel positions need to be moved (*5th wheel to coach or reverse*).
- You've got nothing better to do and just want to re-install the system!

Here's how:

1. From **MONITORING** Mode, press and hold the **Left and Right buttons** for 5 seconds (*until all 20 positions appear*). The screen will show **LEARN** in the top center of the display.
2. You will see that all your currently active tire positions display a tire pressure.
3. Press and hold the **Center and Right buttons.** After 5 seconds, the unit will beep twice, and each tire position will read "- -".
4. Since you are already in the **LEARN** mode, you may start the re-install process immediately (page 2).
5. If you are not ready, you should exit from this mode by pressing and holding the **Left and Right buttons** until all 20 positions disappear.
6. You will be back in **MONITORING** mode. From here, you may start over at any time.

Adding Transmitters

Your TireMinder i10 can add up to 10 tires, per vehicle. To add transmitters, please use the instructions below. Note, you do not need to delete any currently learned transmitters in order to add additional transmitters.

1. From **MONITORING** mode, press and hold the left and right buttons until you hear a beep and see **LEARN** near the top center of the screen.
2. Using the right or left buttons, move to the tire position you would like to add.
3. Once at the tire position you would like to add, screw a transmitter onto that corresponding tire position. Within 6 seconds you will hear a beep and see the current tire pressure.
4. Continue adding transmitters using steps 2 and 3. If you are done adding transmitters, return to monitoring mode by pressing and holding the left and right buttons for 5 seconds until you hear a beep and see **MONITORING** in the top center of the display.

Move a Single Transmitter

To move a single transmitter, please following the instructions:

1. Remove the transmitter you wish to move from the valve stem and set it aside.
2. From **MONITORING** mode, press and hold the left and right buttons until you hear a beep and see **LEARN** near the top center of the screen.
3. Using the right or left buttons, move to the tire position you would like to replace.
4. Once at the tire position you would like to move, press and hold the center button until you hear a beep and see "- -" instead of a tire pressure. The transmitter is now deleted.
5. Using the right or left buttons, move to the tire position you would like to add the transmitter and screw the transmitter onto the corresponding valve stem. Within 6 seconds, you should see "- -" change to the current tire pressure. If you are done moving transmitters, return to monitoring mode by pressing and holding the left and right buttons for 5 seconds until you hear a beep and see **MONITORING** in the top center of the display.

Delete a Single Transmitter

To delete a single transmitter, please following the instructions:

1. Remove the transmitter you wish to delete from the valve stem and set it aside.
2. From **MONITORING** mode, press and hold the left and right buttons until you hear a beep and see **LEARN** near the top center of the screen.
3. Using the right or left buttons, move to the tire position you would like to replace.
4. Once at the tire position you would like to delete, press and hold the center button until you hear a beep and see "- -" instead of a tire pressure. The transmitter is now deleted. If you are done deleting transmitters, return to monitoring mode by pressing and holding the left and right buttons for 5 seconds until you hear a beep and see **MONITORING** in the top center of the display.

Replace a Single Transmitter

To replace a single transmitter, please following the instructions:

1. Remove the transmitter you wish to replace from the valve stem and set it aside.
2. From **MONITORING** mode, press and hold the left and right buttons until you hear a beep and see **LEARN** near the top center of the screen.
3. Using the right or left buttons, move to the tire position you would like to replace.
4. Once at the tire position you would like to replace, press and hold the center button until you hear a beep and see "- -" instead of a tire pressure. The transmitter is now deleted.
5. With the original transmitter deleted, screw the new transmitter onto the same valve stem. Within 6 seconds, you should see "- -" change to the current tire pressure. If you are done replacing transmitters, return to monitoring mode by pressing and holding the left and right buttons for 5 seconds until you hear a beep and see **MONITORING** in the top center of the display.

Units of Measurement (PSI/BAR...)

The TireMinder i10 is setup to default to PSI and °F (Fahrenheit). If you would like to change this to Bar (barometric pressure) or °C (Celsius), please use the instructions below.

1. From **MONITORING** mode, press and hold the center button for 5 seconds until you hear a beep and see **P (Pressure Setting Mode)** in the top center of the display.
2. Once in **P** mode, you will see PSI flashing. You may use the left or right buttons to toggle from PSI or Bar. With your desired pressure unit selected, press and release the center button.
3. °F will now be blinking. Using the left or right buttons, you will be able to toggle between °F (Fahrenheit) or °F (Celsius). With the correct temperature unit selected, you may now exit **P** mode by pressing and holding the center button for 5 seconds until you hear a beep and see **MONITORING** in the top center of the display.

Battery Life and Low Battery Indicator

The i10 monitor has a built-in Lithium-Ion rechargeable battery which under normal use will function for 8 to 12 hours before requiring a re-charge. Please note, you can extend the battery life by turning the monitor off when not in use. To do so, press and hold the TOP button for a fully 10 seconds until the screen goes blank.

The level of charge is displayed in the top left portion of the screen. You may recharge the unit at any time if you feel it may be necessary. If the last bar disappears, the unit will beep several times and the battery icon will flash. If you don't plug it in soon, the monitor will shut down completely. To re-charge, simply use the supplied USB charger.

A full charge takes approximately 6 hours. When charging, you will see a lightning bolt to the left of the battery, along with a charging animation inside the battery. Once fully charged, the lightning bolt will disappear, and the animation will stop.

Transmitter Batteries & Proper Disposal

TireMinder External and Flow-Through transmitters use CR1632 style batteries. Please dispose of any used lithium batteries properly. Contact your local waste disposal company for drop off locations.

Powering on the Monitor

Press & Release the **TOP button** to turn on the monitor. Upon turning on the monitor will automatically be in the **MONITORING** mode.

Once turned on, the i10 will automatically start to search for updated tire information. After a lengthy shutdown (either powered off or asleep), the readings will be in the memory of the monitor from when it was last turned off (*the night before, the week before or whenever it was last active*). It will take approximately 4 to 10 minutes to update the pressures and temperatures.

You may also initiate the Auto-search function (page 13). In this case, all readings will go to 0 PSI and 32°F. If all is well, updated pressures and temperatures will be back within 10 to 20 minutes.

Manually Turn Off the Monitor

From **MONITORING** mode, press & hold the **TOP button** until the screen goes completely blank. This will take about 10 seconds.

Signal Loss

If **SIGNAL LOSS** appears on the display, it means the monitor has lost the signal from one or more transmitters. Also, the top LED will blink red. This issue needs to be addressed when convenient (before leaving on a trip, at the next rest stop or campground, etc.).

Reasons for Signal Loss

a) **The booster** is not functioning. All TireMinder systems come with a booster included. If you have not installed it, then "shame on you." If it is installed, check that the booster is powered correctly. You should see a green LED glow when the unit is powered on. See "Signal Booster" (page 7).
b) The system is over 9 months old and the transmitter **batteries** need to be replaced.
c) One of the transmitters has been lost or damaged.
d) **Electronic Interference**: With the constant addition of new wireless products (many running at 433 MHz), it is possible that the TireMinder signal is being interrupted by electronic interference. If the signal comes back or is lost intermittently, you can rest assured the loss is due to such interference. 90% of this problem is cured by using the booster. Is yours installed with a green LED glowing? If YES, and all other possible signal loss reasons have been eliminated, consider moving the booster to a more central location.
e) **Distance:** Under normal operating conditions, distance is not an issue if you have installed the booster. At the same time, extreme cold and low transmitter battery (under 3 volts) power will shorten the operating distance even with a booster installed.
f) **Missing Vehicle – "Signal Loss"** The appearance of the "Signal Loss" is inevitable when a towed vehicle/trailer is separated from the towing unit unless you implement the unique "Disconnect Mode" of the i10.

If you do not use the "Disconnect Mode" but are aware you left the vehicle behind, you may simply ignore the warnings. If you are not aware of the missing vehicle, we suggest you turn around and go find it!!!
When the two systems are re-united, the monitor will pick up the missing tires automatically. This usually happens within the first 20 minutes. If you need them to re-connect immediately, simply loosen (depressurize) and tighten (re-pressurize) the transmitters on any missing wheels.

OUR Recommended Alternative is to put the unit in the full "Auto-Search Mode" (see page 13).

If you did use the "Disconnect Mode," upon reuniting the two units, you may simply engage the automatic "Reconnect Feature" and let the TireMinder do the work for you. See page 12 for "Disconnect" and "Reconnect Mode" directions.

Can Rubber Valve Stems Be Used with The TireMinder Transmitters?

Yes, TireMinder Transmitters may be used on high quality, high pressure rubber valve stems. However, we highly recommend brass or stainless steel valve stems. Due to the fact that rubber valve stems deteriorate fairly quickly, e.g. they should be replaced when replacing your tires, an external TPMS sensor can exacerbate the deteriorating by adding weight to the valve stem. Additional rubber valve stems issues are based on age, length and physical location (i.e. exposure to road salt, high heat, sun, etc). If using rubber valve stems, it is recommended that you check the condition of you rubber valve stems on a regular basis. Failing to do so will result in a tire failure.

Leaking or Broken Valve Stem

If you run into an issue in which your valve stem has broken, or started to leak, we recommend purchasing emergency valve stems that are installed on the exterior of the tire. A highly rated option is Colby Valve, which can be found at www.ColbyValve.com.

Transmitters and Friction (DO NOT Let the Transmitter Rub Against the Wheel!)

Once a transmitter is mounted on the valve stem, be sure it does not touch any solid portion of the wheel or hub cap. This can cause the friction from constantly rubbing up against the wheel, damaging the transmitter. This damage is not covered by the warranty. To avoid this, have your dealer bend your valve stem so that it is far away from the Tire Rim. You may also wish to use rubber stabilizers, which will help the valve stem remain steady.

Best Type of Valve Extenders for Use with TireMinder TPMS

If you can, we highly recommend not using valve extenders when using a TPMS. This is because valve extenders create an additional issue point. They have been known to cause leaks, which can lead to a blowout, as well as no signal errors (see **Pressurized vs Non-Pressured Extenders** on the next page).

Straight valve stems are recommended for safely using any TPMS. We recommend taking a look at YourTireShopSupply.com's dually valve stem kits (link). Other suppliers will also carry similar dually valve stem kits. Using these kits is the safest way to protect your tires from valve stem related issues.

If you have to use a valve stem, we highly recommend straight metal valve stems. These type of valve stems can be altered by your tire dealer to correctly bend into place. When being bent, please instruct your tire dealer to provide enough room so that the TireMinder transmitter does not rub against the tire rim. This will damage both the transmitter and your rim.

Braided steel valve extenders are not recommended. They cause the most leaks, the most tire pressure and signal loss alerts, and the most overall headaches. This is due to the fact that many of they are not consistently pressurized, which means that they only pressurize for enough time to receive a gauge reading. This will cause pressure and signal issues with your TireMinder TPMS. The valve extender itself can also come loose, causing a blowout or additional damage to your transmitter and rim.

Never use rubber or plastic valve extenders.

Non-Pressurized Vs Pressurized Braided Steel Valve Extenders

Non-pressurized braided steel valve extenders have a pin and a long actuator rod running from the outer end of the valve, which resembles a valve core. Pushing on the valve core pushes the rod down through the tube to open the valve core bolted to your tire rim. A good way of knowing that you're using a non-pressurized braided steel valve extender is if it is difficult to retrieve air out of the extender, while pushing on the extender's valve core. From the manufacturer, these are often called "Airless" valve extenders.

With a pressurized braided steel valve extender, the valve stem which is bolted to your tire rim is instantly opened once the extender is installed. Therefore, as soon as the valve extender is being screwed on, you should hear air escaping. The air flow should cease once the extender is properly tightened.

Please note, non-pressurized valve extenders will not work with your TireMinder i10 and need to be replaced in order for the transmitters to function properly. Because non-pressurized valve extenders do not allow a consistent flow of air to the transmitters, the transmitters are unable to provide proper readings. This will result in incorrect readings or no signal alerts.

Does the System Need to Be Reprogrammed Every Time I Change Batteries?

No, you do not need to reprogram the TireMinder system every time you change batteries. Just remember to put the transmitter back on the same tire position they were taken off of.

For simple to follow instructions on how to replace the batteries, please follow this guide:

1. Make sure your TireMinder monitor is on.
2. Remove a single transmitter from the valve stem. Once removed, the TireMinder transmitter should display 0 PSI.
3. Once the transmitter is removed from the valve stem, remove the cap and then the CR1632 battery from underneath the battery bracket.

4. Insert a new battery into the transmitter's battery bracket.
5. Screw the transmitter back onto the same valve stem it came off of.
6. Once the transmitter is back on the valve stem, the TireMinder monitor will display the updated tire pressure, confirming the procedure.

Accuracy of Pressure Gauges and TPMS

No reasonably priced tire pressure gauge is going to be 100% accurate. Likewise, **NO TPMS** is going to be 100% accurate. What's important is that they are reasonably close and relatively consistent. You engineers and pilots probably have steam coming out of your ears after that last sentence!!

Maybe this will help.....

- The TireMinder transmitters are accurate to ±1 psi.
- TireMinder brand pressure gauges (*mechanical or digital*) are among the most accurate on the market at ± 2 psi.

So, if you are running 100 psi in your tires, you could have a gauge reading 2 psi high and a TPMS transmitter reading 3 psi low leaving a difference of 5 psi. This is not uncommon and is considered totally acceptable. We have had calls from customers doing their initial installation saying all 8 or 10 TireMinder® transmitters are reading 9 to 11 pounds low!!! Can you guess what the problem is?? What is important to understand is that the TireMinder® i10 (*and any other brand for that matter*) is designed to warn you of changes. For example, it really does not care whether it starts at 97 psi or 108 psi. It is the changes and deviations from the baselines you need to know about.

CR1632 Lithium Battery Installation

Look at the illustration to the right. Note that the battery slides **UNDER** the aluminum "bridge", "clip" or "bracket". Do **NOT** place it on top!! Be sure the plus (+) side is up. Incorrect insertion will burn out the circuit or break the solder connection.





The cover should only be finger tight (*snug*) so as to remain waterproof. Please, DO NOT use pliers and a pipe wrench! Over tightening will damage the "O" ring.

O-Rings

Transmitter O-rings will also need to be replaced at some point. Their life varies greatly depending mostly on climate conditions. If you are not sure of their condition, consider changing them annually when you replace your batteries using our battery replacement program. To replace the O-ring, remove the rubber O-ring that is at the base of where the cap threads onto the monitor. Once removed, place a new O-ring in the same position. Please do not try to find them at Home Depot or Lowes. They will cost you more and will not be the right size. We know from experience!



Transmitter Caps

The TireMinder® caps are a crucial piece of the transmitter. The cap, along with the O-Rings, keeps the transmitter away from any weather and environmental damage. Like the O-Ring, their life depends mostly on climate conditions. The caps should be checked frequently. If one becomes broken or cracked, it should be replaced as soon as possible. Remember, caps are significantly cheaper than replacing a whole transmitter!

Monitor Location

Quite frankly, this is not something you should be watching constantly. If there is a problem, the unit will beep and the red light will flash. Therefore, place it somewhere within your peripheral vision.

- Try to keep the monitor away from other major electronics. We know this is not easy given how high-tech most of you RVers have become.
- Many of our Class A users have found the windshield is too far away to use the window mounting bracket.
- Most end up using Velcro and sticking it beside their left knee (*away from the dash and GPS!*).
- For 5th wheelers, we recommend mounting it in the bracket on the rear window (*assumes you have an extended cab type truck*). You will see it in the rear view mirror and if the red light flashes, your peripheral vision will pick it up instantly. This will get it away from the electronics in the dash and closer to the rear wheels at the same time.

Brass and Aluminum Transmitters. Which one do I need?
Minder makes two types of transmitters, the TM-2BRASS and the TM-2ALUM. The standard kits come with either 4, 6 or 10 of the brass style transmitters. **All** RVs, MotorHomes, 5TH Wheels and Trailers will all have either rubber (brass) or metal (steel, chrome, or nickel) valve stems, all of which work with the TireMinder brass or flow through transmitters.



Aluminum



Brass

All cars, SUVs and trucks will have either rubber (brass) or metal (aluminum) valve stems. If you have a rubber valve stem, you will need brass transmitters. If you have a metal valve stem, you will need aluminum transmitters.

What you are avoiding here is called "galvanic corrosion." This happens when dissimilar metals come into contact for a period of time. Moisture (especially if salty) will cause the two metals to become so corroded that they cannot be separated.

Tire Rotation
Once a transmitter is learned to a specific wheel location, they are dedicated to that position. Mark and remove your transmitters before a tire rotation. That way, they can be easily put back on. If your i10 seems to be acting strange after a tire rotation, start over. See "Starting Over" Full Delete Mode" page 14.

Technical Specifications i10

Sensor/Transmitter

Working Temperature	(-20°C--85°C) -4° F to 185° F
Working Humidity	0 – 100%
Dimensions	(23 x 21 x 21 mm) .8” x .8” x .9”
Weight	(14,1 g) 0.5 oz.
Battery Voltage	3V DC (CR1632)
Battery Life	1 year
Standby Current	500mA
Working Current	6mA
Pressure Range	(0 Bar – 10 Bar) 0 – 232 PSI
Pressure Precision	(±0.3 Bar) ± 2.7 % PSI
Temperature Precision	(± 3°C) ± 6° F Does not replace the Weather Channel.
Signal Transmitting Frequency	433.92 MHz
Operating Distance	Sorry, no hard number – varies with amount of electronic interference. Booster is mandatory! If these conditions are met, 100 to 120 ft may be possible. Without the booster, distance is extremely limited.

Monitor/Receiver

Working Voltage	3V DC
Working Temperature	(-20°C -- 60°C) -4°F to 140°F
Working Humidity	0 – 90%
Standby Current	0.1mA
Working Current	15mA
Battery Capacity	1400mAh
Signal Receiving Frequency	433.92 MHz
Color of Backlight	RGB (Red, Green, and Blue)

Charger

Input Voltage	12/24 VDC
Output Amperage	1.0 Amp
Internal Fuse	3.0 Amps

Booster

Input Voltage	12/24 VDC
Red & Black hard wire connect	3 ft. + length
12V Battery Draw	75mA (Transmitting) to 14mA (Inactive)

TireMinder Limited Warranty

In order for Minder to extend its award winning customer service, it is extremely important that you complete and mail the enclosed warranty card along with a copy of your bill of sale.

This TireMinder TPMS is guaranteed against manufacturing defects for a period of **three years** from date of purchase. Should the unit not function as designed, TireMinder will repair or replace the section at no charge to the owner.

Excluded are products that have been damaged through impact, water, fire, misuse or unauthorized service.

This warranty is limited to the replacement of the product only and does not extend to any incremental cost incurred. In no case shall TireMinder's liability exceed the purchase price. This warranty gives you specific legal rights which may vary from state to state or province to province.

If you have a question or a problem, please contact the TPMS specialist at TireMinder (772.463.6522) before returning the product. Many issues can be resolved over the phone.

If service is required return w/copy of bill of sale to:

TireMinder
3000 SE Waaler Street
Stuart, FL 34997
United States of America
(772) 463-6522
www.MinderResearch.com
info@MinderResearch.com

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