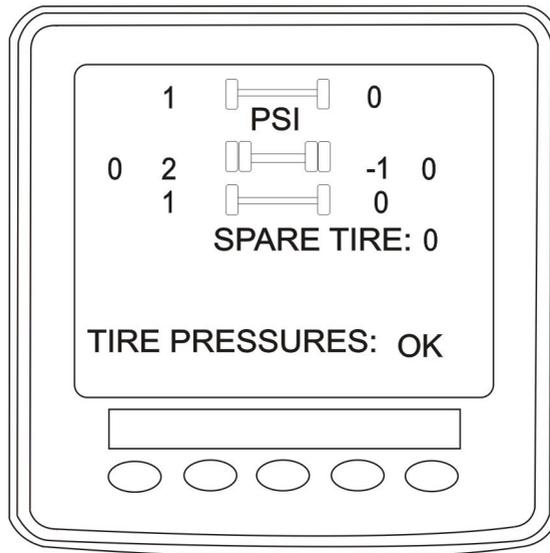


Operating Instructions

Tire Pressure Monitoring System

9700 Bus



VOLVO

Foreword

This manual contains information concerning the operation and function of the Tire Pressure Monitoring System mounted on the 9700 US/CAN.

Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

The National Highway Traffic Safety Administration (NHTSA) and Prevost should be informed immediately if you believe that the vehicle has a defect that could cause a crash, injury or death.

Contact NHTSA by calling the Auto Safety Hotline at 1(888) 327-4236, by writing to NHTSA, U.S Department of Transportation, Washington, DC 20590, by TTY at 1 (800) 424-9153, or visit their web site at www.nhtsa.dot.gov.

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Göteborg, Sweden

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Contents

Introduction	1
Introduction	1
General Information	1
System Operation	2
TPMS Display	2
Operation	3
Start-up	3
Pre-Trip Check	4
Spare tire	7
Post Trip Operation	8
Index	11

Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

It is important that the following information be read, understood and always followed.

The following types of advisories are used throughout this manual:

DANGER

Danger indicates an unsafe practice that could result in serious personal injury or death. A danger advisory banner is in **white** type on a black background with a **black** border.

WARNING

Warning indicates an unsafe practice that could result in personal injury. A warning advisory banner is in **black** type on a **gray** background with a **black** border.

CAUTION

Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Introduction

This booklet is intended to help the driver about how to operate properly and take care of the Tire Pressure Monitoring System (TPMS).

General Information

Tire Pressure Monitoring System (TPMS) is a sensing device designed to identify and display tire operating data and activate an alert or warning when pressure or temperature irregularities are detected.

Note: It is the responsibility of the driver to react promptly and with discretion to alerts and warnings. Abnormal tire inflation pressures should be corrected at the earliest opportunity.

2 System Operation

TPMS Display

The TPMS display knows where the sensors are located. It receives the raw temperature and pressure readings from the TPMS receiver, it reads several signals from the vehicle and does the calculation required to generate the various screens.

When no readings have been received for a tire location or when the received data correspond to a parameter range defined as unavailable, then the reading is considered as not available and appears as two dash lines “ — ”

The TPMS display is initially configured for current bus 9700.

The TPMS display is also configured with several other parameters, including threshold levels for the alarms.

The TPMS display power supply turns OFF when the ignition key is switched OFF.

Operation

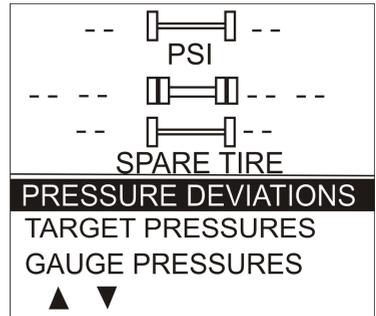
The system will monitor all vehicle tires plus the spare tire when a spare is supplied. And is configured for 8 tires total: two tires in front axle, 4 tires on drive axle and 2 tires on tag axle

Start-up

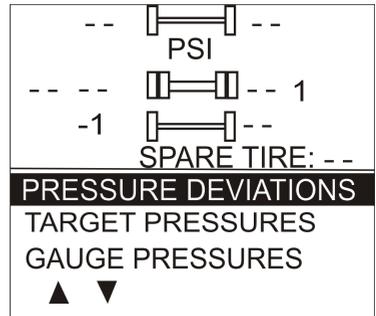
When turning the ignition switch to ON, two screen appears on the TPMS Display. Dash lines are displayed meaning that no pressure data have been received by the display..

As illustrated, the pressure readings will appear replacing the dash lines as the TPMS display starts to receive pressure data from the TPMS receiver. It can take 1 minute to get all pressure readings updated since the sensors transmit at a one minute interval.

The user can flip through the menus.



TS061960



TS061961

4 System Operation

Pre-Trip Check

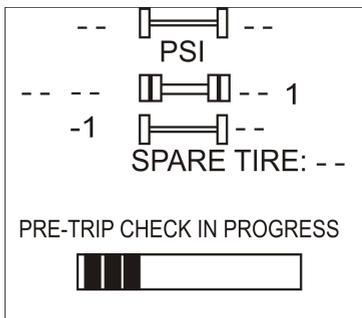
When one of the preconditions defined to start the pre-trip check is met, the TPM display enters into a pre-trip check routine and the screen shown below appears. The preconditions to initiate the pre-trip are: Park brake removed Or No activity on the display menu keys for a defined time (Key pressed timeout).

After a pretrip, the display is in a “drive” mode with bottom menu replaced by the alarm status. The display remains in this mode until one of the following occurs: A menu key is touched while the park brake is applied, or the park brake does a transition from released to park brake applied.

During the pre-trip check, the pressure readings for the different wheels become all available.

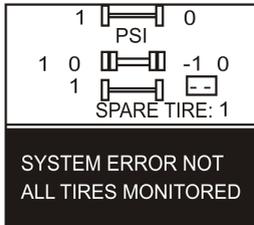
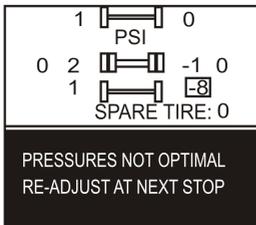
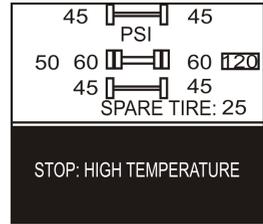
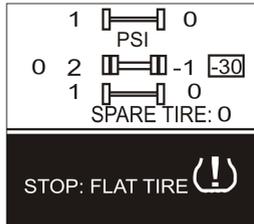
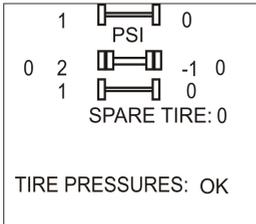
The pre-trip check ends, either when: the pressure readings have been received for all running wheels or the pre-trip check maximum time has elapsed. It was selected to provide sufficient time for all wheel sensors to wake-up and send a first reading.

The pre-trip check is aborted and the bottom menu reappears if the park brake was active and the user press one of the menu keys.



T8061962

Upon completion of the pre-trip check, the TPMS display will come up with one of the following screens:



T8061963

A rectangle around each pressure/temperature reading of the tires that have an issue is blinking to draw the attention to the defective tires.

In the case of multiple errors at the same time, the highest priority error is displayed at the bottom. "Flat Tire" has the highest priority followed by "High Temperature", "Not all tires monitored" and "Tire pressure not Optimal".



DANGER

Continuing to operate the bus with a flat tire or a tire with excessively high temperatures may result in a blowout or tire fire. This could result in loss of vehicle control, vehicle crash and serious personal injury or death.

6 System Operation

To get the driver's attention to the alarms, the bottom section of the screen where the alarm message appears will blink to reverse contrast at the following rate: 0.5 sec normal contrast, 0.5 sec reverse contrast. Pressing any key will acknowledge the alarms that are considered as non critical and stop the blinking of these alarms message for the remaining of the trip. The non critical alarms are: "Pressure not optimal" and "Not all tires monitored". The "flat tires" and "high temperature" alarms are critical and will keep blinking even when a key is pressed. If a different alarm occurs, blinking will start again. The blinking rectangle around the pressure/temperature readings is not impacted by the acknowledgement and keeps blinking until the error condition disappears.

The spare tire does not contribute to alarms and so never blinks.

On the road, the TPMS display shows one of the 5 previous screens.

In the event of a temperature alarm, the display switches automatically to temperature readings.

The driver can also press any of the menu keys to momentarily switch the display to temperature readings. In this case, the temperature reading appears for 15 seconds and the display returns to pressure.

The switching to temperature by pressing a key does not take place if there is an acknowledgeable alarm active, since in this case pressing the key does acknowledge the alarm.

The switching to temperature does not take place either if there is an alarm of Temperature or Flat Tire.

The switching to temperature works when the bottom message indicates either: Tire Pressure OK, Pressure Not Optimal non flashing or not all tires monitored non flashing. When the switch is done to temperature readings, the bottom portion of the screen is not affected and still shows the status message.

Note: High temperature is not likely to occur during the pre-trip.

The pressure and temperature readings are continuously updated with the displayed readings of the wheel having issues blinking. The bottom line message is automatically updated to the highest priority alarm prevailing. There is a hysteresis on the alarm levels to assure that the error conditions do not flicker ON and OFF.

On the occurrence of an alarm, a beep will sound. The alarm beep could be turned OFF in the alarm settings menu.

Spare tire

The spare tire is monitored but it is not taken into account when setting the bottom alarm messages. This is to prevent unnecessary alarms that would otherwise occur, if for example, the spare tire is removed from a vehicle.

The user will have the possibility to check the pressure of the spare tire by accessing the TPMS display menu. For vehicles that have no spare tires, the title “spare tire:“ will still appear on the screens but the pressure will remain with two dash lines at all time.

After the manual activation switch has been activated, the fire “ALARM” lamp blinks and the audio alarm activates. The lamp will remain blinking until power is cycled to the system. until power has been cycled to the system.

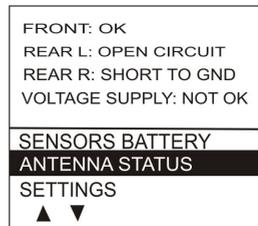
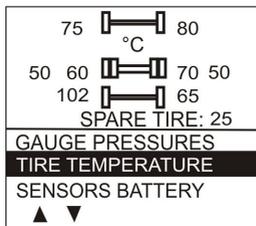
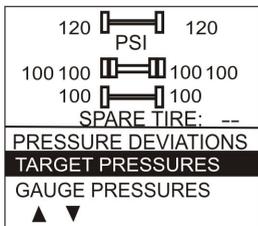
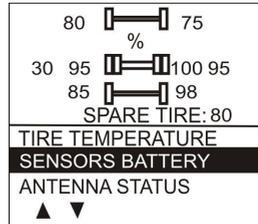
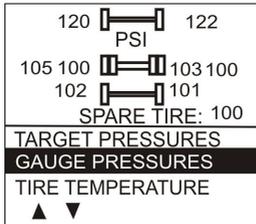
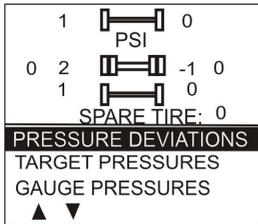
8 System Operation

Post Trip Operation

When parking the vehicle (park brake applied), the TPMS display keep the drive mode display active. The driver can press any keys to get the bottom lines showing the status information replaced with the menus.

The pressure readings are still displayed and updated as new readings are received and the readings are blinking if not within the optimum pressure range.

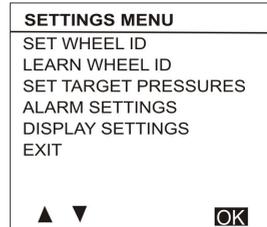
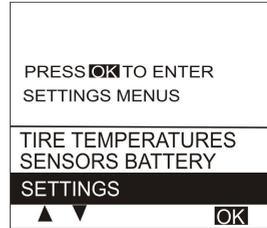
From this point the user can scroll through the menus to get more detailed information and inflate/deflate the tires to bring them back to their optimum target pressures. Scrolling through these menus is also available prior to departure.



The display remains in this mode with the menus appearing at the bottom until the pre-trip check sequence starts again.

Scrolling down below the Battery life menu will show the Settings menu. Highlighting the Settings and pressing OK allows entering the settings menu.

Highlighting the Exit menu and pressing OK exits the settings and come back to the pressure display mode.



Index

G

General Information 1

I

Introduction 1

O

Operation 3

P

Post Trip Operation 8

Pre-Trip Check 4

S

Safety Information 5

Spare tire 7

Start-up 3

System Operation 2

T

TPMS Display 2

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