

— CLASS A MOTORHOME TPMS

Factory-Integrated TPMS. From the Wheel to the Dash.

SpartanLync delivers a complete tire pressure monitoring solution for Class A motorhomes. Internal wheel sensors send pressure and temperature data to a chassis-mounted ECU, which broadcasts it over the vehicle CAN network to the driver's instrument panel.



REAL-TIME TPMS DATA IN THE OEM DISPLAY





433 MHz

INTERNAL WHEEL SENSORS

Vehicle CAN

CHASSIS INTEGRATION

No Added Display

OEM DRIVER INTERFACE

5-7 Years

SENSOR BATTERY LIFE

— BUILT INTO THE VEHICLE

Not another accessory. A true vehicle system.

SpartanLync works with chassis manufacturers, wheel and tire partners, and motorhome builders to integrate TPMS into the vehicle architecture from the start. The result is a clean OEM solution without a separate aftermarket screen.

- Factory-installed internal wheel sensors
- Chassis-mounted TPMS ECU
- Vehicle CAN communication
- Instrument-panel display



TIRE STATUS IN THE SAME ENVIRONMENT AS OTHER COACH INFORMATION

Integrated into leading
Class A chassis platforms



— TPMS SOLUTION INTEGRATION PATH

One integration path. Four production stages.

Each component is integrated at the production stage where it makes the most sense - creating a reliable system before the finished coach reaches the customer.

STEP 01



Rim / Tire Manufacturer

A 433 MHz band-on TPMS sensor is installed at the wheel. Its ID is barcoded to the specific tire for traceable assembly.

STEP 02



Chassis Manufacturer

The TPMS ECU is connected to the chassis wiring harness. It collects wheel signals and broadcasts tire data onto the vehicle CAN network.

STEP 03



Motorhome Builder

The body builder completes the coach around a TPMS-ready chassis architecture, making tire information part of the finished vehicle experience.

STEP 04



Driver Instrument Panel

Pressure, temperature and tire-status information are shown in real time within the OEM driver interface.

— INSTRUMENT PANEL INTEGRATION

Tire data where the driver already looks.

A CLEAN, FACTORY-INTEGRATED DRIVER EXPERIENCE

The chassis-mounted ECU turns wireless tire-sensor signals into vehicle data. That information travels over CAN and appears within the motorhome's instrument panel - no separate display, loose wiring or add-on receiver in the cockpit.



PRESSURE | TEMPERATURE | TIRE STATUS

— INTEGRATION FAQ

What an OEM needs to know

- **Where is the TPMS sensor installed?**

Inside the tire at the rim/tire manufacturer, using a 433 MHz band-on sensor identified to the specific tire.

■ **How does tire data get into the motorhome?**

The chassis-mounted SpartanLync ECU receives wheel signals and broadcasts the information over the vehicle CAN system.

■ **Where does the driver see the information?**

In real time within the OEM instrument panel, alongside other coach information.
- **Is a separate aftermarket screen required?**

No. The full-vehicle architecture presents tire data through the integrated driver display.

■ **Which Class A platforms are highlighted?**

Spartan RV Chassis programs and the Freightliner Custom Chassis XC platform.

■ **How long do the sensor batteries last?**

Typical sensor battery life is 5-7 years.

— LET'S SPEC IT FOR YOUR PLATFORM

Share your axle configuration and rim specification. We'll return with sensor options, integration scope and OE pricing.

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