1SYSTEM[®]

TPMS User Guide

from

bf1systems

1SYSTEM@bf1systems.com



Date	Modifications	Author	Version	Modified	Approved		
				Sheets	Ву	Date	Signed
07/06/2022	First Release	GU	V1_00	All	Dr	Draft - Not Approved	
15/09/2022	Updated with additional	GU	V1_01	All	Dr	Draft - Not Approved	
	information						
18/10/2022	Updated with additional	GU/JRS/	V1_02	All	JRS/MG	19/01/23	JRS/MG
	information	MG					
03/04/2023	Updated for App v1.4.8 and	GU	V1_03	All	GA	26/04/23	GA
	ECU firmware v2.15						
06/06/2023	Update to transmitted	GU	V1_04	44		Not Approved	
	pressure			10			
	Update for systems learning	JRS		18			
	Updated Table 7					T	
28/09/2023	Guide updated and version	GU	V1_07	All	GA	31/10/23	GA
	aligned to App release						
13/11/2023	Update for section number	GU	V1_7_1	21	GA	12/11/23	GA
28/11/2023	Tx rate updated for IR Pro	GU	V1_7_2	10	GA	28/11/23	GA
	sensor						
13/12/2023	Activation temperature			63	GA	03/01/24	GA
	New version app updates	GU	V1_8	11			
	Projects updated			52			
19/01/2024	Licence descriptions		V1_9	8	GA	03/05/24	GA
	Licence expiry notifications			13			
	Sensor Viewer Licence			30			
	overview			48			
	Claim list import/export	GU		50			
	Sensor Memo's			35			
	ECU Characteristics update			1			
	Logo update			47			
	Manual sensor claim using						
40/07/2024	MAC			64		0.4/07/0.4	
19/07/2024	Activation temperature	GU	V1_9_1	61	GA	24/07/24	GA
45/00/2024	update	<u></u>	N/1 0 0		15	45/00/24	
15/08/2024	Brazil Certification added	GU	V1.9.2	89	JE	15/08/24	JE
16/09/2024	Licence not recognised	GU	V1.9.3	8/	GA	16/09/24	GA
05 /42 /2024	Note to include Kvaser CAN		14.40	9	GA	1//12/2024	GA
05/12/2024	nardware	CLL	V1.10	14			
	Idle state update	GU		19			
	State diagrams added			20			
	Factory Reset			30 11			
17/12/2024		CU	V1 10 1	12	C^	17/12/2024	<u> </u>
1//12/2024		60	V1.10.1	13	GA	1//12/2024	GA
1	IKA-U63588/IKA-U63/41	1		91			

2 Table of Contents

1	Mod	difications	2
2	Tabl	ble of Contents	3
3	Tabl	ble of Figures	5
4	1SYS	/STEM® User Guide / App version	8
5	1SYS	/STEM® Licence Types	8
	5.1	Licence overview	8
6	Quio	ick Start Guide	9
7	Lice	ence Expiry Notifications	14
8	1SYS	/STEM® TPMS General Information	15
	8.1	1SYSTEM App Updates	
	8.2	Learning System	
	8.3	Positioned System	
9	Syst	tem Components	
	9.1	Wheel Sensor	19
	9.2	Modes of the 1SYSTEM [®] TPMS Wheel Sensor	20
	9.2.2	.1 Dormant Mode	20
	9.2.2	.2 Slow Transmit Mode	20
	9.2.3	.3 Idle Mode (TPMS firmware v4.8 onwards / IRTPMS firmware v1.7 onwards)	20
	9.2.4	.4 Fast Transmit Mode	20
	9.3	1SYSTEM® ECUs	22
	9.3.2	.1 ECU Lite	22
	9.3.2	.2 ECU Pro	24
	9.3.3	.3 ECU Corner or Position Assignment Pin Selection	25
10	Com	mponent Installation	
	10.1	, General	
	10.1	1.1 Learning or Positioned 1SYSTEM® TPMS ?	
	10.1	1.2 Wiring	
	10.2	Learning 1SYSTEM® TPMS Installation Guidance	
	10.2	2.1 Wheel Arch Mounting – Front Engine	27
	10.2	2.2 Wheel Arch Mounting – Rear Engine	27
	10.2	2.3 Wheel Arch Mounting – Mid Engine	27
	10.3	Positioned 1SYSTEM® TPMS Installation Guidance	
11	Lear	Irning System Operation	
12	1SYS	/STEM® Application Software	29
	12.1	Installation and License Update	29
	12.2	App settings	29
	12.2	2.1 Offline sensor timeout	
	12.2	2.2 Sensor reference pressure	
	12.2	2.3 CAN settings	
	12.2	2.4 Temperature unit	
	12.2	2.5 Pressure unit	
	12.2	2.6 Car type	
	12.2	2.7 Sensor representation	
	12.2	2.8 Manual positioning	
	12.2	2.9 Theme	
	12.3	Sensor Viewer Licence	
	12.4	Car Page	
	12.5	Connected ECUs	35
	12.5	5.1 Live Connection	
	12.5	5.2 Firmware Version	35
	12.5	5.3 Errors	35
	12.5	5.4 Pressure Warnings	35
	12.5	5.5 Signal From XX Sensor	35
	12.6	ECU Detail View	36
	12.6	6.1 Warnings and Errors	
	12.7	ECU Characteristics – Core Licence	



	12.7.	L Read, Write and Factory Reset	37
	12.7.	2 Firmware	37
	12.7.	3 Warnings	38
	12.7.4	4 Wheel detection and confirmation	38
	12.7.	5 Licence management meta-data	39
1	.2.8	ECU Characteristics - Core Plus Licence	39
	12.8.	l Read and Write	40
	12.8.	2 Firmware	40
	12.8.	3 CAN configuration message settings	40
	12.8.4	4 CAN Receive message settings	40
	12.8.	5 CAN Transmit message settings	41
	12.8.	5 Diagnostics	42
	12.8.	7 General	43
	12.8.3	3 License management	43
	12.8.9	9 Warning limits	43
	Whee	el Sensor confirmation	44
	12.8.	10 Licence management meta-data	44
1	.2.9	ECU Firmware update	45
1	.2.10	Wheel Sensor Detected by the ECU	46
13	1SYS	EM® Security	47
1	.3.1	Updating Security Codes	48
1	.3.2	Sensor Claiming	48
1	.3.3	Claiming A Sensor Over the Wireless Connection	48
1	.3.4	Claim Using Sensor Validation Code - SVC	49
	13.4.	1 Importing and exporting Claim lists	50
	13.4.	2 Memo Tags	52
	13.4.	3 Unclaim sensors	54
	13.4.4	4 Updating Security for Wheel Sensors	54
14	All Pa	ge	55
15	Near	Page	56
16	Near	est Page	56
17	Pinne	d Page	57
18	IR Sei	nsor Pixel selection	58
1	.8.1	Pixel Layout	60
19	Positi	oned system setup	61
1	.9.1	Setting ECU position	61
1	.9.2	Setting sensor detection thresholds	62
1	.9.3	Positioning wheel sensors	62
1	.9.4	Activation & IR Activation Temperatures	63
1	.9.5	Display sensor position in 1SYSTEM® App	64
1	.9.6	Positioned system mounting on an open wheeled car	65
20	Proje	cts	66
2	0.1	New Project	66
2	0.2	Updating Tyre Sets	67
2	.0.3	Update a single sensor using projects	69
2	20.4	ECU Update using projects	70
21	Conti	rming Acceptable Reception of Each ECU	/1
22	1SYS	EMI® ECU Wiring Schematic	72
23	CAN S		73
24	Syste	m Errors and Warnings	74
25	Tyre	pressure warnings	76
2	5.1	Gauge / absolute pressure (CAN signal TPM1S_XX_WS_PRESS')	/6
2	5.2	Lompensated pressure (CAN signal TPM15_XX_WE_P_COMP')	/6
2	5.3	Keterence pressure (CAN signal TPINITS_XX_WE_P_KEF')	76
2	5.4	Hat tyre warning (CAN signal 'IPMIS_XX_WS_RUN_FLAT_WRN')	/6
2	5.5	Low pressure soft warning (CAN signal 'TPM1S_XX_WS_PRESS_SOFT_WRN')	76
		I OW PRESSURE hard warning (CAN signal 'TPM1S_XX_WS_PRESS_HARD_WRN')	76



25.7	Rapid pressure loss warning (CAN signal 'TPM1S_XX_WS_GAS_LOSS_WRN')	76
26 ECU	U product markings	77
26.1	Lite ECU	77
26.2	Pro ECU	77
27 Wh	neel sensor product markings	
27.1	TPMS sensor	
27.2	IRTPMS Sensor	79
28 Val	lve and Sensor Fitting Instructions	80
28.1	Tools Required	82
28.2	Valve Kit Parts	82
28.3	Valve Installation	83
28.4	Fitting the 1SYSTEM® IR Using the High Strength Bolt Kit	
28.5	Fitting Notes	86
29 Rec	commended Procedures and Maintenance	
29.1	Preserving Wheel Sensor Battery Life	
29.2	Wheel Cleaning	
29.3	Buying or selling a system from another team	
30 Tro	publeshooting	
30.1	SRW (Short Range Wireless) not connecting	
30.2	Sensor fails configuration update	
30.3	No CAN connection to ECU	
30.4	No CAN connection following application restart	
30.5	Sensor displayed freezes	
30.6	Licence not recognised	
31 Cer	rtifications	
31.1	Brazil	
31.2	TRA-063588/ TRA-063741 Safety testing	91

3 Table of Figures

Figure 1 - 1SYSTEM® App demo mode	9
Figure 2 - Application settings button	10
Figure 3 - Generate License Request File button	10
Figure 4 - Example of License update	10
Figure 5 - CAN settings	11
Figure 6 - CAN connection status	11
Figure 7 - CAR page	12
Figure 8 - Help Button	13
Figure 9 - Support web page	13
Figure 10 - Licence remaining	14
Figure 11 - 7 days from expiry	14
Figure 12 - 3 days from expiry	14
Figure 13 - Update notification	16
Figure 14 - Learning system architecture	17
Figure 15 - Sensor Validation Code (highlighted in orange)	19
Figure 16 - 1SYSTEM® TPMS Sensor	19
Figure 17 - 1SYSTEM® IRTPTMS Sensor	19
Figure 18 - TPMS v4.8 state diagram	20
Figure 19 - IRTPMS v1.7 state diagram	21
Figure 20 - 1SYSTEM® ECU Lite	22
Figure 21 - ECU Lite Pinout	23
Figure 22 - 1SYSTEM® ECU Pro	24
Figure 23 - ECU Pro Pinout	25
Figure 24 - Lite ECU (left) & Pro ECU (right)	26
Figure 25 - Examples of ECU mounting positions	27
Figure 26 - Settings page	29
Figure 27 - Offline filter set on All page	30
Figure 28 - High contrast Theme	31

Figure 29 - Sensor Viewer main screen	32
Figure 30 - Sensor data with sensor viewer licence	32
Figure 31 - Sensor Viewer settings page	33
Figure 32 - Car page with a valid licence and connections	34
Figure 33 - Front left ECU overview	35
Figure 34 - Hardware errors	35
Figure 35 - Live pressure warnings	35
Figure 36 - ECU Characteristics page	36
Figure 37 - Live errors	37
Figure 38 - Characteristics Read and Write buttons	37
Figure 39 - Factory configuration	37
Figure 40 - Tyre Warning Limits	38
Figure 41 - Licence	39
Figure 42 - Characteristics Read, Write and Factory Reset buttons	40
Figure 43 - Factory configuration	40
Figure 44 - CAN Settings - Atmospheric pressure	40
Figure 45 - CAN Settings - Odometer	40
Figure 46 - CAN Settings - Vehicle speed	41
Figure 47 - CAN Transmit settings	41
Figure 48 - CAN XCP message settings	41
Figure 49 - Multiplex diagnostic message - Mux0 set to 0	42
Figure 50 - Multiplex diagnostic message - Mux0 set to 1	42
Figure 51 - Tyre Warning Limits	
Figure 52 - Detection and Positioning Settings	44
Figure 52 - Licence	44
Figure 55 - Electrice Internet Figure 54 - Firmware version	
Figure 55 - Firmware undate selection	
Figure 55 - Firmware update progress	
Figure 57 - Wheel sensor overview	
Figure 57 - Wheel sensor lovel view	40 46
Figure 50 - Security codes	40 17
Figure 60 Socurity microstch	,+47
Figure 60 - Security Inistriater	/44
Figure 61 - Oficial field sensors flighting filed in brown	40 40
Figure 62 - Sensor claiming using SVC code	49 40
Figure 63 - Sensor Cidiming Using SVC code	49 40
Figure 64 - Manually Input sensor claiming	49
Figure 65 - Claimed sensors nignlighted in orange	49 50
Figure 66 - Claiming page	50
Figure 67 - Export and save the claim list	50
Figure 68 - Import update prompt	
Figure 69 - Import acknowledgement	51
Figure 70 - Imported sensors updated	51
Figure /1 - Update memo's	52
Figure 72 - Memeo update box	52
Figure 73 - Single sensor updated	53
Figure 74 - Selected sensors for memo update	53
Figure 75 - Memo updated for selected sensors	53
Figure 76 - All sensor overview page	54
Figure 77 - Selected sensor details	54
Figure 78 - All Sensors displayed page	55
Figure 79 - TPMS and IRTPMS sensor identification in App	55
Figure 80 - Sensor filtering	55
Figure 81 - Pinning a sensor	57
Figure 82 - Pinned sensors	57
Figure 83 - IR Sensor Characteristics page	58
Figure 84 - Pixel selection pop up	59
Figure 85 - Drag to change positions	59



Figure 86 - IR pixel numbering	60
Figure 87 - Setting monitored wheel position	61
Figure 88 - Sensor detection threshold for positioned system	62
Figure 89 - Default FL sensor	62
Figure 90 - Activation temperatures	63
Figure 91 - Enable Manual positioning for 1SYSTEM® App	64
Figure 92 - Sensor programmed positions shown on 'All' page	64
Figure 93 - Sensor programmed positions shown on 'NEAR' page	65
Figure 94 - Projects page	66
Figure 95 - Available Projects list	66
Figure 96 - New Project page	66
Figure 97 - ECU / Sensor variant selection page	67
Figure 98 - Creating a Tyre Set	67
Figure 99 - Global tyre settings	68
Figure 100 - Sensor configuration updated	68
Figure 101 - ECU Global Configuration	70
Figure 102 - RSSI of each sensor received by the ECU	71
Figure 103 - Wiring schematic for Lite ECUs	72
Figure 104 - 1SYSTEM [®] ECU product markings	77
Figure 105 - TPMS product markings	78
Figure 106 - IR TPMS product markings	79
Figure 107 - 1SYSTEM® TPMS Wheel Sensor Serial Number	
Figure 108 - 1SYSTEM [®] IRTPTMS Wheel Sensor Serial Number	
Figure 109 - Torque wrench	82
Figure 110 - Valve kit	82
Figure 111 - Valve mounting face	83
Figure 112 - Valve fitted to rim	83
Figure 113 - Valve torque bar	83
Figure 114 - Valve cap options	
Figure 115 - High strength screw kit	
Figure 116 - Assembled screw with Loctite	85
Figure 117 - IR sensor mounted on rim	85
Figure 118 - Torque to 7Nm	85
Figure 119 - Windows settings page	
Figure 120 - Toggle device Off then On	
Figure 121 - Windows Power mode	
Figure 122 - Software not licenced	
Figure 123 - bf1system licence server web page	90
Figure 124 – Brazil certification	

4 1SYSTEM[®] User Guide / App version

This user guide is to be used in association with the 1SYSTEM PC app version V1.10.1

5 1SYSTEM[®] Licence Types

5.1 Licence overview

Feature	Licence type				
	Unlicenced	Sensor Viewer	Core	Core Plus	
Car view page			Х	Х	
All sensors page		Note 1		Х	
Near sensors page		Х		Х	
Nearest sensors page		Х		Х	
Pinned sensors		Х		Х	
Projects				Х	
Licence management	Х	Х	Х	Х	
Firmware update			Х	Х	
Sensor claiming		Х		Х	
App settings page		Note 2	Х	Х	

Note 1:

Filter options limited to 'Connection State, Battery and Sensor type Sort by limited to RBL and Signal strength

Note 2:

Setting page limited to:

Offline sensor timeout

Sensor representation (serial number displayed as Dec or MAC) App theme

When you receive your delivery of 1SYSTEM[®] Tyre Pressure & Temperature Monitoring System components, the kit will include the wheel sensors corresponding to the system you ordered, ECUs with integrated antennas and the valves to mount the sensor to your wheel rims. The installation instructions for the valves and sensors can be found in Section 28 of this document.

The guidelines for installing the ECUs can be found in Section 10 of this document.

To download the 1SYSTEM[®] TPMS PC software, email <u>1SYSTEM@bf1systems.com</u> and a link will be sent to you.

After installation of the software, a license request will need to be sent to <u>1SYSTEM@bf1systems.com</u>

The PC software is required to communicate with the TPMS ECU and to configure the wheel sensors. Further information can be requested by emailing the same address.

The 1SYSTEM[®] TPMS ECU uses a CAN connection to communicate with the PC. Vector, Peak Systems USB-to-CAN and Kvaser hardware interfaces are supported and are required for the ECUs.

The internal Bluetooth used by the PC or tablet is supported by the software, but due to this using a common chipset with the WiFi, an external Bluetooth adaptor should be used to communicate with the sensors.

On first installation, the 1SYSTEM[®] App software will open with a Demo license and no CAN connection.



Figure 1 - 1SYSTEM[®] App demo mode

bf1systems



To activate the version of 1SYSTEM[®] App purchased, or to update the license in case of expiry, and to include the security codes required to manage your devices one need to generate a license request file. To do this, navigate to the 'License' page, this can be accessed by either clicking where it shows the current license (Demo on the screen above) or by selecting the 'Application' settings menu.



Figure 2 - Application settings button

At the bottom of the license page there is a 'Generate License Request File' button. Press this button, save the file and send it to <u>1SYSTEM@bf1systems.com</u>.

The 1SYSTEM[®] Core license can be requested free of charge, but you will need the Core Plus license if you want to use the full functionality detailed in this User Guide. Please contact <u>sales@bf1systems.com</u> to order the Core Plus annual license.



Figure 3 - Generate License Request File button

When you receive confirmation that the licence has been activated, the next time the App is opened (with Internet connection), the licence page will refresh automatically to show your licence status.



Figure 4 - Example of License update



To configure the CAN communications, select 'Settings' tab on the Applications Configuration page, select the required CAN adapter manufacturer, the CAN adapter type and the CAN channel if using a multi-channel device, all other settings can remain set to default and updated later if needed.

When finished, save the settings using the *Save Settings* button.

ISYSTEM®				X
bf1 systems	Version: 1.10.0-dev. 180-465b1271c Licence: CORE PLUS SRW: CAN: Discover CAN	STEM®		
		LICENSE	CLAIMING	FIRMWARE SETTINGS
SETTINGS SAVE SETTINGS				
Offline sensor timeout			300 s	
Sensor reference pressure			1000 mbar	
CAN adapter manufacturer			Vector 🗸	
CAN adapter type		C	ANcaseXL 🗸	
CAN channel			2	
CAN baud rate			1 MBit/s ∽	
Temperature unit			°C∽	
Pressure unit			bar ∽	
Car type			open wheel 🗸	
Sensor representation			serial 🗸	
Manual positioning			enabled 🗸	
Theme			default 🗸	

Figure 5 - CAN settings

Please ensure any drivers needed for the CAN adapter are installed.

Note: For Peak P-CAN, please ensure the PCAN Basic API is installed.

With the CAN adapter plugged into the PC, and at least one ECU connected to the CAN adapter, click where the CAN status shows as disconnected to update and connect to the system.



Figure 6 - CAN connection status

NOTE: the 1SYSTEM® App will not show as CAN connected unless there is at least one ECU connected and powered

If the CAN IDs for the data transmitted from the ECUs have been changed from the default, use the Discover CAN button, this will read the IDs used from the ECU and show the data using those.

RD096 110124



When connected, return to the 'Devices Overview' page then browse to the 'CAR' tab and the screen will show the connected ECUs and the detected sensor for each ECU.





Communication with the ECUs will require a direct connection using the CAN adaptor, there is no 2.4GHz wireless communication between the 1SYSTEM® App and the ECUs.

Direct communications between your PC/laptop/tablet with the wheel sensors take place using a 2.4GHz wireless connection. Therefore, it is necessary for you to either have a built in 2.4GHz wireless device, or for an external receiver dongle to be plugged into your computer.

Note: when using an external Bluetooth dongle, the internal device will need to be disabled in the Windows Device Manager.

When communicating directly with wheel sensors using the 2.4GHz wireless connection, it is strongly recommended that any existing devices that may be communicating with the PC using a Bluetooth connection, such as headphones or a mouse, are disabled as these will significantly slow down the communication with the wheel sensor.

It is also recommended that if you have built in computer hardware receiver which supports 2.4GHz, and you understand where in your computer the antenna is, because some functions of 1SYSTEM[®] rely on having a strong signal strength, and being able to orientate your computer so the 2.4GHz wireless hardware is nearest to the wheel sensor, will help.

RD096 110124



To download the latest software, datapacks, user guide, Tech docs and release notes use the help button (?) in the top right of the 1SYSTEM app.



Figure 8 - Help Button

Using the button will take you to our webpage

bf1systems

About 🕶 | Careers | Products 🕶 | Markets | Download | Contact 🕶

1SYSTEM Support

Welcome to 1SYSTEM Support, a dedicated site offering 1SYSTEM Tyre Pressure Monitoring System users access to all necessary software, technical documentation, and assistance.

If you feel that what you need is not covered here, please send us a message explaining your requirements, and we will endeavour to get back to you.



+ Software
+ Datapacks
+ User Guides
+ Technical Documentation
+ Release Notes
+ Support

Figure 9 - Support web page



7 Licence Expiry Notifications

The time remaining on your 1SYSTEM[®] licence can be viewed by selecting the licence page in the SETTINGS page of the app.

		LICEN	ISE
LICENCE	SELECT LICENCE		
LICENCE INF	o		ļ
Licence: COF	E PLUS		
Refresh date:	April 27, 2024		
Expiration dat	e: December 31, 2024		

Figure 10 - Licence remaining

To warn the user of the licence expiry, the licence type text will change to Orange when the licence is 7 days from expiry



Figure 12 - 3 days from expiry

The app will also require connection to the licence server once a month to refresh the details, this is also shown on the licence page and by hovering over the licence type at the top of the page.



8 1SYSTEM[®] TPMS General Information

The TPMS is part of the 1SYSTEM[®] product range, which is a new generation of products developed by bf1systems utilising the 2.4GHz frequency for wireless communications. The ECU is intended to be used as the 'core' product and central to evolving a vehicle sensor ecosystem.

The 1SYSTEM® Tyre Pressure Monitoring System (TPMS) consists of:

- 2.4GHz wheel sensors
- Motorsport valve (specified for each customer's rim detail)
- ECU with integrated antenna
- Wiring Harness (vehicle specific)
- PC Software with corresponding license

The 1SYSTEM[®] TPMS has been specifically developed to meet demanding applications where the vehicle and support team require fast and accurate tyre pressure and temperature data from their wheel electronics. To achieve this, bf1systems have developed the wheel electronics to be even more intelligent to their surroundings – this has been achieved by utilising 2.4GHz functionality and an on-board accelerometer. The wheel electronics contain a battery, absolute pressure sensor, temperature sensor, accelerometer, micro controller, radio frequency (RF) transmitter, and two Infra-Red elements (only present on 1SYSTEM[®] IR sensors) – all housed in the smallest and lightest housings on the market.

The wheel electronics are mounted onto the rear of a bf1systems supplied valve, or onto a custom stud.

The wheel sensors transmit data at different rates depending on the environmental conditions. All sensors undertake more processes and transmit data when pressurised, meaning that between events it is highly recommended that sensors are deflated in order to preserve the battery life.

Note:- Failure to deflate tyres between events will lead to significantly shortened sensor battery life.

Table 1 shows the three states the wheel sensor operates in, and the conditions which need to occur for each state to be active.

Mode	Pressure (Bar Gauge)	Roll switch	Transmission Rate
Storage	< 0.115	< 30kph	No Transmission
Idle	>0.115 (constant for 24 hrs) & < 30kph (for 24 hrs)		No Transmission
Stationary	> 0.115	< 30kph	Every 3 seconds
Moving	> 0.115	> 30kph	Determined by sensor type (see next table)

Table 1 - Wheel Sensor transmission modes

Wheel Sensor	Moving Transmission Rate [s] Pressure and Air Temperature	Moving Transmission Rate [s] Infrared Tyre Temperature
F1-XXX-1800-002 Wheel Sensor Lite	3	-
F1-XXX-1800-003 Wheel Sensor Pro	1	-
F1-XXX-1850-001 IRTPTMS Wheel Sensor Lite	1	1
F1-XXX-1850-002 IRTPTMS Wheel Sensor Pro	1	1

Table 2 - Wheel Sensor Moving transmission rates

NOTE: for generic parts insert 100 for the XXX, for customer specific parts the XXX will reflect your customer number.

The 1SYSTEM® TPMS can be configured in one of the following ways, depending on the application.

- Learning System: the TPMS can automatically detect which wheel sensor is fitted to each position of the car and starts monitoring it. This requires the fitment of four ECU Antennas to be fitted to the car.
- Positioned System: where specific wheel sensors are assigned to positions on the car. This requires the fitment of between one and four ECU Antennas to be fitted to the car, depending on the application and vehicle construction.

RD096 110124



8.1 1SYSTEM App Updates

When a new version of the 1SYSTEM app is released, an update notification will be shown when the App is opened, use the Download button to receive the update, it will need to be installed from the Downloads folder.

To dismiss the update and use the software, click on the OK button.

				-		×
bf1systems						
CAF	r all	NEAR	NEAR	REST	PIN	NED
New version 1.8.177 available Release candidate New Features in this version: • Core Plus licenses can now use ECU settings in Project page • Improved formating of ECU settings (CAN Ids) • Create Projects from live vehicle ECU settings • Application Update notifications • Support for variable number of ECUs on the vehicle OK						

Figure 13 - Update notification

8.2 Learning System

The 1SYSTEM[®] learning function of the TPMS provides teams with a fit and forget Tyre Pressure Monitoring System (TPMS) due to its ability to automatically learn the wheel sensors fitted to the car, and start monitoring them, without the user having to manually allocate sensors to specific corners.

The learning system consists of four 2.4GHz ECU Antenna units, one of which is located near each wheel sensor.

Each ECU functions as an individual sub system of the complete TPMS, the corner identification of the specific ECU on the vehicle is designated by pin assignment within the mating connector. See the wiring schematic in Section 22 for further details.

The ECU receives datagrams from each sensor within range and uses the signal strength to determine which sensor is nearest, the ECU then selects that sensor and transmits the sensor data received over the CAN bus.

Using this method, the system can detect and transmit the sensor data from when the wheels are fitted to the vehicle, and update when the wheels are changed.

When the speed received on CAN is above the Moving Speed for 8 seconds, the system confirms the sensors detected as fitted to the vehicle. The sensors will remain confirmed until the Vehicle speed falls below the specified threshold or the sensor is no longer detected.

Learning systems can be used on all vehicles, closed and open wheel, but four ECUs must be installed on the car.



Figure 14 - Learning system architecture

8.3 Positioned System

The bf1systems positioned system is suited for applications where the user does not want to install four ECUs, or it is not practical to do so. The positioned system supports a one, two, three and four ECU layout or system architectures, depending on the type of vehicle, and the positions available to install the ECUs on the vehicle.

With the 1SYSTEM[®] positioned system, it is no longer necessary to position the wheel sensor serial numbers to corners of the car and write this data into the chassis mounted ECUs. Instead, the wheel sensors themselves are wirelessly programmed with positions and set numbers. This has the advantage that if a wheel sensor position needs to be changed, it is no longer necessary to connect to the car to update a position file, and instead the sensor itself only has to be updated, saving time and simplifying this procedure.

See section 19 for setup of a positioned system.



9 System Components

9.1 Wheel Sensor

Each sensor contains a battery, radio frequency (RF) transmitter, absolute pressure sensor, temperature sensor, an accelerometer and two Infra-Red elements (only present on 1SYSTEM[®] IR sensors). The accelerometer is used to detect when the wheel is rotating, enabling the moving transmit mode.

The wheel sensors are contained in a PEEK[™] housing and are designed to survive the high temperatures and g loadings found in motorsport.

Multiple sensor types are available, and include:

- 1SYSTEM[®] Lite TPMS 25mbar Resolution 0.33Hz Transmission
- 1SYSTEM[®] Pro TPMS 12.5mbar Resolution 1Hz Transmission
- 1SYSTEM[®] Lite IRTPTMS 12.5mbar Resolution 1Hz Transmission, 8 IR measurement points
- 1SYSTEM® Pro IRTPTMS 5mbar Resolution 1Hz Transmission, 28 IR measurement points

Pressure accuracy - ±25mbar

Sensor weights:

- 1SYSTEM® TPMS 15g
- 1SYSTEM[®] IR TPMS 36g

Wheel sensors can be claimed and programmed with a security code by teams to allows only themselves to view sensor data, which prevents any competitors from seeing data from these sensors. Wheel sensors can be claimed to the 1SYSTEM® app. The sensor validation code (SVC) is used to claim the sensor, and this is engraved on the sensor housing, as highlighted in orange in Figure 15. Claiming instructions can be found in Section 13.2.



Figure 15 - Sensor Validation Code (highlighted in orange)



Figure 16 - 1SYSTEM® TPMS Sensor

Figure 17 - 1SYSTEM® IRTPTMS Sensor

NOTE: Valve kits are supplied separately and not part of the wheel sensor assembly.



9.2 Modes of the 1SYSTEM® TPMS Wheel Sensor

9.2.1 Dormant Mode

All sensors are shipped from the factory in the dormant mode. This means they are not transmitting data to preserve battery life. The sensor measures air pressure in this state and will change their state when the air pressure is above 0.115bar gauge.

When the sensor detects a pressure change in the tyre that takes the pressure below 0.115bar, the sensor will continue to transmit for 60 seconds before returning to dormant mode.

When in this mode, the sensor can transition into fast mode if the accelerometer is set.

9.2.2 Slow Transmit Mode

Once the sensor is fitted to the rim and the tyre inflated above 0.115bar gauge, the sensor will transition into a slow transmit state.

In this slow transmit state the sensor will transmit data at regular intervals. The accelerometer is used to detect when the wheel is rotating above approximately 30kph and at this point transitions the sensor into Fast Transmit Mode.

9.2.3 Idle Mode (TPMS firmware v4.8 onwards / IRTPMS firmware v1.7 onwards)

A sensor fitted in a tyre that remains inflated will continue to transmit in Slow Transmit mode for 36hrs, if during this time, the sensor does not detect movement or a change in pressure >350mbar, continuously for 5s, it will entre Idle mode where it will not transmit, this state will increase battery life of the sensor.

Setting the accelerometer, or a change in pressure >350mbar for > 5s, will transition the sensor to Fast Transmit mode.

9.2.4 Fast Transmit Mode

Once wheel rotation has been detected the sensor enters fast transmission mode where pressure, temperature and IR element datagrams are transmitted at the fastest rate.

The sensor will continue to transmit in fast mode for 60 seconds following the wheel becoming stationary (speed <30kph).



Figure 18 - TPMS v4.8 state diagram





Figure 19 - IRTPMS v1.7 state diagram

RD096 110124

9.3 1SYSTEM® ECUs

The 1SYSTEM[®] ECU Antennas are high sensitivity digital antennas capable of receiving datagrams from all types of 1SYSTEM[®] wheel sensors (standard TPMS and IRTPTMS). There is no need to reprogram anything when swapping between sensor types on the vehicle.

The distributed system architecture means only +12V, 0V, CANH & CANL connections are required for each ECU on the car, simplifying car wiring and removing a central TPMS ECU.

Advanced learning algorithms within the ECUs provide the fastest ever learning of wheel sensors fitted to the vehicle.

9.3.1 ECU Lite



Figure 20 - 1SYSTEM[®] ECU Lite

ECU Lite Spec				
bf1systems part no.	F1-100-1799-002			
IP Rating	6K7			
Operating Temperature Range	0 to 105°C			
	32 to 221°F			
Weight	80g			
	2.83 ounce			
Mating Connector Type	Molex MX150 Series			
Mating Connector Manufacturer part no.	0334724801			
Mating Connector (Female) Terminal Manufacturer part no.	0330122004			
Mating Connector Cavity Plug Manufacturer part no.	0343450001			
Mating Connector Backshell Manufacturer part no.	0349510811			

Table 3 - ECU Lite Specification

RD096 110124

9.3.1.1 ECU Lite Pinout



Figure 21 - ECU Lite Pinout

Each ECU is configured to its position using the link pin assignments for pins 2 and 6 shown in Table 4

Pin Number	Description
1	CAN H
2	LINK PIN 2
3	VBAT 12V
4	GND
5	CAN L
6	LINK PIN 6
7	LINK PIN 7
8	LINK PIN 8

Corner Posi	Corner Position Assignment – Learning system				
Position	LINK PIN 2	LINK PIN 6			
FL	NO CONNECT	NO CONNECT			
FR	LINK PIN 8	NO CONNECT			
RL	NO CONNECT	LINK PIN 7			
RR	LINK PIN 8	LINK PIN 7			

Table 4 - ECU Lite Pinout and assignment

9.3.2 ECU Pro



Figure 22 - 1SYSTEM® ECU Pro

ECU Pro Spec				
bf1systems part no.	F1-100-1799-003			
IP Rating	6K7			
Operating Temperature Range	0 to 105°C			
	32 to 221°F			
Weight	55g			
	1.94 ounce			
Mating Connector Type	Deutsch AS Micro XtraLITE HE 6 Way Connector			
Mating Connector Manufacturer part no.	ASX602-06SN-HE-R			
Mating Connector Socket Manufacturer part no.	605704			
Mating Connector Cavity/Filler Plug Manufacturer part no.	600300-24			

Table 5 - ECU Pro Specification

RD096 110124

9.3.2.1 ECU Pro Pinout



Figure 23 - ECU Pro Pinout

Each ECU is configured to its position using the link pin assignments for pins 2 and 6 shown in Table 4

Pin Number	Description
1	CAN H
2	LINK PIN 2
3	VBAT 12V
4	GND
5	CAN L
6	LINK PIN 6

Table 6 - ECU Pro Pinout

9.3.3 ECU Corner or Position Assignment Pin Selection

ECU Position	LINK PIN 2	LINK PIN 6
FL	NC	NC
FR	To GND	NC
RL	NC	To GND
RR	To GND	To GND

Table 7 - ECU Pro Corner Pin Assignment for Learning system

ECU layout or	ECU Position	LINK PIN	LINK PIN
architecture		2	6
1 Central ECU	-	NC	NC
1 Front and 1 Rear ECU	Front ECU	NC	NC
	Rear ECU	NC	To GND
1 Front and 2 Rear ECUs	Front ECU	NC	NC
	Rear Left ECU	NC	To GND
	Rear Right ECU	To GND	To GND
4 ECUs (oner per corner)	Front Left ECU	NC	NC
	Front Right ECU	To GND	NC
	Rear Left ECU	NC	To GND
	Rear Right ECU	To GND	To GND
1 Left and 1 Right ECU	Left ECU	NC	NC
	Right ECU	To GND	NC

Table 8 - ECU Pro Position Pin Assignment for Positioned system

NOTE: To use as a positioned system also requires changes to the ECU Characteristics, see section 19



10 Component Installation

10.1 General

10.1.1 Learning or Positioned 1SYSTEM[®] TPMS ?

It is important to consider which type of system is required before ordering 1SYSTEM® TPMS ECUs.

A Learning system is primarily used for Endurance / LMP / GT style of racing, where the wheels, and therefore sensors, can be mounted onto any corner of the vehicle. For these vehicles, typically there are numerous options for mounting an ECU at each corner.

A Positioned system is necessary when there are limited options to mount ECUs, such as open-wheel race cars, so up to 4 x ECUs can be used to achieve a functioning system. Please discuss with bf1systems engineers before ordering your ECUs.



Figure 24 - Lite ECU (left) & Pro ECU (right)

10.1.2 Wiring

The wiring harness schematic for the TPMS can be found in Section 22 of this document.

Please note that if you are manufacturing the wiring harness, some basic rules should be observed:

- All CAN wiring must be a twisted pair
- It is recommended that the +12V and GND wiring to the TPMS ECU should be a twisted pair

10.2 Learning 1SYSTEM® TPMS Installation Guidance

With the Learning 1SYSTEM® TPMS, you will receive 4 x ECUs for fitment to your vehicle.

Each ECU must be mounted in the wheel arch area. The ECU receives wheel sensors when the car is stationary as well as when it is moving, to allow the system to recognise on which corner each wheel sensor is fitted as quickly as possible.

To ensure reliable reception and learning of the wheel sensors, the ECU must be mounted within the wheel arch area, either around the circumference of the wheel arch, or the inner surface adjacent to the wheel (e.g. on the side of the chassis). If the car has wheel arch liners, then it is possible for the ECU to be mounted to the back of the arch liner. However, if the arch liner is manufactured from carbon-fibre, then it may be necessary to create a window of either Kevlar or glass-fibre to prevent the signal to the ECU being reduced.



To ensure that the ECU learns the nearest sensor, it is important that the ECU does not have line-of-sight to another wheel, when mounted on the car. Therefore, shielding the ECU from other corners is important.

If mounting on a vehicle that has an open wheel arch, boot or engine compartment, the ECU should be mounted in an area that has shielding from the wheel on the opposite side, so not in open space.



Usually exhaust systems prevent the ECUs being mounted any lower

10.2.2 Wheel Arch Mounting – Rear Engine



10.2.3 Wheel Arch Mounting – Mid Engine



Figure 25 - Examples of ECU mounting positions

NOTE: Because 1SYSTEM[®] TPMS relies on using signal strength to determine the wheel mounted, the ECU position may need to be adjusted following analysis of the reception data in the logged data.

RD096 110124



10.3 Positioned 1SYSTEM[®] TPMS Installation Guidance

With the Positioned 1SYSTEM® TPMS, up to 4 x ECUs can be configured and mounted on the vehicle.

Section 19 provides information of positions on the vehicle for the ECUs when different numbers of ECUs are used.

When the ECUs are installed on the vehicle, it is preferable not to mount behind carbon fibre or metal, which will attenuate the wheel sensor signal and prevent acceptable reception. If the ECU must be located behind such a material, then Kevlar or glass fibre windows can be place around the ECU. This aspect of ECU mounting is not as critical as with a Learning installation, but it will help.

11 Learning System Operation

The 1SYSTEM® TPMS has the ability to automatically start transmitting data for wheel sensors mounted on the car when the system is powered.

The wheel sensors transmit advertisement data packets to advertise to the ECUs on the vehicle, which are received and used to detect which wheel sensor is fitted in each position.

A sensor will only be received by the ECUs on the car if the security settings (manufacturer ID, series ID and team ID), match in the ECU and also in the wheel sensor. Users are only able to change the team ID themselves using the 1SYSTEM® App. This security is to prevent teams from viewing each other's sensors.

Once the security settings allow a sensor to be received, an average of the signal strength (RSSI) from each sensor is calculated and the wheel sensor with the strongest signal is determined to be the closest to the ECU and therefore the correct wheel sensor for the corner, the ECU and wheel sensor will then lock onto this and the ECU will set the 'TPM1S_XX_WS_NOT_DETECTED' CAN signal to FALSE. If no wheel sensor is found or the wheel sensor closest cannot be determined, this will remain TRUE.

Once the wheel sensors have been detected, the TPMS CAN signals will be updated on the CAN bus so pressures and temperatures can be displayed.

When the vehicle starts moving, the rotation is determined by the wheel sensors and the transmission rate increases (exact transmit rate is dependent on the specification of sensor fitted). The sensors will transmit a moving status within the data packet.

Using the vehicle speed CAN input, the ECU will detect the car is moving, it will then confirm the wheel sensors for each corner using the signal strength as well as the moving signal transmitted and set the 'TPM1S_XX_WS_NOT_CONFIRMED' CAN signal to FALSE.

If the speed is not received by the ECU or the wheel sensor detected does not transmit the moving status, the 'TPM1S_XX_WS_NOT_CONFIRMED' signal will remain TRUE.

If the ECU had detected a wheel sensor that is not fitted to the car (possible if wheels are close by when the car is stationary) or if a wheel sensor stops transmitting, the ECU will wait 6 seconds and set both the 'TPM1S_XX_WS_NOT_DETECTED' and 'TPM1S_XX_WS_NOT_CONFIRMED' signals to TRUE.

The ECU will continue to check for a replacement sensor. For this reason, it is necessary to setup the ECU RSSI limit from testing, so the ECU is not able to detect and confirm a wheel sensor from another corner of the car. The RSSI limits can be set within the ECU configuration using the 1SYSTEM[®] App, see section 18 for test procedures to determine the correct value.



12 1SYSTEM[®] Application Software

The 1SYSTEM® PC application is delivered alongside bf1systems TPMS and is allows the user to:

- Claim wheel sensors
- Apply security settings to wheel sensors and ECUs
- Configure CAN Tx & Rx message IDs
 - (will be available as part of coming ECU Firmware version 2.16 and 1SYSTEM[®] App version 1.5 onwards).
- Configure the levels for the puncture detect warnings
- Monitor live pressure and temperature data

If you have not received the 1SYSTEM® application, please use the link in section 4 for the latest download.

12.1 Installation and License Update

To install the application, see Section 4.

12.2 App settings

Some of the setting within the app can be set up to suit your requirements.

Following any changes, the settings will need to be saved.

ISYSTEM®				- 0 X
bf1 systems	Version: 110-dev:1894db1271c Licence: CORE PLUS SRV: • CAN: • Discover CAN	STEM [®]		<mark>₽₽</mark> ?
		LICENSE CLAIMING	FIRMWARE	SETTINGS
SETTINGS SAVE SETTINGS				
Offline sensor timeout		300 s		
Sensor reference pressure		1000 mbar		
CAN adapter manufacturer		Vector ~		
CAN adapter type		CANcaseXL ~		
CAN channel		2		
CAN baud rate		1 MBit/s ∽		
Temperature unit		°C~		
Pressure unit		bar v		
Car type		open wheel ~		
Sensor representation		serial ~		
Manual positioning		enabled ~		
Theme		default ~		

Figure 26 - Settings page



12.2.1 Offline sensor timeout

The offline sensor timeout is used in conjunction with the filtering on the All Sensor page and determines when a sensor is filtered from the display

Connection state: All v Battery: All v Security code: All v Signat. All v Tyre set: All v Vehicle ID. All v Wheel position. All v Sensor type: All v CLEAR FILTER Officient Officient Sort by: No Sorting v	
CLEAR FILTER Office ENSORS CLEAR OFFLINE SENSORS	
Sort by: No Sorting V	
MY SENSORS	
월 🖞 7691	•
🔓 -0.025 bar 21 °C 💷 " 🔿 🕐 0.375 bar 19 °C 📼 " 🔿 🕐 0.400 bar 20 °C 📼 " 🔿 🕐 0.400 bar 20 °C 📼 " 🔿 🖓 🚰 0.400 bar 19 °C 📼 " 🦷	
FL _0.025 bar 22 °C ■]] ① ①	



12.2.2 Sensor reference pressure

Sets the atmospheric pressure offset for sensors received over 2.4GHz by the PC displayed on the All, Near and Nearest pages.

Does not affect the sensors shown on the CAR page.

12.2.3 CAN settings

Sets the parameters for CAN comms between the PC and ECUs

12.2.4 Temperature unit

Changes the temperature unit displayed between °C and °F.

12.2.5 Pressure unit

Changes the pressure unit displayed between Bar, mbar and PSI.

12.2.6 Car type

Changes the car pictured on the Car page between a closed and open wheeled representation.

12.2.7 Sensor representation

Displays the sensor serial number in either decimal serial number or the hexadecimal MAC address.

12.2.8 Manual positioning

When enabled, shows the sensor corner designation.



12.2.9 Theme

Changing the theme from default to high contrast will change the background colours.

SYSTEM ®							- 0
<mark>f1</mark> systems		Version: 1.10.0-dev.188+d5b127 Licence: CORE PLUS SRW: CAN: Discover CAN	1SYS	TEM®		880 880 880	
					CAR	ALL NEAR	NEAREST PIN
5591		- IIII Front Left	•	III Front Right	• -	Je 21920	(
Sensor MAC:	4E-15-D7	Errors:	no errors	Errors:	no errors	Sensor MAC:	4E-55-A
Errors:	no errors	Warnings:	no warnings	Warnings:	no warnings	Errors:	no error
		Signal from FL	sensor: -48 dBm	Signal from FR s	sensor: -46 dBm		
Pressure:	1.425 bar					Pressure:	1.425 ba
Temperature:	20 °C					Temperature:	20 °
Battery:	96 %					Battery:	96 %
J 5712	0	- IIII Rear Left	•	IIII Rear Right	• -	20866	
Sensor MAC:	4E-16-50	Errors:	no errors	Errors:	no errors	Sensor MAC:	4 E- 51-8
Errors:	no errors	Warnings:	no warnings	Warnings:	no warnings	Errors:	no error
		Signal from RL	sensor: -46 dBm	Signal from RR	sensor: -50 dBm		
Pressure:	1.425 bar					Pressure:	1.450 ba
Tomporature	20 °C					Temperature:	20 °
lemperature.							

Figure 28 - High contrast Theme

RD096 110124

12.3 Sensor Viewer Licence

A sensor viewer licence can be used by any series that does not have access to the full licence but needs the ability to check sensor data for the remaining battery life.

ISYSTEM®							- 0 ×
bf1 systems	Version: 1.10.0-dev.188+d Licence: CORE PLUS SRW: CAN: Discover		TEM®			Ĉ	
					ALL	NEAR	NEAREST
DEVICES OVERVIEW							
Hide sensor filter							
Connection state: All 🗸 Battery:	All 🗸 Signal:	All 🗸 Sensor type:	All 🗸 Memo: All 🗸				
CLEAR FILTER CLEAR SENSORS							
Sort by: No Sorting V							
MY SENSORS hide							
문 17395 GU 1	6	5712 GU 3	a •	😃 21920 GU 5			a •
□ .1		₽ .1					\bigcirc \bigcirc
😃 20866 GU 4	6	5591 GU 2	£ •				
💷 .ıl		₽					
OTHER SENSORS hide							

Figure 29 - Sensor Viewer main screen

bf1systems ISYSTEM® ALL NEAR NEARES ALL NEAR NEARES ALL NEAR NEARES Signal strength: -68 dBm Errors: no errors Sensor MAC: C8+3-F3 Last received: 3 s Firmware version:	1SYSTEM®					- 0	×
< BACK TYRE SENSOR DETAIL VIEW 2 17395 @U1 Image: Comparison of the second	bf1 systems	Version: 1.10.0-dev.188+d5b12 Licence: CORE PLUS SRW: CAN: Discover CA	M®			-0 -0	$\[\] \] \[\] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \] \[\] \[\] \] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \] \[\] \[\] \] \[\] \] \[\] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \[\] \] \[\] \] \] \[\] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \] \[\] \[\] \] \[\] \] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \[\] \] \[\] \[\] \[\] \l\] \[\] \[$
Seck TYRE SENSOR DETAIL VIEW 17395 GU1 1 Battery: 76 % Signal strength: -68 dBm Errors: no errors Sensor MAC: C8-43-F3 Last received: 3 s Firmware version: 1.3				ALL	NEAR	NEA	REST
⁸ 17395 GU1 Battery: 76 % Signal strength: -68 dBm Errors: no errors Sensor MAC: C8-43-F3 Last received: 3 s Firmware version: 1.3	< BACK TYRE SEN	SOR DETAIL VIEW					
Battery:76 %Signal strength:-68 dBmErrors:no errorsSensor MAC:C8-43-F3Last received:3 sFirmware version:1.3	ٿ 17395 GU 1	d •					
Signal strength: -68 dBm Errors: no errors Sensor MAC: C8-43-F3 Last received: 3 s Firmware version: 1.3	Battery:	76 %					
Errors: no errors Sensor MAC: C8-43-F3 Last received: 3 s Firmware version: 1.3	Signal strength:	-68 dBm					
Sensor MAC:C8-43-F3Last received:3 sFirmware version:1.3	Errors:	no errors					
Last received: 3 s Firmware version: 1.3	Sensor MAC:	C8-43-F3					
Firmware version: 1.3	Last received:	<u>3 s</u>					
	Firmware version:	1.3					

Figure 30 - Sensor data with sensor viewer licence

With a sensor viewer licence, the settings page is reduced to those relevant to the licence.



1SYSTEM®				-		×
bf1 systems	Version: 1.100-dev:188+d5b1271c Licence: CORE PLUS SRW: CAN: CAN: Discover CAN	1SYSTEM®			Lo d	?
					O OETT	
			LICENSE	CLAIMIN	3 3211	11055
SETTINGS SAVE SETTING						
Offline sensor timeout		200s				
Theme		senar∙ default∨				

Figure 31 - Sensor Viewer settings page

The user will have the ability to claim sensors and add or edit memo tags for the sensors, see section 13.2

12.4 Car Page

The user is automatically taken to 'Car' page when the application is launched. This page contains licence information, the version number, and status of SRW (short range wireless connection) and CAN connection.

The status of ECUs and any detected wheel sensors will also be displayed.



Figure 32 - Car page with a valid licence and connections



12.5 Connected ECUs

The car page shows an overview for each ECU connected.



Figure 33 - Front left ECU overview

12.5.1 Live Connection

The flashing green lamp in the top right shows a valid connection.

12.5.2 Firmware Version

A circled arrow will indicate if a firmware update is available. See firmware update Section 12.9. If the firmware is up to date, the version programmed can be seen when the detailed ECU view is selected, see section 0

12.5.3 Errors

Live hardware errors are shown when present and the tyre for the corner affected will change colour to orange



Figure 34 - Hardware errors

To check the Errors, see section 0

12.5.4 Pressure Warnings

Live pressure warnings are shown when present and the tyre for the corner affected will change colour to orange or red



Figure 35 - Live pressure warnings

To check the Warnings, see section 0

12.5.5 Signal From XX Sensor

Indicates the average received signal strength of the sensor currently detected by the ECU



12.6 ECU Detail View

A detailed view of each ECU can be achieved by clicking on the grey position indicator block, this will take you to the Characteristics page.

1SYSTEM®											- (X
bf1 systems		Version: 1.10.0-dev.188+d5b1271c Licence: CORE PLUS SRW: CAN: Discover CAN	1SYSTEM [®]							Ĉ		ş
• •												
								CAR	ALL	NEAR	NEAREST	PINNED
< BACK DETAIL VIEW												
III Front Left	٠	Characteristics				rea	d write					
Firmware version:	2.17											
ECU errors:	no errors	Factory configuration			ECL	J Lite	(Generic)					
CAN errors:												
		Security Code			Gei	neric U	Insecured					
		Configuration control message IDs		0v0	0v0	0v0	0v0					
		Configuration message checksum enable		0.00	0.00	0.00						
		Configuration status message IDs		0x0	0x0	0x0	0x0					
		Is signal bigendian (Motorola)?										
	Atmo	spheric pressure message ID					100 ms					
		Message ID					0x500					
		Signal bit length					16					
		Signal offset					0					
		Signal scale					0.001					
		Signal start bit										
		Le signal bigendian (Motorola)?										
		Message cycle time					100 ms					
		Message ID					0x500					
		Signal bit length					16					
		Signal offect										

Figure 36 - ECU Characteristics page

The page displays the Characteristics of the selected ECU and enables access to the errors and warnings.

Hovering over the characteristic titles will display a brief description.
12.6.1 Warnings and Errors

A list of any live errors or warning can be viewed by clicking on the +

		Firmware Version:	2.15
		ECU errors:	no errors
	•	CAN errors:	3 errors –
Firmware Version:	2.15	Timestamp no rx	
ECU errors:	no errors	Atmospheric pressure no r	
CAN errors:	3 errors +	Vehicle speed no rx	
Tyre warnings:	no warnings	Tyre warnings:	no warnings
Compensated pressure:	1,575 mbar	Compensated pressure:	1,875 mbar

Eront Left

Figure 37 - Live errors

12.7 ECU Characteristics – Core Licence

12.7.1 Read, Write and Factory Reset

Click on the grey bar for the required ECU, the characteristics page will open, the software will automatically read the characteristics from the ECU.

A read button is also available to re-read from the ECUs.

Any changes made to the setup can be written to the ECUs using the write button

Characteristics	factory reset read write

Figure 38 - Characteristics Read and Write buttons

12.7.2 Firmware

Firmware	
Factory configuration	ECU Lite (Generic)
	-

Figure 39 - Factory configuration

Factory configuration - Identifies the ECU type and customer.



12.7.3 Warnings

Warnings	
Flat tyre warning threshold	700 mbar
High tyre temperature warning threshold	125°C
IR sensor high temperature warning threshold	150°C
Low tyre pressure hard warning threshold	400 mbar
Low tyre pressure soft warning threshold	250 mbar
Rapid gas loss warning threshold	280 mbar/min
Wheel sensor low battery threshold	10%

Figure 40 - Tyre Warning Limits

Flat tyre warning threshold (gauge) - The lowest acceptable pressure that can be present in a tyre before the ECU transmitted signal 'TPM1S_XX_WS_UNDER_PRESS_HARD_WRN' is triggered. This absolute pressure limit is an actual tyre pressure and not a compensated one.

High tyre temperature warning threshold - This is the maximum acceptable temperature that can be present in a tyre before the ECU transmitted signal 'TPM1S_XX_WS_HIGH_TEMP_WRN' is triggered.

IR sensor high temperature warning threshold - The maximum acceptable temperature for the tyre carcass pixel points (not yet implemented).

Low tyre pressure hard warning threshold (delta) - This is the maximum amount of pressure deviation from the normalised pressure before the ECU transmitted signal 'TPM1S_XX_WS_UNDER_PRESS_HARD_WRN' is triggered.

Low tyre pressure soft warning threshold (delta) - This is the maximum amount of pressure deviation from the normalised pressure before the ECU transmitted signal 'TPM1S_XX_WS_UNDER_PRESS_SOFT_WRN' is triggered.

Rapid gas loss warning threshold (delta) - This is a parameter that the system can use to determine whether the tyre is losing pressure greater than a pre-determined rate per minute. If the calculated pressure loss rate is greater than the set value, then the ECU transmitted signal 'TPM1S_XX_WS_UNDER_PRESS_HARD_WRN' will triggered, regardless of current pressure value.

Wheel sensor low battery threshold (%) - The minimum remaining battery life set for the detected sensor

12.7.4 Wheel detection and confirmation

Wheel detection and confirmation	
IR wheel sensor detection threshold	-70 dBm
Monitored wheel position setups	AUTO~ AUTO~ AUTO~ AUTO~
TPMS wheel sensor detection threshold	-60 dBm

IR wheel sensor detection threshold - Sets the minimum received signal strength allowed by the ECU to connect to an IR wheel sensor. This parameter will be used to stop wheels from other corners of the vehicle being detected by the ECU.

TPMS wheel sensor detection threshold - Sets the minimum received signal strength allowed by the ECU to connect to a **non IR** wheel sensor. This parameter will be used to stop wheels from other corners of the vehicle being detected by the ECU.



12.7.5 Licence management meta-data

Figure 41 - Licence

Security Code - The security code for the ECU. Wheel sensors used with the ECU must have matching security codes for the ECU to transmit data.

12.8 ECU Characteristics - Core Plus Licence

NOTE: When updating parameters that have 4 boxes shown below, 1 for each ECU, the order is as follows:



12.8.1 Read and Write

When the page is opened, the software will automatically read the characteristics from the ECU. A read button is also available to re-read from the ECUs.

Any changes made to the setup can be written to the ECUs using the write button.

If unknown changes have been made to an ECU, the default factory configuration can be written using the *factory reset* button.



Figure 42 - Characteristics Read, Write and Factory Reset buttons

12.8.2 Firmware

Firmware	
Factory configuration	ECU Lite (Generic)

Figure 43 - Factory configuration

Factory configuration - Identifies the ECU type and customer.

12.8.3 CAN configuration message settings

CAN configuration message settings				
Configuration control message IDs	0x0	0x0	0x0	0x0
Configuration message checksum enable				0
Configuration status message IDs	0x0	0x0	0x0	0x0

The configuration settings are used in some specific race series, if populated they should not be changed.

12.8.4 CAN Receive message settings

CAN input signals - Atmospheric pressure	
Is signal bigendian?	1
Message cycle time	100 ms
Message ID	1280
Signal bit length	16
Signal offset	0
Signal scale	0.001
Signal start bit	8

Figure 44 - CAN Settings - Atmospheric pressure

CAN input signals - Odometer	
Is signal bigendian?	1
Message cycle time	100 ms
Message ID	1295
Signal bit length	16
Signal offset	0
Signal scale	2
Signal start bit	40

Figure 45 - CAN Settings - Odometer



CAN input signals - Vehicle speed	
Is signal bigendian?	1
Message cycle time	100 ms
Message ID	1295
Signal bit length	16
Signal offset	0
Signal scale	0.1
Signal start bit	24

Figure 46 - CAN Settings - Vehicle speed

CAN input signals - These CAN message settings enable the user to change the CAN IDs of the received data from the vehicle, this data includes the Rx atmospheric pressure and the Rx vehicle speed and the Rx Odometer.

When changes have been made to the Rx CAN ID, the ECU will require a power cycle to confirm the update.

Note: the settings shown above are correct for the DBC supplied by bf1systems

12.8.5 CAN Transmit message settings

CAN message settings				
Baudrate	1MBPS 🗸			
Diagnostic message IDs	0x714	0x715	0x716	0x717
ECU info message IDs	0x704	0x705	0x706	0x707
Wheel sensor data message IDs	0x600	0x601	0x602	0x603
Wheel sensor info message IDs	0x604	0x605	0x606	0x607
Wheel sensor info2 message IDs	0x626	0x627	0x627	0x629
Wheel sensor IR data message IDs	0x608	0x609	0x60a	0x60b

Figure 47 - CAN Transmit settings

Baudrate - Sets the CAN baudrate

Diagnostic message IDs - Sets IDs to transmit TPMS diagnostic data (TPM1S_XX_DIAG)

ECU info message IDs - Sets IDs to transmit TPMS ECU data (TPM1S_XX_ECU_INFO)

Wheel sensor data message IDs - Sets IDs to transmit TPMS wheel sensor data (TPM1S_XX_WS_DATA)

Wheel sensor info message IDs - Sets IDs to transmit TPMS wheel sensor data (TPM1S_XX_WS_INFO)

Wheel sensor info2 message IDs - Sets IDs to transmit TPMS wheel sensor data (TPM1S_XX_WS_INFO_2)

Wheel sensor IR data message IDs - Sets IDs to transmit TPMS wheel sensor IR temperature data (TPM1S_XX_WS_IR_DATA)

CAN XCP message settings				
XCP broadcast message ID				0x0
XCP command message IDs	0x708	0x709	0x70a	0x70b
XCP response message IDs	0x70c	0x70d	0x70e	0x70f

Figure 48 - CAN XCP message settings

CAN XCP broadcast message ID - Not currently used

XCP command message IDs - Used for communications from the PC based 1SYSTEM® software and each ECU. Do not change.

XCP response message IDs - Used to respond from each ECU to from the PC based 1SYSTEM® software. Do not change



Ν

12.8.6 Diagnostics



Signal all Rx packets on diagnostic Mux0 - The diagnostic message is used to determine the reception for the ECU. When enabled, the data from any senor received by the ECU, stationary or moving, will be transmitted asynchronously onto the CAN bus.

The ECU has 4 buffers for the received wheel sensors, when set to 0, the data is filtered to transmit as multiplex signals updating each buffer as the wheel sensor is received, see Figure 49.

lame	Message	Multiplexing/Group
☆ TPM1S_FL_DIAG_MUX_ID	TPM1S_FL_DIAG	Multiplexor
TPM1S_FL_DIAG_ADV_POSN_1	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x0
TPM1S_FL_DIAG_ADV_POSN_2	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x1
TPM1S_FL_DIAG_ADV_POSN_3	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x2
☆ TPM1S_FL_DIAG_ADV_POSN_4	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x3
☆ TPM1S_FL_DIAG_VEH_SPEED	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x8
TPM1S_FL_DIAG_ADV_ID_1	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x0
TPM1S_FL_DIAG_ADV_ID_2	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x1
TPM1S_FL_DIAG_ADV_ID_3	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x2
TPM1S_FL_DIAG_ADV_ID_4	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x3
☆ TPM1S_FL_DIAG_VEH_ATMOS_P	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x8
☆ TPM1S_FL_DIAG_ECU_HEALTH	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x9
TPM1S_FL_DIAG_ADV_RSSI_1	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x0
TPM1S_FL_DIAG_ADV_RSSI_2	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x1
TPM1S_FL_DIAG_ADV_RSSI_3	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x2
TPM1S_FL_DIAG_ADV_RSSI_4	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x3
☆ TPM1S_FL_DIAG_ECU_CORE_TEMP	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x9
☆ TPM1S_FL_DIAG_VEH_ODOMETER	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x8
☆ TPM1S_FL_DIAG_VEH_MOVING	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x8

Figure 49 - Multiplex diagnostic message - Mux0 set to 0

By changing this setting to 1, all wheel sensor data will be sent in single signals as received by the ECU, this should only be used to reduce the number of logged channels and requires post processing to understand the data.

Jame	Message	Multiplexing/Group
☆ TPM1S_FL_DIAG_MUX_ID	TPM1S_FL_DIAG	Multiplexor
TPM1S_FL_DIAG_ADV_POSN_1	TPM1S_FL_DIAG	$TPM1S_FL_DIAG_MUX_ID = 0x0$
☆ TPM1S_FL_DIAG_VEH_SPEED	TPM1S_FL_DIAG	$TPM1S_FL_DIAG_MUX_ID = 0x8$
TPM1S_FL_DIAG_ADV_ID_1	TPM1S_FL_DIAG	$TPM1S_FL_DIAG_MUX_ID = 0x0$
☆ TPM1S_FL_DIAG_VEH_ATMOS_P	TPM1S_FL_DIAG	$TPM1S_FL_DIAG_MUX_ID = 0x8$
☆ TPM1S_FL_DIAG_ECU_HEALTH	TPM1S_FL_DIAG	$TPM1S_FL_DIAG_MUX_ID = 0x9$
TPM1S_FL_DIAG_ADV_RSSI_1	TPM1S_FL_DIAG	$TPM1S_FL_DIAG_MUX_ID = 0x0$
☆ TPM1S_FL_DIAG_ECU_CORE_TEMP	TPM1S_FL_DIAG	$TPM1S_FL_DIAG_MUX_ID = 0x9$
☆ TPM1S_FL_DIAG_VEH_ODOMETER	TPM1S_FL_DIAG	$TPM1S_FL_DIAG_MUX_ID = 0x8$
TPM1S_FL_DIAG_VEH_MOVING	TPM1S_FL_DIAG	TPM1S_FL_DIAG_MUX_ID = 0x8

Figure 50 - Multiplex diagnostic message - Mux0 set to 1

Where possible it is recommended to leave this set to 0, this makes analysis easier due to the use of the separate sensor buffers.

When the reception has been setup on the car and working correctly, the user can choose to disable the diagnostic message.

If reception problems are seen during use, bf1systems will require a log of the advert data to assess the RF performance.

NOTE: For positioned systems, the diagnostic data is always transmitted as shown in setting MUX0 = 1 (even if set to 0)



12.8.7 General



Vehicle ID - An optional numerical identifier for the vehicle to enable teams running more than one car. When set, the sensors will also need to be updated to the same vehicle ID to be received by the ECU.

12.8.8 License management

License management	
Factory configuration code	F1-100-1799-002

Factory configuration code - ECU part number

12.8.9 Warning limits

Warnings	
Flat tyre warning threshold	700 mbar
High tyre temperature warning threshold	125°C
IR sensor high temperature warning threshold	150°C
Low tyre pressure hard warning threshold	400 mbar
Low tyre pressure soft warning threshold	250 mbar
Rapid gas loss warning threshold	280 mbar/min
Wheel sensor low battery threshold	10%

Figure 51 - Tyre Warning Limits

Flat tyre warning threshold (gauge) - The lowest acceptable pressure that can be present in a tyre before the ECU transmitted signal 'TPM1S_XX_WS_UNDER_PRESS_HARD_WRN' is triggered. This absolute pressure limit is an actual tyre pressure and not a compensated one.

High tyre temperature warning threshold - This is the maximum acceptable temperature that can be present in a tyre before the ECU transmitted signal 'TPM1S_XX_WS_HIGH_TEMP_WRN' is triggered.

IR sensor high temperature warning threshold - The maximum acceptable temperature for the tyre carcass pixel points (not yet implemented).

Low tyre pressure hard warning threshold (delta) - This is the maximum amount of pressure deviation from the normalised pressure before the ECU transmitted signal 'TPM1S_XX_WS_UNDER_PRESS_HARD_WRN' is triggered.

Low tyre pressure soft warning threshold (delta) - This is the maximum amount of pressure deviation from the normalised pressure before the ECU transmitted signal 'TPM1S_XX_WS_UNDER_PRESS_SOFT_WRN' is triggered.

Rapid gas loss warning threshold (delta) - This is a parameter that the system can use to determine whether the tyre is losing pressure greater than a pre-determined rate per minute. If the calculated pressure loss rate is greater than the set value, then the ECU transmitted signal 'TPM1S_XX_WS_UNDER_PRESS_HARD_WRN' will triggered, regardless of current pressure value.

Wheel sensor low battery threshold (%) - The minimum remaining battery life set for the detected sensor



Wheel Sensor confirmation

Wheel detection and confirmation	
IR wheel sensor detection threshold	-70 dBm
Monitored wheel position setups	AUTO - AUTO - AUTO - AUTO -
TPMS wheel sensor detection threshold	-60 dBm
Vehicle moving speed threshold	35 kph
Vehicle moving time threshold	8s
Vehicle stationary time threshold	2s
Wheel sensor movement threshold	8g
Wheel sensor timeout threshold	8s

Figure 52 - Detection and Positioning Settings

IR wheel sensor detection threshold - Sets the minimum received signal strength allowed by the ECU to connect to an IR wheel sensor. This parameter will be used to stop wheels from other corners of the vehicle being detected by the ECU.

Monitored wheel position setups - See section 19

TPMS wheel sensor detection threshold - Sets the minimum received signal strength allowed by the ECU to connect to a **non IR** wheel sensor. This parameter will be used to stop wheels from other corners of the vehicle being detected by the ECU.

Vehicle moving speed threshold (kph) - The minimum vehicle speed needed for the ECU to enter moving mode.

Vehicle moving time threshold (secs) - The amount of time that the car must be in moving mode before the ECU can confirm the detected sensors are correctly positioned.

Vehicle stationary time threshold (secs) - The amount of time that the car must be stationary before new wheels will be accepted by the system.

Wheel Sensor moving threshold - Force used by the sensor to determine it has transitioned to a moving state.

Wheel Sensor timeout - Time for ECU to set timeout pressure value for a detected sensor that is no longer being received.

12.8.10 Licence management meta-data

License management meta-data	
Security Code	Generic Unsecured ~

Figure 53 - Licence

Security Code - The security code for the ECU. Wheel sensors used with the ECU must have matching security codes for the ECU to transmit data.



12.9 ECU Firmware update

An indication to show if the ECU firmware is up to date is displayed in the ECU overview on the CAR page.

If a newer version of firmware is available, a circled arrow will show next to the current firmware version.

Firmware updates will be released with new versions of the 1SYSTEM® app, it will not be possible to update from a separate file.

Select the detail view for the ECU that requires the firmware update.



Figure 54 - Firmware version

Click on the circle or the firmware version to open the update page

1SYSTEM®		- 🗆 ×
bf1 systems	Version: 190 Learner: CORTE PLUS SRNk connected	
< BACK DETAIL VIEW		CAR ALL NEAR NEAREST PINNED
III Front Left		read write
Firmware version:		
ECU errors:		ECU Lite (Generic)
CAN errors:		2.18.6344885
	2.17 V The update can take up to 80 seconds. Please do not turn off or disconnect the ecu while updating Update Update Cancel	▼ Generic - Factory - Unsecured 0x700 0x700 0x700 1 1
		0x710 0x711 0x712 0x713
		1
		100 ms
		0x500
		16
		0 001
		0.001

Figure 55 - Firmware update selection

It is possible to go back in firmware versions by selecting an older version from the drop-down list.

To install the firmware, click on the update button, the page will display the progress of the update



Do not disconnect during the update and ensure vehicle battery is good.

The page will indicate when the update has completed.



12.10 Wheel Sensor Detected by the ECU

The car page shows an overview for the wheel sensor detected by each ECU.

Live Connection - The flashing green lamp in the top right shows a valid connection.

(1) 63282	•
Sensor MAC:	BE-F7-32
Errors:	no errors
Warnings:	1 warning
Pressure:	237 mbar
Temperature:	20 °C
Battery:	38 %
ECU signal strength:	-49 dBm
Sensor connection info:	
Rx timeout:	Sensor received
Confirmed status:	Not confirmed
Detection status:	Detected

Figure 57 - Wheel sensor overview

Sensor ID - The sensor ID is shown in both hexadecimal and decimal format. The decimal value is a conversion of the last two octets.

(hex) FC B8 = 64696 (dec)

This decimal value is laser marked on sensor housings

The full hexadecimal MAC address is laser marked on the sensor housing.

Sensor ID number – depending on the configured setting for the application, the serial number representation will be shown in the orange bar and the other shown in the next line below.

(∄) 63282	• -	(L) BE-FC-B8	•
Sensor MAC:	BE-F7-32	Sensor ID:	64696

Figure 58 - Sensor ID representation

NOTE: There is a possibility that you may see 2 sensors with the same decimal ID number engraved on the housing, but for processing the sensors specific ID, the ECU uses the full MAC address.

Errors - Live internal hardware errors are shown when present.

Warnings – Indicates pressure or temperature warnings, pressure warning is set at 1500mBar which is the legal minimum for ECE and FMVSS and will indicate a sensor below this pressure

Pressure - Displays the gauge pressure for the sensor currently detected.

Temperature - Displays the temperature for the sensor currently detected.

Battery - Displays the remaining battery life for the sensor currently detected.

ECU signal strength – Indicates the average received signal strength of the sensor currently detected by the ECU.

Sensor connection info – use the + to expand the sensor connection information

Received timeout – Indicates if the sensor has been received within the timeout period set

Confirmed status - Indicates if the sensor has been confirmed

Detected status - Indicates if a sensor has been detected

RD096 110124



- 🗆 X

13 1SYSTEM[®] Security

NOTE: The following section requires a CORE PLUS or higher licence to make changes to security.

Previous TPM systems from bf1systems implemented a permit list to keep the sensor data secure to the team.

1SYSTEM® does not require the need for a permit list, each sensor and ECU has a security code to keep the data within your team.

The 1SYSTEM[®] security consists of 2 levels, these are:

1. 1SYSTEM[®] Security code

ISVSTE

2. Vehicle ID (such as car number)

When purchasing new 1SYSTEM[®] components, the specific security codes must be confirmed to ensure the correct parts are received, for instance, if you are racing with a manufacturer supplied car such as Porsche, Ferrari or Aston Martin or within a specific series.

The security for your setup will be displayed on the license page in the 1SYSTEM® app.

bf1 systems	Version: 110 dex 184+36512716 Licence: CORE PLUS SRIV: O CAN: Discover CAN	SYSTEM®	880 880	Ç		ŝ
				OFNOT	0.484840	OFTING
LICENSE SELECT LICENSE			L L	CENSE	CLAIMING	SETTINGS
LICENSE INFO						
License: CORE PLUS						
Expiration date: February 29, 2024						
Description: graham.ursell@bf1sys	tems.com/core_plus					
Conorio Teom One						
Generic-Team-Two						
Generic-Team-Three						
Generic Unsecured						
OFNEDATE LIGENCE DEGUECT FIL						
GENERATE LICENSE REQUEST FIL						
Generale license request lie and se	nu no <u>rsystemicorrsystemis.com</u>					

Figure 59 - Security codes

The security code within the wheel sensors will need to match the ECUs otherwise the sensor data will not be processed or passed through to the logger, this will be indicated by the 1SYSTEM[®] PC software shown in Figure 60 and also in the CAN data message 'TPM1S_XX_WS_DATA' (default ID 0x600, 0x601, 0x602 or 0x603) signal 'TPM1S_XX_WS_MISMATCH' will be set to TRUE (WS security code mismatch)

1SYSTEM®				
bf1systems	Version: 1.1 Licence: CO SRW: CAN:	0.0-dev.188+46b1271c NRE PLUS Discover CAN	YSTEM®	
(!) BE-FA-9C	•	III Front Left	<u>^</u> • —	
Sensor ID:	64156	Errors:	no errors	<u> </u>
		Warnings:	no warnings	
SECURITY CO	DE MISMATCH	Signal from FL sensor:	-49 dBm	

Figure 60 - Security mismatch

13.1 Updating Security Codes

If you have multiple security codes within your license you can update the ECU and sensors for each security code.

13.2 Sensor Claiming

Sensor can be claimed using either the 2.4GHz connection of the laptop or tablet, or by inputting the Sensor Validation Code (SVC). Unclaimed sensors show in the 1SYSTEM[®] app ALL page and are highlighted in a brown.

ISYSTEM®			- 0	×
bf1systems			-0 -0 -0	?
DEVICES OVERVIEW	CAR ALL	NEAR	NEAREST	PINNED
ECUS Front Left Sensor: 7832				
Connection state: All Battery. All Security code: All Vehicle ID: All				
2 17395 ① ① 7691 ② □ 1,485 mbar 19 °C □ 1,488 mbar 19 °C □				
(4) 63233				

Figure 61 - Unclaimed sensors highlighted in brown

13.3 Claiming A Sensor Over the Wireless Connection

To claim using a 2.4GHz connection, place the PC or tablet close to the pressurised sensor, if the sensor serial number is not known the nearest page of the 1SYSTEM[®] app can be used, to be able to claim the sensor, the signal strength must be -50dBm or higher, then click on the padlock icon of the sensor detail box. If the sensor has a strong enough signal the claim will be accepted and the box colour will change to orange.

Connection state:	All V Battery:	All Security co	le:		All ~ Signal: All ~	Tyre set: All Vehicle ID: All V
CLEAR FILTER	CLEAR SENSORS	CLEAR OFFLINE SE	NSORS			
MY SENSORS						
<u>문</u> 17395	6	📮 🔹 🕛 7691	∂ Į ((1) 63233	🔒 📮 😐 🕕 7832	🔒 Į 🔵
1,400 mbar	19 °C 💷 📊	1,400 mbar	19 °C 💷 📶 🕕 🤇) 1,400 mbar 19 °C	💷 📊 🕕 🕕 1,388 mbar	19 °C 💷 📲 💽 🕕
OTHER SENSOR	RS					

If the signal is not strong enough the user will be prompted to input the SVC to claim the sensor, see section 0.



13.4 Claim Using Sensor Validation Code - SVC

A sensor displayed in the Other Sensors screen can be claimed at any time if the SVC is known.

The SVC is marked on the sensor as a 3-digit number within a rectangular box.



Figure 62 - Sensor SVC code

Find the sensor to be claimed from the other sensor list and click the padlock icon, the user will be prompted to enter the SVC code. Once the code is entered, the sensor will shift to the My Sensors list and the box will change to orange.

Please enter following information to claim the sensor Claim Cancel	Please enter following information to claim the sensor				
Image: Construction of the sensor Code Image: Construction	Claim Cancel	Ple	ase enter following	Information to clair	n the senso
Claim Cancel	Claim Cancel		U BE-F Se		
Claim Cancel	Claim Cancel		0,600 bar 10	8 °C 🛄 🛄	
			Claim	Cancel	

Figure 63 - Sensor claiming using SVC code

If the sensor is not pressurised and therefore not visible in the app, it can be claimed by inputting the full MAC address and the SVC code, select the claiming page from the Application Configuration page, then select ADD SENSOR, a popup box will be shown to input the MAC address, the SVC and any memo notes you wish to add.

Please ente	r following info	formation to claim the sensor
MAC ad	dress	Sensor code
	Option	nal memo
	Ca	Cancel

Figure 64 - manually input sensor claiming

searching						
Connection state:	All V Battery:	All V Security code:	All 🗸 Si	ignal: All 🗸 Tyre se	t: All 🗸 Vehicle ID: All 🗸	
CLEAR FILTER	CLEAR SENSORS					
MY SENSORS						
(!) 98-1E-98	£	I 🖡 🔹 🖑 BE-F8-1D	∂ Į (BE-F7-01	🔒 📮 🚺 BE-F6-E2	∂ Į •
0.600 bar	18 °C 💷 📊	0.600 bar	18 °C 🛄 🕕	0.600 bar 18 °C	💷 📲 🕜 0.600 bar	18 °C 💷 📶 💿 🔤
OTHER SENSO	रड					

Figure 65 - Claimed sensors highlighted in orange

13.4.1 Importing and exporting Claim lists

Once claimed into a 1SYSTEM[®] app, the claim list can be exported and shared with other members of the team.

To export a claim list, select the Application Configuration then Claiming

				-				
1SYSTEM	0					_	_	
bf1 s	vstems	Version: 1.10.0-dev.188+d6b1271c Licence: CORE PLUS SRW: CAN: Discover CAN	1SYS1	TEM [®]				?
•	,							
						LICENSE	CLAIMING	SETTINGS
CLAIM								
CLAIME	D SENSORS							
Filter								
=	Sensor							
	17395 GU 1							
	5591 GU 2							
	5712 GU 3							
	20866 GU 4							
	21920 GU 5							
					tems per page: 10	• 1 -	- 5 of 5	

Figure 66 - Claiming page

Select the sensors that are going to be exported, either by selecting the tick box next to the serial numbers or select all using the tick box at the top of the list.

Click on EXPORT SENSORS and navigate to the folder required:

Save claim file								×
← → ~ ↑ 📙	→ This PC → Docume	nts → Claim lists			~ Ō	Search Claim lists		ρ
Organise 🔻 Nev	v folder							0
OneDrive - bf1s	ystems	Name	^	Status	Date modified	Туре	Size	
💻 This PC				No items match	your search.			
🧊 3D Objects								
E Desktop								
🗎 Documents								
👆 Downloads								
👌 Music								
Pictures								
Videos								
🎬 Windows (C:)	~	<						>
File events	bf1_claim							-
File name:	<u>orneann</u>							
Save as type:	1SYSTEM claim file (*.cl	aim)						~
∧ Hide Folders						Save	Cancel	



To import a claim list, select the IMPORT button, navigate to the file to be imported and open.

You will be prompted to add a prefix to any associated memos or to skip importing the existing memos, update as you require and save, an acknowledgement will be shown when the list has been imported

1System®				- 🗆	×
bf1 systems	Version: 1.9.0-dev 100+1c500548 License: SENSOR VIEWER SRW: connected	SYSTEM®			
CLAIMING IMPORT ADD SENSOR					
Filter					
 Sensor 2 17395 GU1 		Skip memos			
 ✓ 5591 GU2 □ 5712 GU3 		Optional memo prefix			
20866 GU 4 21920 GU 5		Save Cancel			

Figure 68 - Import update prompt



Figure 69 - Import acknowledgement

Any prefixes added to the sensor memo will be displayed in the list.

1SYSTEM®			- 🗆 X
bf1 systems	Weision: 1.10.0-daw 188-d51271c Lience: CORE PLUS SRVY: O CAN: O Discover CAN	880	C 😫 🤋
		LICENS	E CLAIMING SETTINGS
CLAIMED SENSORS EXPORT SELECTED			
Filter			
Sensor			
🔲 17395 <mark>bf1 GU 1</mark>			
5591 bf1 GU 2			
🔲 5712 GU 3			
🗌 20866 <mark>GU 4</mark>			
🗌 21920 <mark>GU 5</mark>			
		Items per page: 10 🗸	1 – 5 of 5 < >

Figure 70 - Imported sensors updated



13.4.2 Memo Tags

When a sensor is first claimed, there will not be any memos tagged to the sensor.

To add or a new memo or to edit an existing memo, select the Application Configuration then Claiming

1SYSTEM	0									-	
bf1 s	yster	ms		Version: 1.10.0-dev.188+d5t Licence: CORE PLUS SRW: CAN: Discover	CAN	SYSTE	EM®				ş
	,								LICENSE	CLAIMING	SETTINGS
CLAIMI											
CLAIME	D SENSC	ORS E	XPORT SELECTED								
Filter											
	Sensor										
	17395	bf1 GU 1									
	5591	bf1 GU 2									
	5712	GU 3									
	20866	GU 4									
	21920										
								Items per page:	10 🗸 1	– 5 of 5	

Figure 71 - Update memo's

Memos can be added or edited one at a time or as multiple parts.

To update a single sensor, click on Edit memo and a pop up box will show. Update and save the memo.

Please enter the memo for the selected sensor(s)									
	Me								
			_						
	Save	Cancel							

Figure 72 - Memeo update box

CLAIMI	ED SENSORS EXPORT SELECTED	UNCLAIM SELECTED				
Filter						
	Sensor					
	17395 bf1 GU 1					
	5591 bf1 GU 2					
	5712 GU 3					
	20866 GU 4					
	21920 FL wet car 1					
				Items per page: 10	✓ 1 - 5 of 5	



To update multiple sensors with the same memo, select the tick box for the required sensors and then use the EDIT MEMO button

CLAIME	D SENSORS EXPORT SELECTED			
Filter				
=	Sensor			
	17395 bf1 GU 1			
	5591 bf1 GU 2			
	5712 GU 3			
	20866 GU 4			
	21920 FL wet car 1			
			Items per page: 10	



CLAIME	D SENSORS	EXPORT SELECTED UNCLAIM SELECTED EDIT MEMO			
Filter					
=	Sensor 🕈				
	17395 bf1	GU 1			
	5591 FR Dr	ry car 2			
	5712 FR Dr	ry car 2			
	20866 FR [Dry car 2			
	21920 FL v	wet car 1			
			Items per page: 10	✓ 1 – 5 of 5	

Figure 75 - Memo updated for selected sensors



13.4.3 Unclaim sensors

Claimed sensors that are no longer used will show on the claim page and the Device overview page, these can be unclaimed and will therefore no longer be shown leaving only the current sensors being used.

To unclaim a single or multiple sensors, navigate to the claiming page then click the Unclaim for the required sensor.

To unclaim multiple sensors, select the sensors using the tick boxes next to the serial number, then use the UNCLAIN SELECTED button.

13.4.4 Updating Security for Wheel Sensors

Before a sensor can be updated it must be claimed. See Section 13.2 for instructions on how to claim a sensor.

To change the security code of the wheel sensor, place the pressurised sensor close to the laptop or tablet, then select the All screen to display the sensors close by then select the sensor from the list.

ISYSTEM®					- 0	×
bf1 systems	Version: 110 Golder 189-601271c Learner: COME PLUS SNV CAN: Discover CAN	M®			-0- -0- -0-	ŝ
			CAR ALL	NEAR	NEAREST	PINNED
DEVICES OVERVIEW						
ECUS						
III Front Left						
Sensor: 17395						
Connection state: All v Battery: All v Security	code:	All 👻 Signal: All 👻 Tyre set: All 👻 Vehicle ID:	All ~			
CLEAR FILTER CLEAR SENSORS						
MY SENSORS						
을 17395 🔒 🖟 🔍 7691	🕒 🗘 🖷					
1,135 mbar 18 °C 💷 🔐 🕚 1,138 mba	ar 19 °C 💷 🚛 🕐 🕕					
OTHER SENSORS						
(山) 63233 倍 耳 • (山) 7832						
1,150 mbar 19 °C 💶 🔐 🕧 🚺 1,138 mba	ar 19 °C 🗖 , 👔 🕒 ()					

Figure 76 - All sensor overview page

1SYSTEM®						- 0	×
b f1 systen	ns				Ĉ		ş
				CAD ALL	NEAD	NEADEOT	C DIN
< BACK TYRE S				CAR ALL	NEAR	NEAREST	PINI
(]) 7691	🖨 🎵 🖷		read write				
Pressure:	1,075 mbar	Licensing Security code:	Generic Unsecured ~				
Temperature:	19 °C						
Battery:	75 %	Vehicle ID: Tyre Type:					
Signal Strength:	-40 dBm	Tyre Set No:					
Errors:	no errors						
Cooudity code.	Conorio Lineacurad	Sensor Base Configuration					
Vehicle ID:	Generic Unsecured	Moving 1x Kate: Pressure resolution:	1HZ 12.5 mbaribit				
Tyre type:		Preadure reaviewin.					
Tyre set:							
Sensor MAC:	98-1E-0B						
Last Received:	12 s						
Element of the sector of the s	4 1						

Read the Characteristics from the sensor

Figure 77 - Selected sensor details

Select the security code from the drop-down list and write the new code to the sensor.

NOTE: Sensors cannot be updated if their temperature reading is above 85°C

```
RD096 110124
```



14 All Page

The 'All' page displays all sensors, claimed & unclaimed received over the built in 2.4GHz receiver and ECUs connected via CAN. By default, all sensors claimed on the User's PC or tablet will be displayed, live sensors will show the green dot. To remove any sensors that are no longer online click on the 'CLEAR OFFLINE SENSORS' button.

1SYSTEM®						- 🗆 X
bf1system	าร	Version: 1.10.0-dev.188+d5b1271c Licence: CORE PLUS SRW: CAN: Discover CAN	1SYSTEM	®		
					CAR ALL	NEAR NEAREST PINNED
DEVICES OVERVIE						
ECUS	-					
Sensor: 63233						
Connection state: Al	II v Battery: All v Securit	y code:	A	All 🗸 Signal: All 🗸 Tyre set: All 🗸 V	ehicle ID: All 🗸	
CLEAR FILTER CLE	AR SENSORS CLEAR OFFLIN	E SENSORS				
(1) 7832	급	Ê ঢ় ●	(1) 63233	耳● (① 16180 合	I • (1) 16951	<u>ې ۵</u>
(l) 16947	☐ ↓ ● ↓ 1695	7 <u>ê</u> Į•	(1) 16190	I • (1) 16953	I • (!) 16942	
(1) 16936	 	U U B I I I	(1) 16917	 Image: Image: Ima	Image: 0 million (1)Image: 0	(1) (1) ● 草 🔒
//\\16142			//\\ 16756 A			<u>О</u> О
(1) 16252	☐ ↓ ● ↓ 1702:	2	(1) 17017	Image: 1000 million	Image:	
(1) 16226	🔒 📮 🔹 🕛 1673	• Į <u>6</u>	(<u>1)</u> 17004	I • (1) 16237	I • (1) 16233	<u>ې ۵</u>
(1) 16725	Ê Į ● (‡ 1698:	2 🔒 🏹 🔹	(±) 16723 🔒	↓ 16988 🔒	I • (1) 16734	£ ↓ ●

Figure 78 - All Sensors displayed page

TPMS and IRTPMS sensors are shown in different shades of orange and display different icons.

(!) 7691	TPMS	₿	Ţ	•	J7395	IRTPMS		₿	Ţ	•
Pressure:		1,325 I	mb	ar	Pressure	:	1,33	5 r	nba	ar

Figure 79 - TPMS and IRTPMS sensor identification in App

Sensors can be filtered using the drop-down categories shown in Figure 80.

 Connection state:
 All •
 Battery:
 All •
 Security code:
 Generic Unsecured •
 Signal:
 All •
 Tyre set:
 All •
 Vehicle ID:
 All •

 CLEAR FILTER
 CLEAR SENSORS
 CLEAR OFFLINE SENSORS
 CLEAR OFFLINE SENSORS
 CLEAR SENSORS
 CLEAR SENSORS

Figure 80 - Sensor filtering



15 Near Page

The 'Near' page will display the 4 sensors with the strongest signals. This page can be used to work with the wheels on the car or in a stack separated from the other tyres.

1SYSTEM®										- 0	×
bf1 systen	าร	Version: 1 Licence: C SRW: CAN:	10.0-dev.186+d5b1271c ORE PLUS Discover CAN	1SYS ⁻	TEM®					-0- -0-	?
								CAR ALL	NEAR	NEAREST	PINNED
DEVICES OVERVI											
NEAR DEVICES C	LEAR SENSORS										
(!) 63233	ê Į 🔹	(!) 7832	ê Į 🔹	(!) 7691	ê Į 🔹	J7395	₽ 🗍 🔍				
Pressure:	975 mbar	Pressure:	963 mbar	Pressure:	963 mbar	Pressure:	960 mbar				
Temperature:	19 °C	Temperature:	19 °C	Temperature:	18 °C	Temperature:	18 °C				
Battery:	64 %	Battery:	76 %	Battery:	75 %	Battery:	89 %				
Signal Strength:	-58 dBm	Signal Strength:	-72 dBm	Signal Strength:	-68 dBm	Signal Strength:	-68 dBm				
Errors:	no errors	Errors:	no errors	Errors:	no errors	Errors:	no errors				
Security code:	Generic Unsecured	Security code:	Generic Unsecured	Security code:	Generic Unsecured	Security code:	Generic Unsecured				
Vehicle ID:		Vehicle ID:		Vehicle ID:		Vehicle ID:					
Tyre type:		Tyre type:		Tyre type:		Tyre type:					
Tyre set:		Tyre set:		Tyre set:		Tyre set:					
Sonoor MAC	RE E7 01	Sansar MAC		Sensor MAC:		Sensor MAC	C9 43 E3				
Last Received:	1 s	Last Received:	2 50-12-38	Last Received	30-1E-0B 4 s	Last Received	2 9				
Firmware Version:	4.1	Firmware Version:	4.1	Firmware Version:	4.1	Firmware Version:	1.3				

16 Nearest Page

The 'Nearest' page will display the sensor with the strongest signal.

1SYSTEM®				- 0	×
bf1systen	ns	Version: 11:0-dev: 189-deb1271c Licence: CORE FLUS SRIVE CAN: Discover CAN	Ĉ	우나 아이	ş
		CAR ALL	NEAR	NEAREST	PINNE
DEVICES OVERV		O'W ALL	THE AT	HEAREOT	
NEAREST DEVICE	CLEAR SENSORS				
(<u>I</u>) 7691	∂ Į ●				
Pressure:	1,263 mbar				
Temperature:	18 °C				
Battery:	75 %				
Signal Strength:	-60 dBm				
Errors:	no errors				
Security code:	Generic Unsecured				
Vehicle ID:					
Tyre type:					
Tyre set:					
Sensor MAC:	98-1F-0B				
Last Received:	3 s				
Firmware Version:	4.1				

17 Pinned Page

There will be times when you need to monitor specific sensors from all shown on the screen, this can be achieved by pinning the sensor. Up to four sensors can be pinned at one time.

To pin a sensor, click on the pin icon so the colour changes to white

										- 0	×
bf1 system	5	Version: 1. Licence: C SRW: CAN:	10.0-dev.188+d6b1271c DRE PLUS Discover CAN	1SYS ⁻	TEM®					-0-0 -0-0-	?
DEVICES OVERVIEV	V							CAR ALL	NEAR	NEAREST	PINNED
NEAR DEVICES CLEA	AR SENSORS						pin sensor				
D 63233 Pressure:	a ॻ ● 700 mbar	2 17395 Pressure:	685 mbar	D 7832 Pressure:	688 mbar	Pressure:	688 mbar				
Temperature:	18 °C	Temperature:	18 °C	Temperature:	18 °C	Temperature:	18 °C				
Battery:	64 %	Battery:	89 %	Battery:	76 %	Battery:	75 <mark>%</mark>				
Signal Strength:	-64 dBm	Signal Strength:	-68 dBm	Signal Strength:	-72 dBm	Signal Strength:	-68 dBm				
Errors:	no errors	Errors:	no errors	Errors:	no errors	Errors:	no errors		ð	.	
Security code: G	eneric Unsecured	Security code:	Generic Unsecured	Security code:	Generic Unsecured	Security code:	Generic Unsecured				. .
Vehicle ID:		Vehicle ID:		Vehicle ID:		Vehicle ID:					
Tyre type:		Tyre type:		Tyre type:		Tyre type:					
Tyre set:		Tyre set:		Tyre set:		Tyre set:					
Sensor MAC:	BE-F7-01	Sensor MAC:	C8-43-F3	Sensor MAC:	98-1E-98	Sensor MAC:	98-1E-0B				
Last Received:	5 s	Last Received:	0 s	Last Received:	4 s	Last Received:	1 s				
Firmware Version:	4.1	Firmware Version:	1.3	Firmware Version:	4.1	Firmware Version:	4.1				

Figure 81 - Pinning a sensor

The pinned sensors can be veiwed on the Pinned page

ns 1SYSTEM⊗					
bf1 systen	າຣ	Version: 1 Licence: C SRW: CAN:	10.0-dev.188+d5b1271c ORE PLUS Discover CAN	1SYS	TEM®
• •					
PINNED DEVICES					
(1) 7691	â 📮 🖷	(1) 7832	û 🖡 🔹	(1) 63233	û 🖡 🔹
Pressure:	675 mbar	Pressure:	675 mbar	Pressure:	675 mbar
Temperature	18 %	Tomporatura	18 %	Temperature	18 °C
lemperature.	18 C	remperature.	18 C	remperature.	18 C
Battery:	75 %	Battery:	76 %	Battery:	64 %
Signal Strength:	-80 dBm	Signal Strength:	-66 dBm	Signal Strength:	-60 dBm
Errors:	no errors	Errors:	no errors	Errors:	no errors
a subscribes and subs	0	0	0	Occurt control	on-of-line on of
Vehicle ID:	Generic Unsecured	Vehicle ID:	Generic Unsecured	Vehicle ID:	Generic Unsecured
Tyre type:	0	Tyre type:	0	Tyre type:	0
Tyre set:		Tyre set:		Tyre set:	
		Sensor MAC:	98-1E-98	Sensor MAC:	BE-F7-01
Sensor MAC:	98-1E-0B			Last Received:	6 S
Sensor MAC: Last Received:	98-1E-0B 2 s	Last Received:	4 s	Cast reconved.	

Figure 82 - Pinned sensors



To unpin the sensor, click the pin icon again.

18 IR Sensor Pixel selection

Select the sensor to be configured from the 'ALL' or 'CAR' pages, this will take you to the sensor characteristics page, Figure 83. Sensor must be pressurised to display the details.



Figure 83 - IR Sensor Characteristics page

Depending on the sensor mode, the current IR temperatures may be shown. To show the temperatures if not present, bounce the wheel of shake the sensor if in a pressure bottle.

Select the pixel selection pop up by clicking the icon in the Temperatures row





The pixel pop up will show

SYSTEM®				– a ×
		IR temperature selection		
	10			
	0 01 02 03 04		4 25 26 27 28	
	Characteristics		read	
	Licensing	4 9 13 16 17 21 25		
			Generic Unsecured V	
	General			
		ОК		

Figure 84 - Pixel selection pop up

Click and hold on the orange triangle of the pixel you wish to change and drag to the desired position.

When all pixels are in the desired positions, click ok then write to the sensor.

Figure 85 - Drag to change positions

NOTE: Sensors cannot be updated if their temperature reading is above 85°C



18.1 Pixel Layout



Figure 86 - IR pixel numbering

CAD for the IR sensor pixel layout can be requested from bf1systems, <u>1SYSTEM@bf1systems.com</u>



19 Positioned system setup

The ECUs can be setup as a positioned system, when used in this mode the user can place 1 to 4 ECUs on the car depending on signal strength received from the sensors.

19.1 Setting ECU position

Using the monitored wheel position setup, the ECU can be set to receive the following positions on the car:

Monitored wheel	Receive sensors	Wiring Pin Assignment			
setting		LINK PIN 2	LINK PIN 6		
		Lite ECU / (PRO ECU)	Lite ECU / (PRO ECU)		
AUTO	Not Ap	plicable – set for learning system			
FL	Receive FL sensors only	No Connect	No Connect		
FR	Receive FR sensors only	LINK PIN 8 / (GND)	No Connect		
FRONTS	Receive FL & FR sensors only	No Connect	No Connect		
RL	Receive RL sensors only	No Connect	LINK PIN 7 / (GND)		
LEFTS	Receive FL & RL sensors only	No Connect	No Connect		
RR	Receive RR sensors only	LINK PIN 8 / (GND)	LINK PIN 7 / (GND)		
RIGHTS	Receive FR & RR sensors only	LINK PIN 8 / (GND)	LINK PIN 7 / (GND)		
REARS	Receive RL & RR sensors only	No Connect	LINK PIN 7 / (GND)		
ALL	Receive FL, FR, RL & RR sensors	No Connect	No Connect		



Figure 87 - Setting monitored wheel position

To allow an ECU to be placed in any position without a need to update, each position setup should be set for all possibilities.

Examples:

With 2 ECUs placed on the car, 1 front and 1 rear, set the Monitored wheel position set to:

FRONT	FRONT	REAR	REAR

For a 2 ECU system with 1 ECU Left and the other right set to:

LEFT	RIGHT	LEFT	RIGHT

For 3 ECUs, 1 front and 2 rear, set to:

FRONT	FRONT	RL	RR

Once set, an ECU set for multiple positions will transmit the ECU CAN data for the single ECU which it has been hardwired, therefore an ECU wire as a FL and configured as FRONTS will transmit the ECU TPM1S_FL_DIAG and the TPM1S_FL ECU_INFO only.

The wheel sensor data will be transmitted for all selected positions.

RD096 110124



19.2 Setting sensor detection thresholds

When used as a position system the ECU can receive all wheels but will only process the data from the wheel set to a matching position. For this reason, a detection threshold is not taken into consideration, to improve the reception the threshold should be set to its maximum value of -80dbm for both TPMS and IR sensors.

				-8	0dBm
ALL	 ALL 	~	ALL	~ /	ALL V
				-8	0 dBm
	ALL	ALL V ALL	ALL V ALL V	ALL V ALL V ALL	-8 ALL ~ ALL ~ ALL ~ A -8

Figure 88 - Sensor detection threshold for positioned system

19.3 Positioning wheel sensors

When the sensor arrive, they are all set as FL by default, to use these in a positioned system, the sensor Characteristics will nee to be updated for the corner they will be used on.

J 5591	Ê 🔍
Pressure:	1.425 bar
Temperature:	25 °C
Battery:	97 %
Wheel position:	FL
Signal Strength:	-70 dBm
Errors:	no errors
Security code:	Generic Unsecured
Vehicle ID:	0
Tyre type:	0
Tyre set:	0
Sensor MAC:	4E-15-D7
Last Received:	5 s
Firmware Version:	1.3

Figure 89 - Default FL sensor

To update the sensor, read the characteristics using the 1SYSTEM® app.

1SYSTEM®			- 🗆 X
bf1 systems	Version: 1.9.0 Levence: CORE PLUS SRNV connected CAN: connected		
			CAR ALL NEAR NEAREST PINNED
	© Temperatures		
Pressure: 1.375 bar	÷		
	25		
Temperature: 20 °C	20		
Battery: 78 %			
Signal strength: -50 dBm			
Errors: no errors Warnings: no warnings			
Security code: Generic Unsecured		27 28	
Vehicle ID: 0			
Tyre set: 0			
	2 Characteristics	read write	
Sensor MAC: C8-43-F3	Firmware	al Sansar Lita (Canar	
Last received: 1 s			
	Security Code	Generic Unsecured	
			ĺ
	Tyre set	0	
	Tyre type	0	
	Vehicle ID	0	
		FR~	
	Activation temperature	100°C	
	Enabled IR Points	01 11 91 08 100°C	

Use the drop down for wheel position to select the required location, then write back to the sensor.

General	
Tyre set	0
Tyre type	0
Vehicle ID	0
Wheel position	FRマ

19.4 Activation & IR Activation Temperatures

The activation temperature is used to set the sensor into fast transmit mode when the sensor is stationary. This can be used to monitor the sensors at a faster rate when being heated.

The IR temperatures are not transmitted when the sensor is stationary to save battery, in some cases it may be required to see the IR temperatures.

The IR activation temperature sets the IR temperatures to be transmitted when the sensor is in stationary or fast transmit mode.

Activation temperature		50°C
Enabled IR Points	94 9	01 11 91 08
IR activation temperature		45°C

Figure 90 - Activation temperatures

Note:- Sensors sold prior to June 2025 have the default activation set to the 50° and 45° shown in Figure 90, it is recommended to raise these values if the data is not required, doing this will increase battery life of the sensor. Sensors sold after June 2025 will have default values of 100°C for both parameters



19.5 Display sensor position in 1SYSTEM[®] App

To indicate the sensor position when using the system as positioned, enable the 'Manual positioning' from the setting page.

SETTINGS SAVE SETTINGS RESET ZOOM	
Offline sensor timeout	300 s
Sensor reference pressure	1000 mbar
CAN adapter manufacturer	Vector ~
CAN adapter type	CANcaseXL ~
CAN channel	2
CAN baud rate	1 MBit/s∨
Temperature unit	°C~
Pressure unit	bar 🗸
Car type	open wheel∨
Sensor representation	serial v
Manual positioning	enabled ~
Theme	defauit 🗸

Figure 91 - Enable Manual positioning for 1SYSTEM® App

When enabled, the sensor programmed position of the sensor will be displayed in the sensor details on all sensor pages.

MY SENSORS									
Sort by: No Sorting 🗸									
(1) 7832	ê Į ●	(I) 7691	∂ Į •	ይ 5712	🔒 🏹 🔍	21920	∂ Į ●	₽ 20866	ê Į ●
			0	0.350 bar 23 ℃	• 📼 "I 🔍 🔍	0.350 bar 23 °	° 🔲 💷 🗢	0.350 bar 23 °C	📼 .n 🔍 🔍
<mark>문</mark> 5591 FL	<u>∂</u> Į •								
0.350 bar 23 °C									

Figure 92 - Sensor programmed positions shown on 'All' page



									- 0	×
bf1 systems	Version: 1.10.0-dev.188+d Licence: CORE PLUS SRW: CAN: Discove	fb1271c	1SYSTE	M®				Ĉ	- <mark>0-</mark> 0-	?
DEVICES OVERVIEW							CAR ALL	NEAR	NEAREST	PINNED
NEAR DEVICES CLEAR SENSORS										
ይ 5712 – 🔒 Ҭ ●	<mark>ይ</mark> 20866	a 🛛 🔍 🔍 🕄	21920	ê 🏽 🔍	<u> -</u> 5591	ê 🏽 🔍				
Pressure: 0.350 bar	Pressure: 0.3	50 bar Pi	ressure:	0.350 bar	Pressure:	0.350 bar				
Temperature: 23 °C	Temperature:	23 °C Te	emperature:	23 °C	Temperature:	23 °C				
Battery: 98 %	Battery:	98 % B	attery:	98 %	Battery:	98 %				
Wheel position: RL	Wheel position:	RR W	/heel position:	FR	Wheel position:	FL				
Signal Strength: -54 dBm	Signal Strength:	-58 dBm Sig	gnal Strength:	-52 dBm	Signal Strength:	-60 dBm				l.
Errors: no errors	Errors:	no errors Err	rors:	no errors	Errors:	no errors				
Security code: Generic Unsecured Security Code: 0	Security code: Generic L Vehicle ID:	Unsecured Se	curity code: Gen	eric Unsecured	Security code: Ge Vehicle ID:	eneric Unsecured				
Tyre type: 0	Tyre type:	0 Tyi	re type:	0	Tyre type:	0				
Tyre set: 0	Tyre set:	<u> </u>	re set:	0	Tyre set:	0				i i
Sensor MAC: 4E-16-50	Sensor MAC:	4E-51-82 Se	nsor MAC:	4E-55-A0	Sensor MAC:	4E-15-D7				
Last Received: 2 s	Last Received:	0 s La	st Received:	0 s	Last Received:	2 s				
Firmware Version: 1.3	Firmware Version:	1.3 Fir	mware Version:	1.3	Firmware Version:	1.3				l l

Figure 93 - Sensor programmed positions shown on 'NEAR' page





Reception levels can vary greatly depending on the components surrounding the ECU and the size of window cut into the carbon body panels.



_

20 Projects

To access the full capability of the Projects page, a Core Plus licence is required.

To select the Projects page, click on the Projects icon in the top left corner:



Figure 94 - Projects page

Opening the first time will show no Projects listed but a list will be populated as you save new Projects.

1SYSTEM®			– 🗆 ×
bf1 systems	Version 110 Scher (184-def127): Lience: CORE PLUS SRIV: CAN: Discover CAN		
•		PROJECT LIST	PROJECT VIEW
PROJECTS LIST			
Project 215			Delete
Project 217 pro			Delete

Figure 95 - Available Projects list

20.1 New Project

To create a new Project, click on +NEW PROJECT, a page displaying claimed sensors loaded into your own PC will show.

1313161010											- L	· ^
b f1 systems		Version: 1.10.0-dev.1884 Licence: CORE PLUS SRW: CAN: CAN: Discor	dőb1271c	1 S)	/STEM	B				Ċ		ŝ
PROJECT: Untitled Project FW / Variant ECU: 2.17 / ECU Lite (Ge IRTPTMS: 1.3 / IRTPTMS Who TPMS: 4.1 / TPMS Wheel :	t eneric) eel Sensor Lite (Generic) Sensor Lite (Generic)	SAVE PROJECT	HIDE CAR	CONFIG C	HANGE FW/VARIAN	т			PR	DJECT LIST	PROJE	CT VIEV
J GLOBAL CONFIGURATION	+ NEW CAR + NEV	CAR (FROM ECUS)					J GLOBAL CONF	+ NEW TYRESET			LIVE	VIEW
Car #001	CONFIGURATION	C UPDATE CONFIG	· LIVE	/IEW	- REMOVE		Set #001	/ CONFIGUR	🗘 update co	- REMOV	E	+
I Front Left	ф			III Front Right	000							
INASSIGNED SENSORS												
L) 7832	Ê I ● (1) 7691		6 ₽ •	(L) 15986	â		(山) 15997	± ± €	出 15800			
L) 15753	Ê I • 2 1739	5 ar 21 °C ⊑D∍.	<mark>∂ 13 =</mark> .1 3	(<u>1</u>) 47226	â	0	(<u>1</u>) 50865	₿ ₽ ● 0 0	(山 55219			
上 46283	<u>∂</u> ↓ • (1).2277	0		(L) 21288	â		(<u>1</u>) 4650	0 0	(L) 5133			
(1) 7179	A II	n	ATA	(1) 18558	A	R o	(1) 20837	АЛА	(1) 5728		A 1	1 0

Figure 96 - New Project page



Name your project and save, this name will be displayed in the project list.

The ECU and sensor variants should be set to match the parts you have, click on the CHANGE FW/VARIANT button to see the variant selection page. Once selected, save the setup.

1SYSTEM®			– 🗆 X
bf1 systems	Version: 1.10.0-dex.188+d8b12 Licence: CORE PLUS SRW: ● CAN: ● Discover CAN		
			PROJECT LIST PROJECT VIEW
< BACK PROJECT: Proje			
ECU FW: 2.17 - Variant:	ECU Lite (Generic) ~		
TPMS FW: 4.1 ~ Variant:	TPMS Wheel Sensor Lite (Generic) ~		
IRTPTMS FW: 1.3 - Variant:	IRTPTMS Wheel Sensor Lite (Generic) \checkmark		

Figure 97 - ECU / Sensor variant selection page

20.2 Updating Tyre Sets

To create a tyre set, drag and drop the required sensor into the Tyre Set window, the set will show in green when the new tyre is held over the top to indicate which set the sensor is being added to.



Figure 98 - Creating a Tyre Set

The complete set can be updated by selecting the 'Global Configuration' which will open a new page displaying the settings.

ISYSTEM® bf1systems	5	Version: 1.10 0-dev.188+ Licence: CORE PLUS SRW: CAN: CAN: Discov	4501271c er CAN	(STEM®					×
PROJECT: Untitled Pro FW / Variant ECU: 2.17 / ECU Lite IRTPTMS: 1.4 / IRTPTMS TPMS: 4.5 / TPMS WI	oject21 ; (Generic) Wheel Sensor Lite (Generi eel Sensor Lite (Generic)	SAVE PROJECT	HIDE CAR CONFIG C	HANGE FW/VARIANT	Cickel and Empirica		PF	ROJECT LIST	T PROJECT VIE
🤌 GLOBAL CONFIGURATI	ON + NEW CAR + N	EW CAR (FROM ECUS)			Clobal Congulation	+ NEW TYRESET			LIVE VIEW
Car #001	IP CONFIGURATION	\mathcal{O} update config	LIVE VIEW	- REMOVE	Set #001	/ CONFIGUR	🗘 UPDATE CO	- REMO	VE –
IIII Front Left			III Front Right		 21920 1.400 bar 5591 1.410 bar 18 	0 I ∨ 盘 == 2°8 0 I ↔ 업 == 2°8	2 17395 0.010 bar 1 2 20866 1.400 bar 1	ק ייד סיפ ייד סיפ ייד סיפ	● Ţ ↔ [○ ④ II. ● Ţ ↓ [□ □ □ II.

1SYSTEM®							- C) >	<
bf1 systems	Version: 1:10-dev: 184-db1271 Licence: CORE PLUS SRW: CAN: Discover CAN	1SYS ⁻	TEM®		000	Ç	- - - - - - - - - - - - - - - - - - -	ş	Î
					P	ROJECT LIS	ST PRO	JECT VI	EW
< BACK CONFIGURATION									
🗯 Global configuration									
	COMMON								
Security									
Security Code		✓ Generic Unsecured							
General									
Tyre set		0							
Tyre type		0							
Vehicle ID		0							
Wheel position		FL~							
Sensor Behaviour									
Activation temperature		50°C							
Enabled IR Points		3D 52 00							
IR activation temperature		45°C							

Figure 99 - Global tyre settings

Make your changes and click the BACK button and save the project.

1SYSTEM®					;
bf1 systems	Version: 1.10.0-dev.188+46b1271c Licence: CORE FLUS SRW: CAN: CAN: Discover CAN	1SYS	TEM®		iiii (ii 🌞 🖇
Security Code		 bf1systems - Demo 			
Tyre set		0			
Tyre type		0			
Vehicle ID		2			
Wheel position		FL~			
Activation temperature		100°C			
Enabled IR Points		3D 52 00			
IR activation temperature		100°C			





Select the 'UPDATE Config' button to configure all sensors in the set or select the individual sensor to configure them separately.

	+ NEW TYRESET	Update config	LIVE VIEW
Set #001	/ CONFIGUR	CUPDATE CO	- REMOVE -
Jeine 21920	f 🗘 Į 🔍	ይ 5591	ê Ç Į ●
1.310 bar 19 °C		1.310 bar 19 °C	

NOTE: If you are updating the sensors for parameters that do not include the set number, such as security and vehicle ID, a quick way to avoid resetting all the parameters is to drag the sensors out from the set and drag 4 new sensors into the set then update all again.

20.3 Update a single sensor using projects

To update a single sensor, click on the selected sensor, the comparison page will open, you may need to read the config from the sensor.

The differences between the selected sensor and the project will be highlighted.



If you do not want to update 1 or more of the parameters you can unlink by clicking the link icon so it turns grey

Change the parameter values that are unlinked to match what is in the current sensor then write your updated parameters.

E Configuration		write	read			write	read
Security		New	Current	Security		New	Current
Security Code	ð	Generic Unsecured	Generic Unsecured	Security Code	l	Generic Unsecured	Generic Unsecured
	Unlink from parent cor	nfiguration New	Current	General		New	Current
Tyre set	ð	1	0	Tyre set	e	0	
Tyre type	P	2	0	Tyre type	e	0	0
Vehicle ID	P	3	0	Vehicle ID	l	0	
Wheel position	Ø	FL	FL	Wheel position	l	FL	
		New	Current	Sensor Behaviour		New	Current
Activation temperature	P	100°C	50°C	Activation temperature	P		50°C
Enabled IR Points	e	3D 52 00	3D 52 00	Enabled IR Points	l	3D 52 00	3D 52 00
IR activation temperature	Ð	100°C	45°C	IR activation temperature	P	100*C	45°C

The sensor will be updated to the new parameters.



20.4 ECU Update using projects

Ensure your ECU firmware settings are correct, see Figure 97.

In a new project, the generic configuration can be viewed by selecting the CONFIGURATION button, Note, if the GLOBAL CONFIGURATION has been altered within the project, the updated parameters will be shown.

To make a global change for ECUs connected to the project, select the GLOBAL CONFIGURATION button, the parameter list will be displayed.



Figure 101 - ECU Global Configuration

21 Confirming Acceptable Reception of Each ECU

Each ECU will receive any TPMS sensor with the correct security that is within the vicinity and has a strong enough signal to be received.

All received sensors are continuously ranked in the list of candidates based solely on their RSSI.

When the vehicle is stationary, the sensor with the strongest average signal is determined to be the closest wheel to the ECU and is set as detected (0x0) by the ECU and therefore positioned. The sensor must have been received in the past 8s, and the signal strength must be stronger than the configurable minimum signal strength (Set to -60dBm by default).

For this reason, the RSSI for the closest wheel sensor is required to be sufficiently higher than the RSSI for the other wheels on the car.

To confirm the RSSI level for each of the sensors received, the ECU transmits the signal strengths and serial numbers for each sensor in the TPMS_XX_DIAG messages (0x714, 0x715, 0x716 & 0x717).

The message is transmitted as a multiplexed message with 8 levels of MUX, each multiplex is a buffer within the ECU memory. As a sensor is received the buffers are filled from buffer 1.

A buffer that has a very weak signal or has not been updated for 8 seconds will become available again once all buffers have been used.

Signals - TPM1S_XX_DIAG_ADV_ID_XX TPM1S_XX_DIAG_ADV_RSSI_XX

The signal can be checked in the logged data by checking all 8 MUX in a single graph as shown below:



Figure 102 - RSSI of each sensor received by the ECU

Figure 102 shows the RSSI for MUX TPM1S_FR_DIAG_ADV_RSSI_1 is the strongest with the RSSI for TPM1S_FR_DIAG_ADV_RSSI_2, 3 and 4 being below the -60dBm RSSI limit cut off level within the ECU.

The graph also shows the average RSSI used by the ECU to determine the detected sensor TPM1S_FR_WS_RX_RSSI.

With the wheel closest to the ECU above the cut off level and the other 3 wheels below the cut off level, the system will detect the correct wheel for this position.

The same parameters should be checked for each of the ECUs fitted to the car.



22 1SYSTEM[®] ECU Wiring Schematic



Figure 103 - Wiring schematic for Lite ECUs
23 CAN Specification

A CAN specification and dbc file will be supplied to customers of the system and can be downloaded from the same link sent for the 1SYSTEM[®] PC app, if you have not received these please request by sending an email to <u>1system@bf1systems.com</u>

24 System Errors and Warnings

The 1SYSTEM® TPMS transmits warnings on the CAN bus to indicate the status of the system.

CAN message	Signal name	Warning function	Range	Value description
TPM1S_FL_WS_DATA TPM1S_FR_WS_DATA TPM1S_RL_WS_DATA TPM1S_RR_WS_DATA	TPM1S_XX_WS_ACCEL_ERR	The accelerometer has a maximum g force rating, this signal indicates when the accelerometer has gone out of	0-1	0x0 = False
		range. The signal can be ignored if set whilst on track but if set whilst stationary will indicate a defective accelerometer		0x1 = True
	TPM1S_XX_WS_BATTERY_ERR	Voltage reading fault. Sensor is unable to read the battery voltage	0-1	0x0 = False 0x1 = True
	TPM1S_XX_WS_TEMP_ERR	Internal temperature reading fault. Sensor is unable to read the internal temperature	0-1	0x0 = False 0x1 = True
	TPM1S_XX_WS_PRESS_ERR	Pressure reading fault. Sensor is unable to read the pressure	0-1	0x0 = False 0x1 = True
	TPM1S_XX_WS_FAULT_GROUP	bf1systems sensor fault codes	0-7	0x0 No Fault 0x1 TPMS Subsystem 0x2 IR Subsystem 0x3 Core 0x4 Firmware Fault 0x5 Unknown Fault 0x6 Abnormal Reset 0x7 Reserved
	TPM1S_XX_WS_MISMATCH	If an ECU detects a sensor with the wrong security code to be the closest and is not able to detect any other sensors with the correct security code the error will be set. No other TPMS data will be transmitted for a sensor with incorrect security.	0-1	0x0 = False 0x1 = True
	TPM1S_XX_WS_HIGH_TEMP_WRN	Wheel sensor ambient temperature above limit set in ECU configuration	0-1	0x0 = False 0x1 = True
	TPM1S_XX_WS_UNDER_PRESS_SOFT_WRN	Pressure loss delta greater than soft warning limit	0-1	0x0 = False 0x1 = True
	TPM1S_XX_WS_UNDER_PRESS_HARD_WRN	Pressure loss delta greater than hard warning limit	0-1	0x0 = False 0x1 = True
	TPM1S_XX_WS_GAS_LOSS_WRN	Rapid pressure loss greater than warning limit	0-1	0x0 = False 0x1 = True
	TPM1S_XX_WS_RUN_FLAT_WRN	No pressure in tyre	0-1	0x0 = False 0x1 = True
TPM1S_FL_WS_INFO TPM1S_FR_WS_INFO	TPM1S_XX_WS_RX_TIMEOUT	Wheel sensor not received for 6 seconds	0-1	0x0 = False 0x1 = True
TPM1S_RL_WS_INFO TPM1S_RR_WS_INFO	TPM1S_XX_WS_BATTERY_LOW	Wheel sensor battery low voltage	0-1	0x0 = False 0x1 = True
	TPM1S_XX_WS_RBL_LOW	Wheel sensor remaining battery life equal or below limit set in ECU configuration	0-1	0x0 = False 0x1 = True



	TPM1S_XX_WS_NOT_DETECTED	No wheel sensor detected by	0-1	0x0 = Detected
		the ECU		0x1 = Not detected
	TPM1S_XX_WS_NOT_CONFIRMED	Wheel sensor not confirmed by	0-1	0x0 = Confirmed
		the ECU		0x1 = Not confirmed
TPM1S_FL_ECU_INFO	TPM1S_XX_ECU_HIGH_TEMP	ECU temperature too high	0-1	0x0 = False
TPM1S_FR_ECU_INFO				0x1 = True
TPM1S_RL_ECU_INFO	TPM1S_XX_TIMESTAMP_RX_TIMEOUT	Timestamp CAN signal missing	0-1	0x0 = False
TPM1S_RR_ECU_INFO				0x1 = True
	TPM1S_XX_ATM_PRESS_RX_TIMEOUT	Atmospheric pressure CAN	0-1	0x0 = False
		signal missing		0x1 = True
	TPM1S_XX_VEH_SPEED_RX_TIMEOUT	Speed CAN signal missing	0-1	0x0 = False
				0x1 = True

25 Tyre pressure warnings

25.1 Gauge / absolute pressure (CAN signal 'TPM1S_XX_WS_PRESS')

Gauge pressure is the value read using a manometer, this is the pressure measured above atmospheric pressure.

When the ECU is supplied with atmospheric pressure, recommended by bf1systems for better accuracy, the pressure transmitted over CAN will be in Gauge.

If the Vehicle data Rx message, containing atmospheric pressure, is not transmitted to the ECU, the tyre pressures will be transmitted as a gauge value using a default atmospheric pressure of 1013mBar.

If an absolute pressure, is needed to be transmitted from the TPMS so atmospheric pressure can be subtracted by the logger, then a value of 0 should be transmitted to the ECU for atmospheric pressure.

P_gauge = P_abs - P_atmos

25.2 Compensated pressure (CAN signal 'TPM1S_XX_WE_P_COMP')

Compensated pressure is the value used to calculate the warnings; this is calculated using temperature compensation from the actual pressure @25°C.

P_comp = (P_abs * (273 + 25) / (273 + Temp)) - P_atmos

25.3 Reference pressure (CAN signal 'TPM1S_XX_WE_P_REF')

When automatic pressure calibration is enabled then P_ref is set equal to P_comp (note 1) after the vehicle starts moving (note 2):

P_ref = P_comp

Notes:

- 1. P_comp is filtered to reject short term noise for purpose of setting P_ref.
- 2. The vehicle must be moving faster than *Moving Speed** for *Moving Time**.

25.4 Flat tyre warning (CAN signal 'TPM1S_XX_WS_RUN_FLAT_WRN')

The flat tyre warning signal is set when:

P_gauge <= Run Flat Pressure (gauge)*

25.5 Low pressure soft warning (CAN signal 'TPM1S_XX_WS_PRESS_SOFT_WRN')

The low-pressure soft warning signal is set when:

P_comp <= P_ref - Low Pressure soft (delta)*</pre>

25.6 Low pressure hard warning (CAN signal 'TPM1S_XX_WS_PRESS_HARD_WRN')

The low-pressure hard warning signal is set when:

P_comp <= P_ref - Low Pressure hard (delta)*

25.7 Rapid pressure loss warning (CAN signal 'TPM1S_XX_WS_GAS_LOSS_WRN')

The rapid gas loss warning signal is set when the tyre has lost more pressure than *Rapid Pressure Loss** during the previous 60 seconds: **P_comp <= P_comp@t-60s** – *Rapid Pressure Loss**

*Characteristics set for the ECU

RD096 110124



26 ECU product markings

26.1 Lite ECU

The ECU Antenna is laser marked to show the information detailed below:



	-	
	Description	Marking Detail
1	Manufacturer Logo	Symbol
2	Device Designation	1SYSTEM ECU Lite
3	Model Number	BF24G1EC
4	Part Number	F1-100-1799-0XX
5	MAC Address	XX:XX:XX:XX:XX
6	Production Date	DD/MM/YYYY
7	Type Approval Symbol FCC	Symbol
8	Type Approval ID FCC	FCC USX-BF24G1EC
9	Type Approval Symbol CE	Symbol
10	WEEE Symbol	Symbol
11	MAC Address Data Matrix	2D Barcode (type ECC200)
12	Country of Origin	Made in UK
13	IP rating	IP6K7
14	Customer Information	If Applicable - Label for Customer
15	Type approval symbol Giteki (MIC-R)	Symbol
16	Type approval ID Giteki (MIC-R)	205-21076
17	Type Approval Symbol UKCA	Symbol
18	Type Approval ID IC	IC 11262A-BF24G1EC
19	9 Serial No. XXXXXX	

Figure 104 - 1SYSTEM[®] ECU product markings

Note: bf1systems Ltd reserve the right to edit/amend/change the product markings and any marking positions on the product without notice

26.2 Pro ECU

The Pro ECU uses the same markings as the Lite with the following change:

	Description	Marking Detail
2	Device Designation	1SYSTEM ECU PRO



27 Wheel sensor product markings

27.1 TPMS sensor

The Wheel Sensor is laser marked to show the information detailed below.



	Description	Marking Detail
1	Manufacturer Logo	Symbol
2	Device Designation	1SYSTEM TPMS Wheel Sensor Lite
3	Part Number	F1-100-1800-002
4	MAC Address	XX:XX:XX:XX:XX:XX
5	Torque Setting	4.5Nm
6	Type Approval Symbol CE	Symbol
7	WEEE Symbol	Symbol
8 Type Approval ID FCC FCC USX-TP24G1WE		FCC USX-TP24G1WE
9 Type Approval Symbol FCC Symbol		Symbol
10	10 MAC Address Data Matrix 2D Barcode (type ECC200	
11	11 Production Date DD/MM/YY	
12	Model Number	TP24G1WE
13	Type approval symbol Giteki (MIC-R)	Symbol
14	Type approval ID Giteki (MIC-R)	205-21077
15	15 Country of Origin Made in UK	
16	6 Type Approval Symbol UKCA Symbol	
17	7 Type Approval ID IC 11262A-TP24G1WE	
18	Sensor Validation Code (SVC)	XXX
18	Serial No.	XXXXXX

Figure 105 - TPMS product markings

Note: bf1systems Ltd reserve the right to edit/amend/change the product markings and any marking positions on the product without notice

27.2 IRTPMS Sensor



Type Approval ID FCC

Type Approval ID IC

CE Approval Sign RED 2014/53/EU

Type Approval Symbol FCC

Type Approval Symbol UKCA

Type Approval Symbol Giteki (MIC-R)

Type Approval Symbol ID Giteki (MIC-R)

17

18

19

20

21

22

notice



Figure 106 - IR TPMS product markings Note: bf1systems Ltd reserve the right to edit/amend/change the product markings and any marking positions on the product without

Symbol

Symbol

Symbol

205-21077 FCC USX-TP24G1WE

11262A-TP24G1WE

28 Valve and Sensor Fitting Instructions

The valve fitting instructions cover a different range of sensors. Please use the table below to identify the sensor you have as recommended torque settings and wheel sensor screw kits vary depending on the sensor type and/or sensor serial no. Screw kits are supplied as part of the valve kits but can be purchased separately.



Sensor type			IRTPTN	1S sensor	
Part # F1-XX)	{-				3
Installation part	Part no.	Qty req'd per wheel/sensor	Wheel sensor screw torque	Wheel sensor screw Loctite	Wheel valve Hex nut torque
Sensor screw (High strength) kit	F1-02-7561-A	1	7.0 Nm (Hex head)	Use Loctite 242 (Loctite not	6Nm
				supplied)	

Table 9: Sensor installation torques

For ease and to speed up the identifying of wheel sensors once they are installed in the wheel assemblies, we recommend that a sticker is placed on each rim with the serial number of the sensor fitted to the rim. Typically, these numbers are placed on the rim in the immediate vicinity of the valve.

RD096 110124

The serial numbers for each sensor type are shown in Figure 107 and Figure 108, highlighted in yellow.



Figure 107 - 1SYSTEM® TPMS Wheel Sensor Serial Number



Figure 108 - 1SYSTEM® IRTPTMS Wheel Sensor Serial Number

28.1 Tools Required

The tools required to install the valve are:

- Torque Wrench (With capability to be set to 6Nm and 7Nm)
- 11mm Deep socket
- 4mm hex drive bit



Figure 109 - Torque wrench

28.2 Valve Kit Parts

The valve kit consists of the following:

- 1. Valve caps
- 2. Hex nut
- 3. Washer
- 4. Valve stem (the stem will have the core and seal fitted when new)
- 5. Torque bar



Figure 110 - Valve kit

The TPMS sensor uses the standard bolt. The IRTPMS sensor uses the High Strength bolt, see 28.4

NOTE: Valve kits may vary depending on rim design, for fitting alternative valves please contact bf1systems



28.3 Valve Installation

If fitted, remove the existing valve from the rim.

Check there are no sharp edges on the valve mating surfaces that could cause damage to the seal and the spot face is clean.



Figure 111 - Valve mounting face

Insert the valve stem through the rim from the internal face, the small torque bar hole in the valve stem dome should be pointing up out from the rim.



Figure 112 - Valve fitted to rim

Fit the washer and the hex nut to the stem, place the torque bar in the stem dome hole then whilst holding the torque bar to stop the stem rotating, tighten the hex nut to **6Nm (this torque must not be exceeded).**



Figure 113 - Valve torque bar



Fit the desired valve cap



Figure 114 - Valve cap options

28.4 Fitting the 1SYSTEM[®] IR Using the High Strength Bolt Kit

Sensor assembly consists of the following parts:

- 1. IRTPMS Wheel sensor
- 2. Load spreading washer
- 3. Lock washer
- 4. bf1systems hex bolt
- 5. Loctite 243



Figure 115 - High strength screw kit

Place the locking washer and the load speeding washer on the bolt and apply Loctite to the thread.





Figure 116 - Assembled screw with Loctite

Place the sensor on the dome of the valve and screw in the high strength bolt assembly.

Ensure the feet of the sensor are touching the rim and no other part of the sensor housing is touching the rim.



Figure 117 - IR sensor mounted on rim

Torque the bolt to **7Nm.**



Figure 118 - Torque to 7Nm



28.5 Fitting Notes

DO NOT ROTATE THE VALVE BODY OR TWIST THE SENSOR ONCE THE VALVE ASSEMBLY HAS BEEN INSTALLED, THIS WILL CAUSE THE VALVE TO LOOSEN AND THE VALVE NUT WILL THEN REQUIRE RE-TORQUING.

THE TORQUE SETTING FOR THE HEX SCREW IS DESIGNED TO SLIGHTLY DEFORM THE SENSOR'S HOUSING, TO ENSURE THAT IT IS FITTED WITH MAXIMUM SECURITY.

THE SENSORS ARE NOT DESIGNED TO BE REPEATEDLY REMOVED FROM THE WHEEL; THEY SHOULD BE FITTED TO RIMS AND LEFT IN SITU FOR AS LONG AS POSSIBLE – i.e., THE LIFE OF THE RIM/SENSOR. PLEASE DO NOT REMOVE SENSORS UNECESSARILY.

IF A SENSOR IS REMOVED FROM A RIM IT IS ESSENTIAL THAT IT IS FITTED TO THE SAME RIM TYPE AS BEFORE, I.E. DO NOT INTERCHANGE FRONT SENSORS WITH REAR SENSORS.

HEX BOLTS: IF A NEW BOLT IS FITTED OR THE OLD BOLT IS RE-USED THEN IT IS ESSENTIAL THAT THE BOLT IS CLEANED AND LOCTITE 243 IS APPLIED PRIOR TO INSTALLATION.

29 Recommended Procedures and Maintenance

29.1 Preserving Wheel Sensor Battery Life

It is always recommended that the air is released from the wheel assembly after each race weekend.

The wheel sensor enters a sleep state when the pressure is below 0.115 bar, and this state reduces the drain on the battery by increasing the time between monitoring for pressure changes and disabling other functions that are not needed in this state.

Wheel sensors that are stored in a pressurised wheel will be regularly checking for changes in pressure, will continuously be checking for ECU connections and will start to transmit if subjected to a shock hard enough to set the accelerometer to its moving state, all of which will use up the battery faster than if the sensor was in an unpressurised state.

29.2 Wheel Cleaning

Do not wash the wheel with the sensor fitted, doing so could damage the internal pressure/temperature sensor and leave dirt or marks on the lens of the IR element resulting in an offset in the IR temperature reading.

29.3 Buying or selling a system from another team

If you sell your system to another team, they will not have your security licence available to them so will not be able to use the parts. Before selling, the sensors and ECUs should be set back to the generic security.

Any team buying second hand parts should make sure the security has been set to generic.

30 Troubleshooting

30.1 SRW (Short Range Wireless) not connecting

When the software is first opened, the SRW may show as 'connecting' until it receives a sensor.

The SRW will show as 'connecting' until it has received a sensor and confirmed the connection.

If your SRW connection shows continuously as 'disconnected' you will not be able to receive the wheel sensors.



Check the connection to the PC is switched on:

Select the device from the start menu - Start-Settings-Devices-

			Windo	ows Settin	gs		
			Find a setting		٩		
旦	System Display, sound, notifications, power		Devices Bluetooth, printers, mouse		Phone Link your Android, iPhone		Network & WiFi, flight
¥.	Personalisation Background, lock screen, colours	E	Apps Uninstall, defaults, optional features	8	Accounts Your accounts, email, sync, work, other people	。 A字	Time & La Speech, reg
()	Gaming Game Bar, captures, Game Mode	Ģ	Ease of Access Narrator, magnifier, high contrast	Q	Search Find my files, permissions	۵	Privacy Location, ca
		Figure :	119 - Windows	s setting	gs page		
		Blue	tooth & oth	ner dev	vices		
		+	Add Bluetooth or oth	er device			
		Bluetoo	th				
			On				

Figure 120 - Toggle device Off then On

If the device is switched on, switch off then back on

30.2 Sensor fails configuration update

Sensor no longer within the 2.4GHz wireless range

Sensor is being moved/shocked into moving mode

Sensor is above 85°C

30.3 No CAN connection to ECU

When using a Peak P-CAN to USB adaptor and the app does not connect to an ECU, check the settings are correct for your adaptor. If the problem continues, confirm if the PCAN Basic API has been installed, you may need to reinstall the Peak software to update the drivers.

RD096 110124



30.4 No CAN connection following application restart

If you close the app then re-open in quick succession the CAN comms does not reset, leave the software for 30 seconds then click on the CAN: disconnected, the CAN should reconnect



version.	1.0.0-003.21211100000-
Licence:	CORE PLUS
SRW:	connected
CAN:	disconnected

30.5 Sensor displayed freezes

Some laptops have been seen to struggle with the Bluetooth connection when in a paddock surrounded by several teams using 1SYSTEM, to stop this, check the Windows Power Mode by selecting the Windows Settings – System – Power & battery and check the Power Mode, this will usually be set to Balanced, change to Best performance

Power		
	Screen and sleep	~
¢,	Power mode Optimize your device based on power use and performance	Best power efficiency Balanced
	optimize your device based on power ase and performance	Best performance
Battery		

Figure 121 - Windows Power mode

30.6 Licence not recognised

New licence's and licence updates are carried out as an over the air update.

LICENCE	SELECT LICENCE	
LICENCE INF	o	
Licence: UNL	CENSED	
Refresh date:	April 28, 2024	
Expiration dat	e: April 28, 2024	

Figure 122 - Software not licenced

If you have received an email confirming you have been issued a new or updated licence, but when you open the 1SYSTEM app you have a message saying the software is UNLICENCED, first check that your PC has a connection to the internet. Because the software uses over the air updates for the licence, you need to have a good internet connection.

If the software remains unlicenced, you may have issues with your PC security and permissions, use the address below to check if your PC is able to access the licence server page.

https://api.1system.app/swagger

If you have access, you will see the page shown below.



	Select a definition 1system_application_api v1
1system_application_api	
https://api.1system.applewagger/v1/swagger.json	
Update POST /Update	^
Schemas	^
ApplicationCheck >	
ApplicationRecord >	
Datapack >	
DatapackInformation >	

Figure 123 - bf1system licence server web page

If you do not have access to this page, you will need to speak with your IT department to gain access.

RD096 110124

31 Certifications

31.1 Brazil



Figure 124 – Brazil certification

Modelo (Model): TP24G1WE

Este equipamento não tem direito à proteção contra interferência prejudicial e não pode causar interferência em sistemas devidamente autorizados.

Para maiores informações, consulte o site da ANATEL www.gov.br/anatel/pt-br/

"This equipment is not entitled to protection against harmful interference and may not cause interference in duly authorized systems."

31.2 TRA-063588/ TRA-063741 Safety testing

The TPMS sensor is classed as MS1 for mounting which is no safety precautions required. This is for equipment <1 kg and mounted at a height <2 m. Clause 8.2.1.e states:

Equipment is only suitable for mounting at heights $\leq 2 m$.



