

Pronto4 Installation Notes

Introduction

There are aspects of the Pronto4 installation process that are more critical than other aspects or tend to be overlooked more often than other aspects. This bulletin is designed to augment, but not replace, Pronto4 installation documents.

This bulletin provides reminder notes for installation steps that are more critical or tend to be overlooked in the existing documentation.

Notes

Brake Servo Positioning

- Ensure the brake servo is at the 0% position for pre-installation and at shut-down.

NOTE

The image to the right shows a Brake Servo set to the factory standard 0% position. *There are conditions when the 0% position is modified either by request or by the customer. Ensure the servo is at the 0% position for the system being installed.*

QuickTime™ and a decompressor are needed to see this picture.

- If the brake servo is not at the 0% position:
 1. If the system is not already booted, disconnect the brake cable from the brake servo, then boot the Pronto4.
 2. Hold the VIM's Auto/Man switch fully to the Man position until the brake returns to the 0% position.
 3. Release the switch and, if appropriate, reconnect the brake cable.

Vehicle Battery

- Ensure the battery in the target vehicle can hold at least a 12.5 ± 0.5 volt charge. This can be accomplished with a Battery Load Tester designed to handle 12V vehicle batteries (<http://amzn.to/1vrXVfs>). If the battery cannot hold the specified charge then it needs to be replaced.

Steering Ring Rotation

- Steering Rings are calibrated prior to being shipped from the Kairos factory. To minimize the chance that the Steering Ring's inner ring is not accidentally rotated prior to installation, the Steering Ring has a calibration screw that must be removed. There is also a tag attached to the calibration screw and a bulletin informing installers not to rotate the inner ring prior to installation.
- If working with a steering ring that does not have the calibration screw (e.g., moving a Steering Ring from one vehicle to another):
 - Do not rotate the Steering Ring prior to installation. If the Steering Ring is manually rotated prior to installation on the steering wheel, it may lose center. If this happens it will be necessary to follow the Steering Ring Calibration Troubleshooting Bulletin (refer to <http://kairosautonomi.com/bulletins/> for the latest version).
 - Do not manually rotate the Steering Ring's geneva gear. If this happens it will be necessary to follow the Steering Ring Calibration Troubleshooting Bulletin (refer to <http://kairosautonomi.com/bulletins/> for the latest version).

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