Replaces Silverleaf VMS 350

VMS 350 – Aladdin Retrofit
Basic 3-Button

Owners Manual

Getting Started

Automatic Video Mode

Whenever the blinkers are on, or when the coach is in Reverse, the unit automatically switches from (keyboard options) to the all-video display mode.

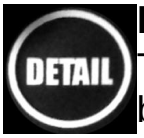
The VMS 350 Keyboard

The VMS 350 is controlled by a small keyboard. The large knob can be turned left or right and can also be pressed. Think of this knob as being the “mouse” for the computer – it's the main way you provide input into the system.

The keys all have specific functions as briefly shown here. Expanded details begin on page 5.

View
Pressing this changes screen display; either vehicle information, camera image or both. Pressing it repeatedly cycles through the 3 different viewing modes.

Home
This key always returns the system to it's “home page”. This key overrides all other keys to return the system to the main Gauge Page.



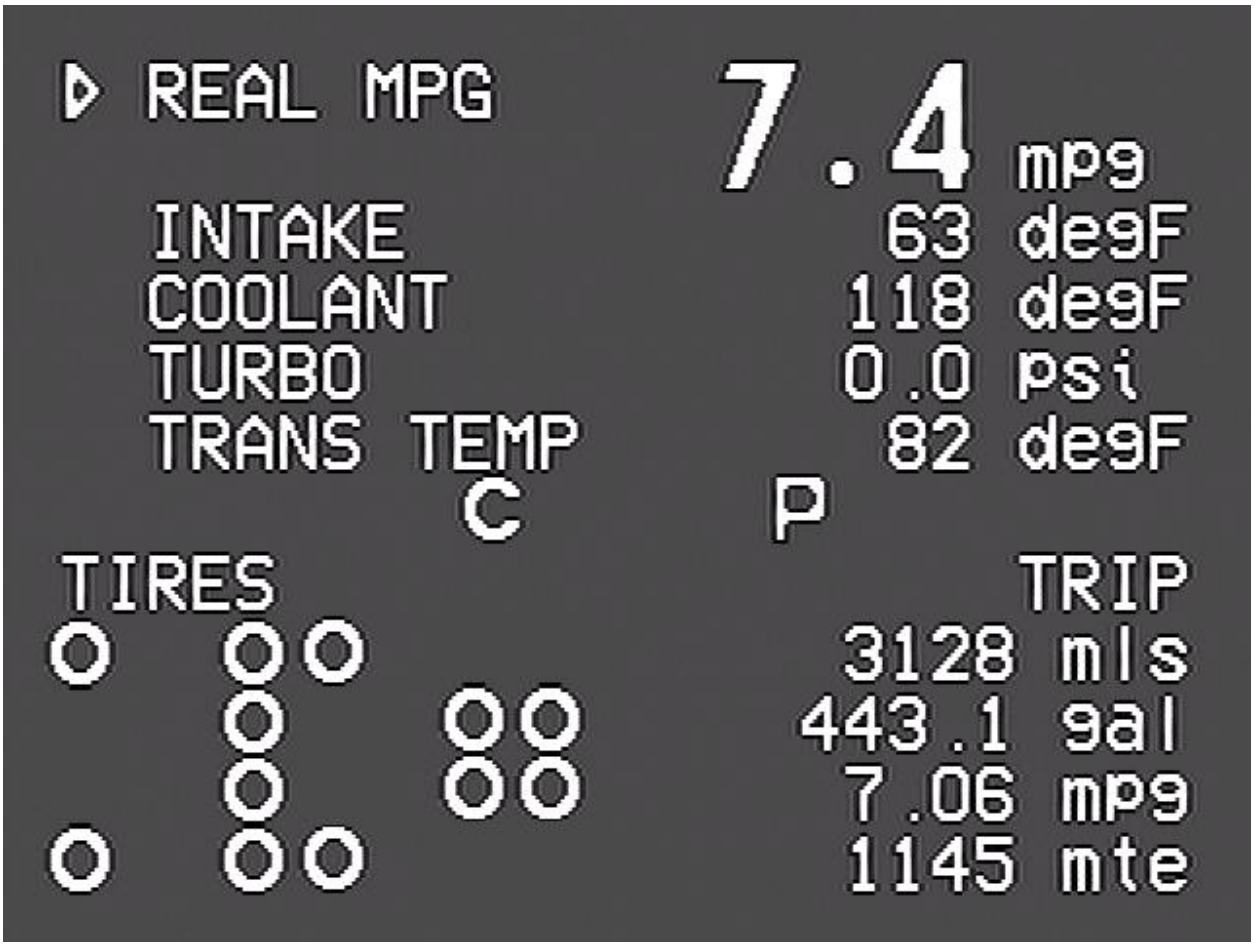
Detail
This key cycles through the many useful pages of data which can be viewed or managed and are described later in this manual. These include DC Status, AC Status, Trip Data, and Tire Status.

The Cursors

Turning and pressing the knob controls the “cursor” icon on the screen. The cursor has two modes. Pressing the knob switches the cursor from one mode to the other.

Navigation
When the cursor has a triangular shape, turning the knob will move the cursor up or down the page.

Adjustment
When the cursor looks like an arrow pointing at its tail, turning the knob will adjust the setting the cursor indicates.



Home Screen

This screen displays the most popular and important Gauges.

The top portion of the screen displays five different engine and transmission parameters per 'page.' Three unique pages then allow for a static choice at the top, such as SPEED, and four others below it. Use the knob to change which items to display. Turn the knob to point to the gauge you wish to change, then press it. Turn the knob again to select a gauge, then press the knob to complete your selection.

Note: Due to variations in engine configurations, some of the gauges included in the VMS 350 might not be supported by your engine.

Whereas most of the gauges are read directly from the engine and transmission, a few gauges are unique to the VMS 350. In particular, the *Recent MPG* and *Real MPG* are special data items calculated by the VMS 350 to help you get the best possible fuel economy.

Real MPG shows the fuel economy over roughly the last minute or so, and is intended to allow you to adjust your driving to get better fuel economy in headwinds and hills. *Recent MPG* shows the fuel economy over a much longer period, and provides a good indication of whether your driving strategy is working overall.

Near the center of the screen are two icons which indicate the status of two key driving parameters:

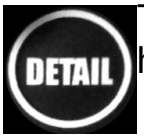
When the cruise control is *On* but not *Set*, it displays as a small '**c**'. When the cruise control is *Set,* it becomes a large '**C**'. If no icon is present, Cruise is *off*.

The *Transmission Mode* icon indicates whether the transmission is in "**P**erformance" or "**E**conomy" mode by displaying letters P or E. The mode can be changed by pressing the "mode" key on the shifter pad. If you drive in "**E**conomy" mode all the time, you will get significantly better fuel economy at no loss of performance.

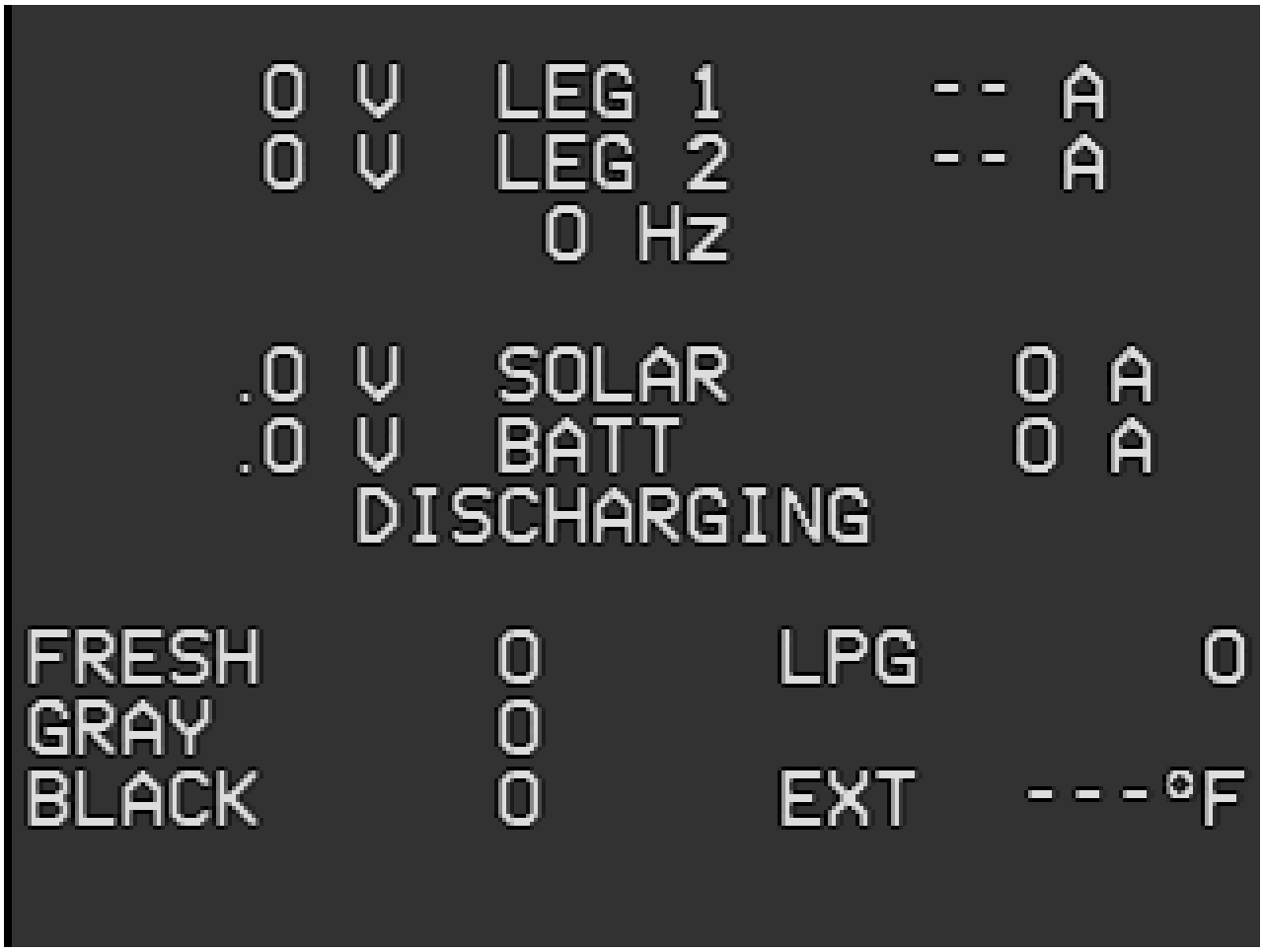
Expanded Keyboard Help

Helpful Hint: N/D means Not Detected or not installed; if installed it may be having problems.

Three modes; Camera, Gauges or Both.

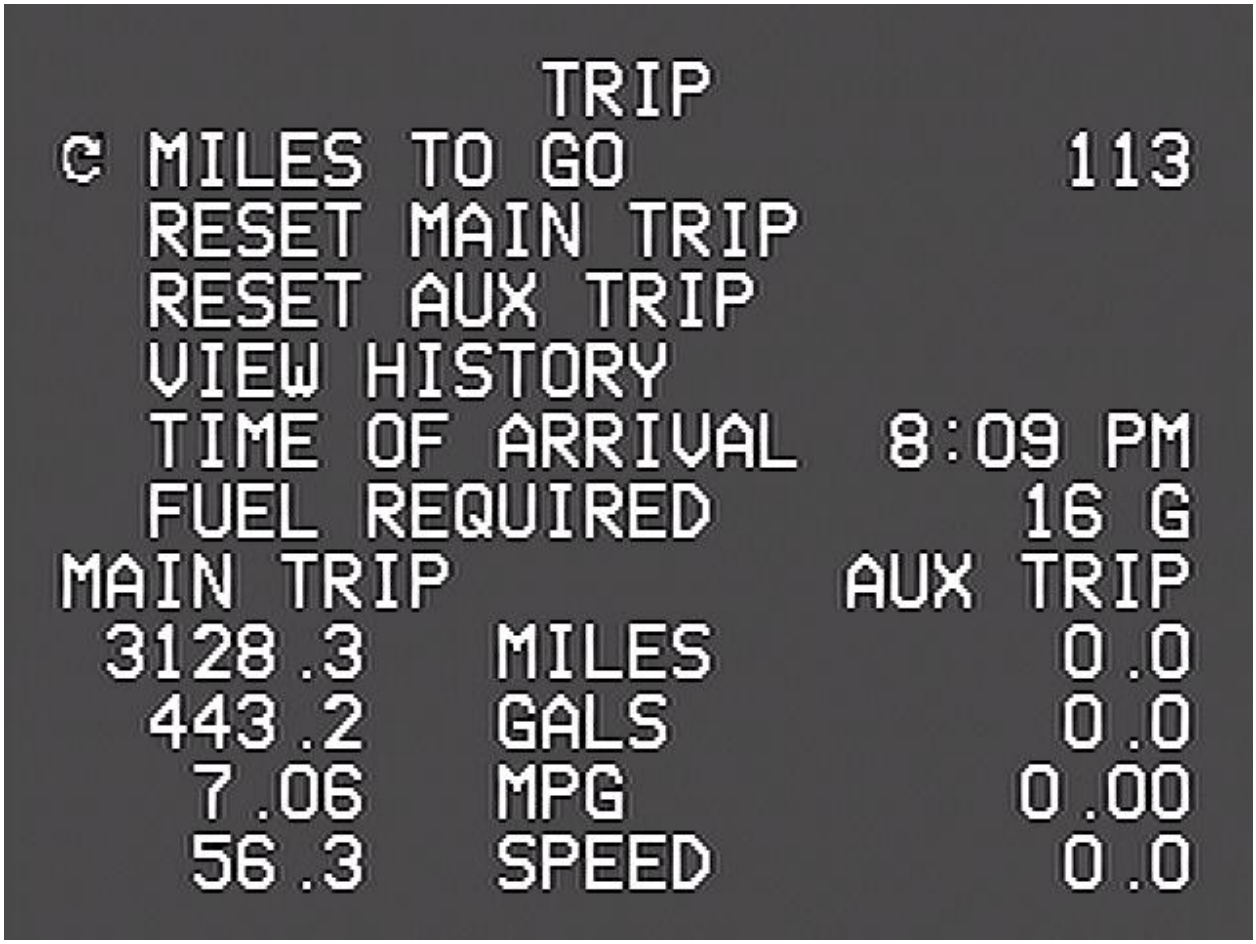


The first “Detail” screen displays DC Status, AC Status, and some house information.



Trip Screen

The unit tracks two trips simultaneously. You might use the main trip to track your mileage and fuel, say, each time you leave home, while the “auxiliary” trip keeps a cumulative total for the season or year, or you could reset it every time you refuel.



Miles to Go

You can use the knob to set this value. As you drive, the VMS 350 will count down the miles and provide a current estimate of your *Time of Arrival* and the amount of *Fuel Required.* These estimates will be based on the speed and fuel consumption averages for the Main Trip.

By entering in the miles to your destination, say from a GPS, you can get a good estimate of the arrival time and especially the fuel required, which helps you plan your stops. Or, you can watch the Arrival Time while adjusting the Miles to see how far you can go on your next travel leg.

Clearing the Trips

By pressing the knob while the cursor points to the Reset Main Trip or Reset Aux Trip items, you can tell the unit to zero out either of the two trip odometers. Once cleared, you cannot “undo” the action.

Trip History

When you clear the Main Trip odometer, the data is recorded in the Trip History. The unit can store up to 64 trips in its history. To view the history, select the View History item. You can then use the knob to scroll through all the trip data.

Trips of less than five miles are not recorded in the history. To clear the history, see the Configuration Screen described below.

Tire Screen

The Tire Screen expands the view of the tire status, and also shows the current pressure of each tire, if available. The top half of the screen is identical to the Tire section of the Main Screen. The bottom half displays the tire pressures, in PSI. Both sections are arranged in the same way, as a bird's-eye-view of the vehicle, driving towards the left.

Tire Configuration

This first screen gives a nice presentation of tire status while pressing the knob accesses the Tire Pressure Details Screen. This screen allows you to check for detailed sensor information and, *if PressurePro is installed*, to move, delete, or add tire sensors as shown later.

Use the knob to move from position to position. The top left position corresponds to the curb-side front tire. On the bottom half of the screen the detailed information on the indicated tire sensor is displayed. To view these in metric, see the Other Menu Items section below regarding the Configuration Screen.

Those data include:

- PSI. Tire pressure.
- Deg. Tire temperature, within 40 degrees Fahrenheit.
- Target PSI. The target pressure, which is the pressure when the sensor was placed on the tire.
- Signal. The signal strength. Values less than 40 when the vehicle is stationary indicate that sensor reception might not be reliable.
- Counts. The number of tire reports received.
- Status. There are several possible status values. “New” and “Seen” are normal values indicating that the sensor has been detected. “Lo Bat”, “Lo PSI”, “Hi PSI”, “Hi TMP” all indicate high or low battery, tire pressure or temperature levels. “Signal” indicates the sensor is not being received reliably.

To install a new sensor, move the cursor to the desired position, then press the knob. Screw the sensor on the tire. Within 30-60 seconds you should see a “No Data” icon in the desired position. Shortly after that you should see a regular tire icon. It can take up to five minutes before all the tire data, such as signal strength, is collected for the new sensor. To delete a tire, move the cursor to the desired position and press the knob.

To move a sensor from one tire to another, delete it from the original position, then follow the installation procedure just described. The sensor itself should be removed and allowed to sit for about two minutes before being reinstalled.

Configuration Screen

This screen allows you to adjust the time and date, view engine diagnostics and other details, and access other features of the VMS 350. To access it, press the Home button and the knob at the same time.

Adjusting the Time and Date

Turn the knob to point the cursor at either the Time or Date, then press the knob. A portion of the time or date will start blinking, and turning the knob will adjust that value. Press the knob again to adjust the next portion, and continue until done.

Other Menu Items

Several pages of useful information may be accessed by rotating the knob.

- *View Engine Diagnostics.* This item displays a screen showing diagnostic data from the engine. Current faults are displayed, along with a history that can be scrolled through.

- *View Engine Information.* This item displays a variety of additional engine information.
- *Configure / Install Tire Sensors.* This item displays the Tire Pressure Details screen.
- Units. This allows you to select English or Metric units. There are three settings. “English” sets all units to report in English units (miles, Fahrenheit, gallons, etc.) “All Metric” sets all units to Metric (kilometers, Celsius, liters, etc.) “Metric Distances” sets only the speed and odometer units to metric, and is convenient when driving in Canada or Mexico.
- *Zero Trip Odometers*. This items resets the trip odometers, making it as though the trip odometers were last reset the day the vehicle was built.
- *Clear Trip History.* This clears all trips from the trip history.
- *Clear Diagnostic History.* This clears all diagnostic codes from the diagnostic history.
- *View Communications.* This is for troubleshooting and useful during installation.
- *Tweak Display.* This allows you to optimize the VMS 350 for the particular video display, allowing for shifting the screen slightly, brightness and contrast.
- *Adjust Fuel (Sensor) Settings.* This allows you to fine tune the fuel readings, adjust how MPG is factored or to build-in a 'reserve' fuel buffer.
- *Restore Default Settings.* This returns the unit to its factory defaults.
- *Reboot.* This restarts the unit.
- *Installer Options.* This allows access to certain advanced options, usually accessed only during installation.

Troubleshooting

Fault Detection

In the event of a detected fault within the house systems, a fault indication may appear. As not all coaches are using these and other specific features, your mileage may vary. Call us for any questions regarding these or other questions.

Limited Warranty

The obligation of Trillium Electronics under this warranty shall be limited to repair or replacement (at our option) during the warranty period of any part which proves defective in material or workmanship under normal installation, use, and service, provided the product is returned to Trillium Electronics. The warranty period shall be one year from date of purchase of the VMS 350™, or purchase of the finished coach with the VMS 350™ installed.

This warranty shall be invalid if the product is damaged as a result of defacement, misuse, abuse, neglect, accident, destruction, alteration, improper electrical voltages or currents, repair or maintenance by any party other than Trillium Electronics or an authorized service facility, or any use violative of instructions furnished by us.

This one-year warranty is in lieu of all other expressed warranties, obligations, or liabilities. Any implied warranties, obligations, or liabilities, including but not limited to the implied warranties of merchantability and fitness for a particular purpose, shall be limited in duration to the one-year duration of this written limited warranty.

In no event shall Trillium Electronics be liable for any special, incidental, or consequential damages for breach of this or any other warranty, expressed or implied, whatsoever.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

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