

Instruction Manual

*Wired and Wireless Obstacle
Detection Sensor Systems*



Table of Contents

Contact us	3
Product Overview	4
Product Features	4-5
Package Contents (Hardware)	6
About the Monitor	7-8
About the ECU	8-9
About the Sensors	10
Sensor Installation	11
Sensor Installation (In-Bumper Flush Mount)	12-14
Sensor Installation (SE Version)	15-18
Alternate Sensor Mounting Locations	18-20
ECU Installation Location & Sensor Connection	21-22
ECU Installation (Specific to Wired Systems)	22
ECU Installation (Specific to Wireless Systems on Trailers)	22
Monitor Installation	23
Monitor Function Setup	23-24
Setting Stop-line Adjustment	24
Installation Test (in order shown)	25-26
System Operation	26-27
Warranty	28
Disclaimer	29

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Product Overview

SenseStat® is a unique family of Obstacle Detection Sensor Systems (ODSS) that utilize the latest ultrasonic technology to detect objects that are up to eight (8) feet from the rear of a vehicle. These back-up alert, reverse-sensing systems, are available in both wired and wireless configurations designed for multiple commercial vehicle applications. SenseStat uses a Sensor-scanning algorithm that reads each of four (4) separate Sensors providing the ability to Monitor 4-zones across the width of a vehicle. The result is a greater degree of “blind spot” coverage in helping to prevent backing accidents, improper back-ups and allows for convenient tractor/trailer exchange with all SenseStat equipped trucks.

Product Features

- Automatic activation when in reverse – Drivers don’t have to remember to turn on the system. It’s there for you every time you put your vehicle in reverse.
- Easy trailer switch (Wireless Only) – For tractor trailer rigs, just connect to any SenseStat-equipped trailer, press the Monitor’s sync button and you’re connected and ready to roll.
- Flexible Sensor placement – If overheads or low-hanging wires are a concern, SenseStat Sensors can be installed at the top corners of your vehicle: front or back. They can also be split between truck top and bumpers.

- Virtual bumper – For lift trucks or vehicles with extended bumpers, SenseStat's Stop-line Adjustment will adjust your stopping distance (zero point) away from the actual bumper by whatever distance you need. This allows for accurate stopping with allowance for overhanging ladders, folding lifts or other protrusions.
- Long trailers, extended cabs or busses – By installing the wireless system, you eliminate the need for long wire runs through sometimes-complex wiring routes.
- SenseStat SE— offers a rugged housing for the systems four Sensors. These heavy-duty, 2" x 3.2" x 1.4" shock-absorbent housings adapt to a wide variety of vehicles requiring either a vertical or horizontal installation. Protect your systems against rough handling, roadwear, construction sites and other conditions that might affect your investment in safety.

Power Input	10.5~24VDC
Power Consumption	ECU: 200mA Max, LED Monitor: 250mA Max
Distance Detection	0.72~8.20 (ft) / 0.22~2.5 (M)
Detection Tolerance	+/- 0.8 inches / +/- 0.02M (at 25°C)
Operating Temp	-30°C to +75°C
Storage Temp	-30°C to +80°C
Dimensions	ECU: 4.33" (L) x 3.62" (W) x 1.25" (H) Monitor: 2.95" (L) x 3.54" (W) x 1.57" (H)
Weight	ECU: 1 lb / .45 kg, Monitor: 22 lb / 1kg

Package Contents (Hardware)

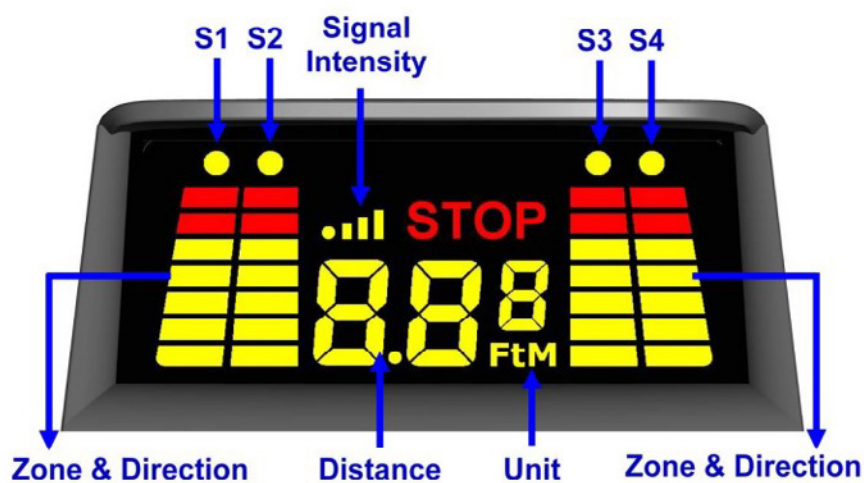
- Monitor
- Wired (P/N: MA-ODSS-4D)
- Wireless (P/N: MA-ODSS-4DWA)
- ECU
- Wired (P/N: MA-ODSS-ECU)
- Wireless (P/N: MA-ODSS-ECUWA)
- Sensor with Rubber Boot (P/N: MA-ODSS-M17S)
- Sensor and Metal Under Bumper Sensor Mounts (P/N: MA-ODSS-M17SM)
- Box Truck Extension Cables - If Purchased as Box Truck Wired System (P/N: MA-ODSS-4M17-BTC)
- One (2) 10M Extension Cable
- One (1) 1.2M "Y" Power Cable
- Straight Antenna (Mounts directly to ECU) - Wireless Only (P/N: MA-ODSS.SA)
- Straight Antenna with 10' of Attached Cable - Wireless Only (P/N: MA-ODSS-EA10)
- Mounting Bracket (P/N: MA-ODSS-EAMB)

Optional Items and Accessories

- 5M Sensor Extension Cable (P/N: MA-ODSS-M17-SCE)
- Both Wired and Wireless Systems
- Connects between ECU and Sensor
- SE Enhanced Sensor Mounts - If Purchased as SE System or can be added later
- SE Mount with Sensor (P/N: MA-ODSS-M17SE)
- SE Mount only (P/N: MA-ODSS-M17SE-M)

About the Monitor

The Monitor consists of a bright LED display having 4 individual bar (Sensor) indicators and a distance meter. The advanced capabilities of the system are designed such that the dash-mounted display will indicate the distance (in feet & inches or meters) of the Sensor that is closest to an object. The yellow dot at the top of the Sensor (S1, S2, S3 or S4) that is closest to an object will flash while that Sensors distance to the object is indicated on the display. As the vehicle is moving, if an object becomes closer to a different Sensor, the yellow dot over that Sensors bar will flash and indicate its distance to the new closest object. See the table on page 15 for more information on when the Monitor will provide visual and audible warnings



About the Monitor

- Indication of Sensors: S1, S2, S3, S4 indicate Sensor locations from left to right (see Fig 8)
 - Indication of Direction and Zone: The 4 LED column bars show the Direction and Zone (Sensor) of the obstacle
 - Indication of Distance: Shows the distance from the Sensor to the obstacle in meters or in feet & inches of the Sensor that is closest to an object
 - Signal Intensity: Shows the wireless signal strength (when applicable).
 - Unit: Displays the unit of measurement being used, feet or meters
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- Indication of Direction and Zone: The 4 LED column bars show the Direction and Zone (Sensor) of the obstacle
 - Indication of Distance: Shows the distance from the Sensor to the obstacle in meters or in feet & inches of the Sensor that is closest to an object
 - Signal Intensity: Shows the wireless signal strength (when applicable).
 - Unit: Displays the unit of measurement being used, feet or meters

NOTE: See the table on page 15 for more information on when the Monitor will provide visual and audible warnings.

About the ECU

The Electronic Control Unit (ECU) is an intelligent microcontroller system with four (4) individual Sensor inputs, all contained in a waterproof enclosure. There are four (4) integrated cables labeled S1, S2, S3 and S4, which will connect to the four (4) each Sensor Units. There are two mounting holes for securing the ECU at the rear of the vehicle. Since the ECU is watertight, it can be installed underneath the vehicle to facilitate the installation. Two antenna options are

available for the Wireless ECU to assist with the installation depending on your mounting location and needs pertaining to your vehicle. See the install section of this manual for further information.



Fig 2: Wired ECU



Fig 3: Wireless ECU



Fig 4: Wireless Antennas

About the Sensors

The Sensor Unit consists of a waterproof ultrasonic transducer designed for high accuracy measurement of up to 8 feet or approximately 2.5 meters. The standard mount consists of a rubber sleeve, set in a metal mounting bracket for mounting under the bumper. The Sensors can also be mounted directly in the bumper using the rubber boot or on the face of the bumper using the optional SE Sensor Mount (see Fig 14). The Sensors are labeled S1, S2, S3 & S4 to match the waterproof threaded connectors which have an O-ring seal.

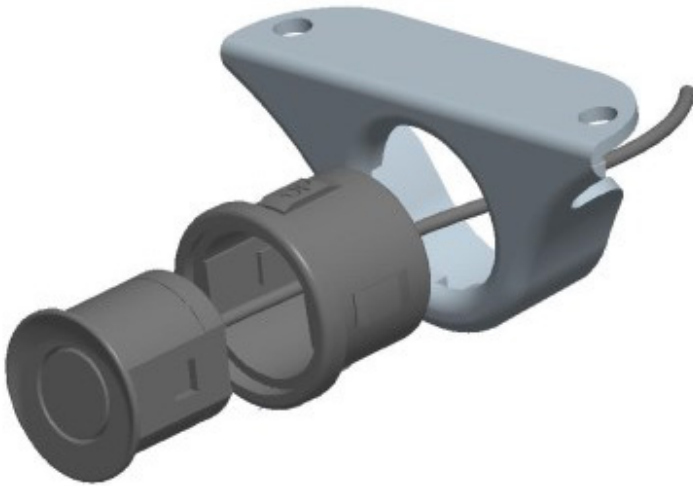


Fig 5: Sensor in Metal Bracket



Fig 6: Sensor, Rubber Sleeve & Metal Bracket



Fig 7: Waterproof Threaded Sensor Connectors

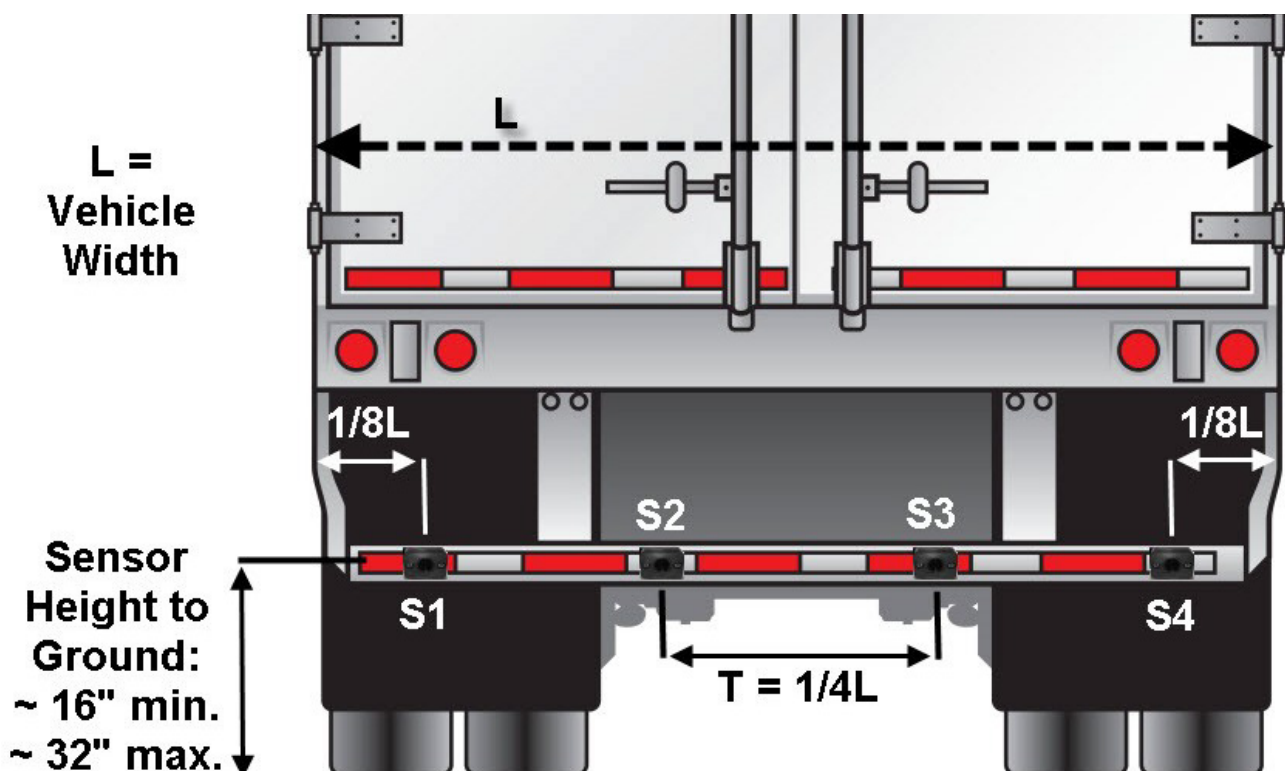
Sensor Installation

1) The width of vehicles vary. It is important to install the Sensors at the appropriate distance and location along the rear bumper or equivalent (see Fig 8). Assuming that the width of vehicle is L , then the space between Sensors is $1/4L$ (Sensors must be mounted S1, S2, S3, S4, from left to right).

- Sensors S1 and S4 should be located approximately $1/8L$ from either side of the vehicle. S2 and S3 will be located $1/4L$ from S1 and S4.

If the Sensors are mounted on a DOT type bumper, the Sensor locations are determined by the vehicle width (L), not the width of the bumper.

2) Sensors should be mounted at an absolute minimum of 16 inches (40cm) to 32 inches (80cm) from the ground (20 inches (50cm) is a good choice, if available). See Alternate Sensors Mounting Locations, Fig 22, for other options.



Sensor Installation (In-Bumper Flush Mount)

For vehicles equipped with a bumper that can accommodate the Sensors, carefully drill a 25mm hole and insert the Rubber Jacket, properly orientated “UP”, in the hole first. Then insert the Sensor, again properly orientated “UP” (see Fig 9). Depending on the thickness and construction of the bumper, the hole diameter may need to be varied. The Rubber Jacket is designed to seat properly into a 25mm hole with a 1/8 inch (3.2mm) thick metal bumper. If this is not the case, the flanges on the Rubber Jacket must be taken into consideration. It is suggested that a test hole be utilized to confirm a proper fit.



Fig 9: UP

Sensor Installation (Standard Metal Under Bumper Bracket)

Installing the Under Bumper

- With a drill bit (M5), make 2 holes spaced 2.1875 inches (2 3/16" or 55.6mm) apart in the bumper or equivalent. They should be set back no more than 0.6 inches (15mm) from the front edge of the bumper. It is recommended to always take your own measurements to ensure proper installation.

- Attach the Sensors on the bumper or similar vehicle fixture (metal bar, etc.) with the enclosed mounting hardware.
- Some bumpers may not be exactly parallel to the ground. When needed, the Sensor's vertical angle can be adjusted by placing a shim between the bracket and bumper.
- See Fig 11, Fig 12 and Fig 13 for additional Information on Sensor configuration.

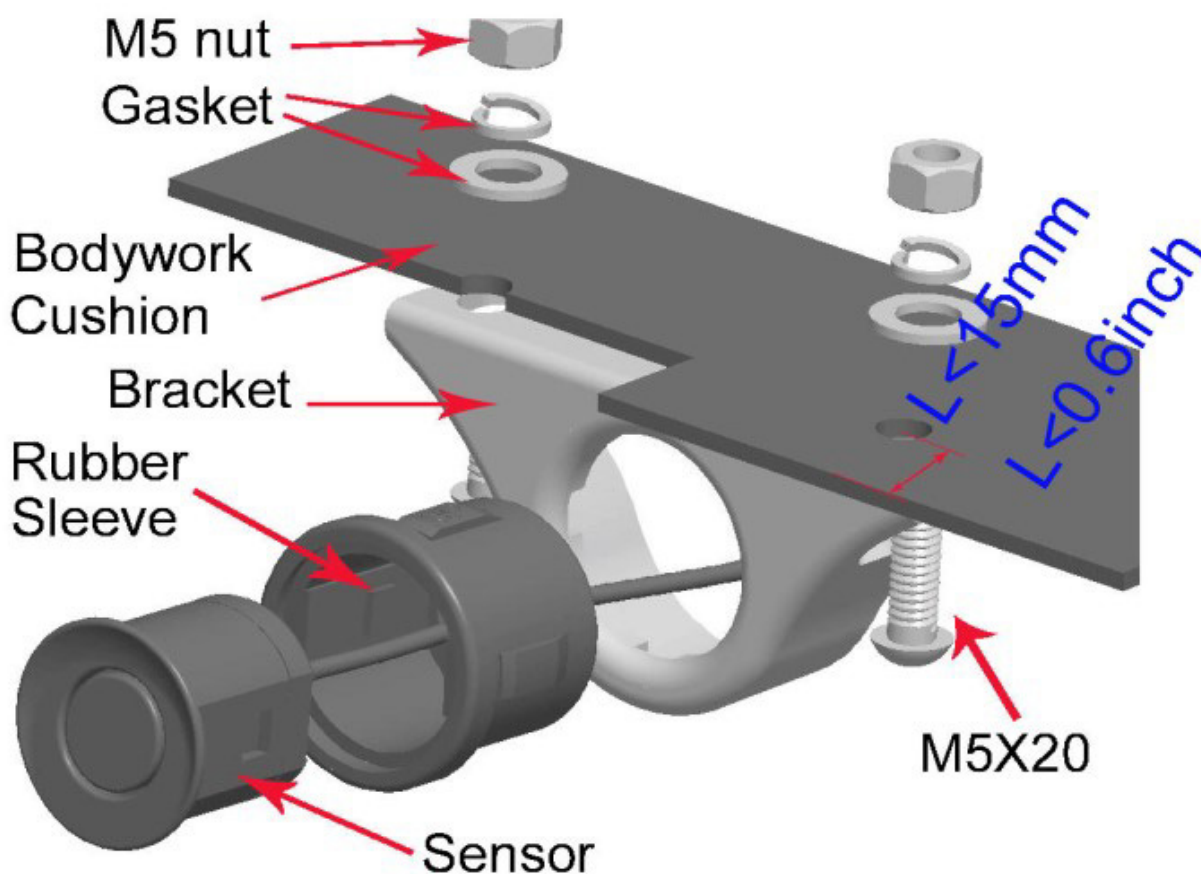


Fig 10: Under-bumper Assembly & Mount for Standard Metal Bracket Sensor



Fig 11: Sensor "UP" Indicator



Fig 11: Se Fig 12: Rear of Metal Bracket Assembly (oriented "UP")
nsor "UP" Indicator



Fig 12: Rear of Metal Bracket Assembly (oriented "UP")



Fig 14: SE Mount

Sensor Installation (SE Version)

The SE Mount is an enhanced mounting method that further protects the Sensors while providing alternate mounting options. The solid rubber compound SE Mount is designed to securely and conveniently attach the SenseStat Sensor to your vehicle. To facilitate the installation, 2 each #6-32 Stainless Steel Hex Screws (2 inches in length) are provided, along with the appropriate washers and hex nuts. To properly affix the SE Mount, use only the hardware provided, making sure to use the Flat Washer (0.375 inch outside diameter) in the front of and in back of each unit. If the screw is not long enough, be sure to use #6-32 Stainless Steel Socket Hex Screws only.

1) Begin by examining the rear of the vehicle for the best location to secure the Sensors. Below, in Fig 15 and Fig 16, are examples of how the SE Mount can be oriented either horizontally or vertically. Depending on any space constraints, decide which orientation is best suited for your vehicle. If you encounter any difficulty in doing so, please contact RVS Technical Support for assistance. The formula, Fig 8, will still be followed for spacing of the sensors.

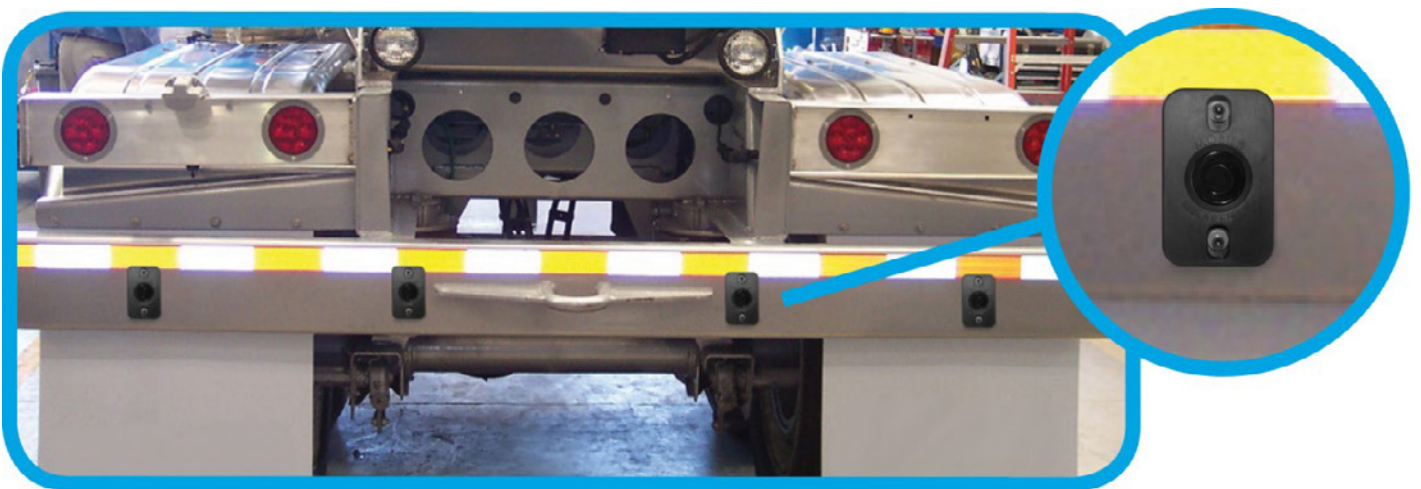


Fig 15: SE Sensor Mounted Horizontally

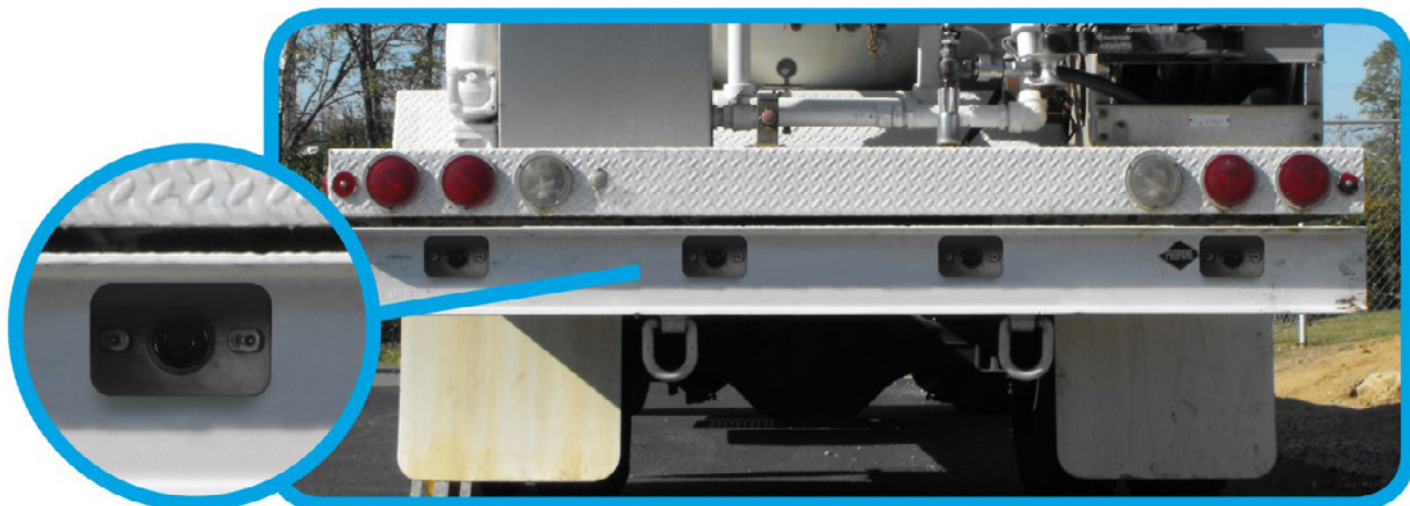


Fig 16: SE Sensor Mounted Vertically

- 2) Once the location and orientation are determined, mark and drill the 2 (two) Sensor mount holes (0.156" or 5/32") to accommodate the #6-32 screws. Refer to Fig 17 for the proper hole spacing which is 2.20" or 56mm center to center.
- 3) Before attaching the SE Sensors to the vehicle, the Sensor Element must be inserted into the center hole by pressing it into the front of the SE Mount. If the Sensor is already inserted into the SE Sensor Mount, it may need to be rotated depending on the orientation. If the Sensor is mounted in the Standard Metal Bracket remove it carefully pressing the rear of the Sensor forward out of the Rubber Boot.
- 4) Depending on the orientation of the SE Mount, the Sensor must be positioned (rotated) such that the "UP" Indicator (Fig 11) is pointing upward prior to mounting to the vehicle. There is a slight angle (approximately 3 degrees) on the face of the Sensor (indicated by the dotted line in Fig 13). This angle helps to compensate for weight added to trucks which causes the back end to lower. As a result, the Sensor may point slightly toward the ground. This could cause the Sensor to detect reflected signals from the ground if the angle was too extreme.

5) View the backside of the SE Mount prior to attaching to the vehicle to determine the best way to route the Sensor Element wires. There are three (3) wire slot guides available as indicated in Fig 19.

Depending on the type of installation, the Sensor Element wires can also run through a large center hole as long there is a similar size hole in the

6) Attach the SE Mount with the correctly oriented Sensor to the vehicle with the enclosed mounting hardware. Make sure that the face of the Sensor is perpendicular to the ground. In situations where the face of the Sensor is not perpendicular to the ground, the Sensor's vertical angle can be adjusted by placing a shim between the SE Mount and the bumper.

7) Make sure the Sensors are securely fastened by tightening the Stainless Steel Nylon Lock Nuts to prevent the screws from loosening due to vehicle vibration.

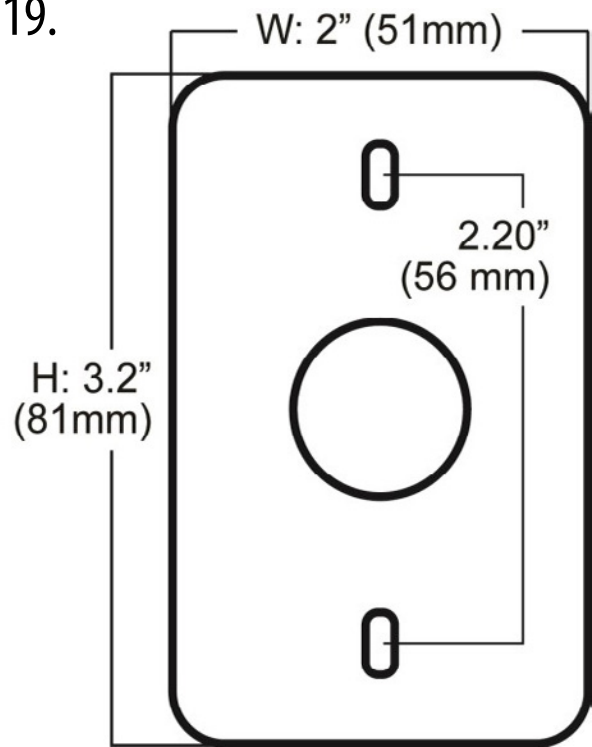


Fig 17: SE Mount Drill Hole Spacing

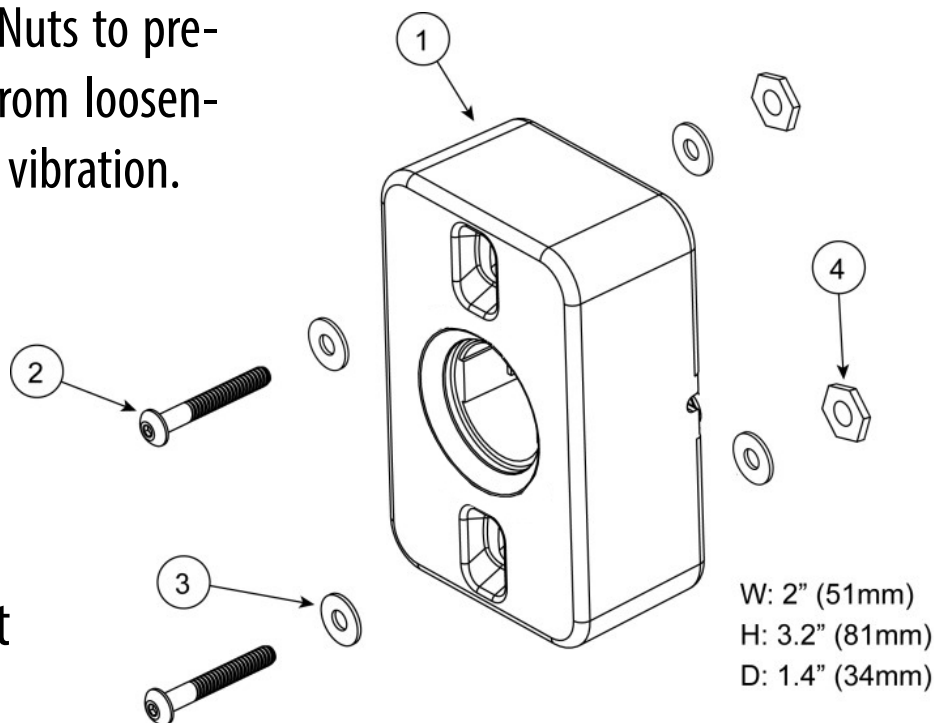


Fig 18: SE Mount and Hardware

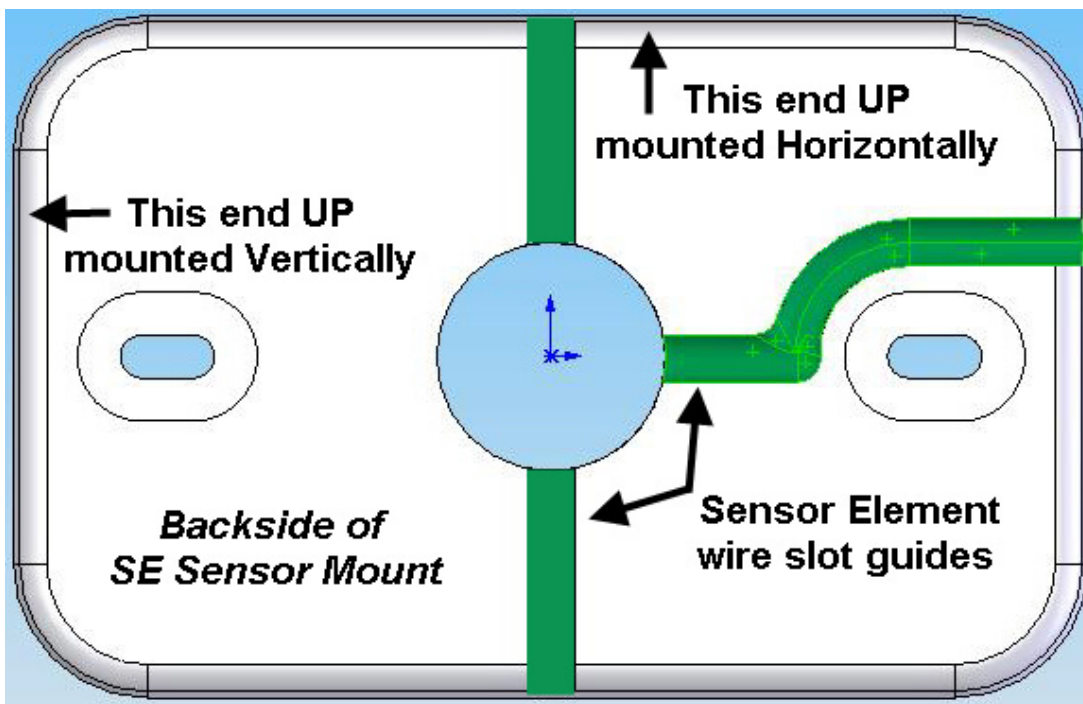


Fig 19: Backside of SE Sensor Mount

Alternate Sensor Mounting Locations

The system is designed to be installed with all 4 (four) Sensors aligned across the rear of the vehicle, preferably at a height ranging from 16" to 32" from the ground. When the Sensors are installed in a different layout (for example to detect a building overhang as shown on the right), please consider the following:

- Each Sensor detects objects in a circular area approximately 20" in diameter. The Sensor field of coverage can be seen below in Fig 21.
- When the Sensors are placed on two

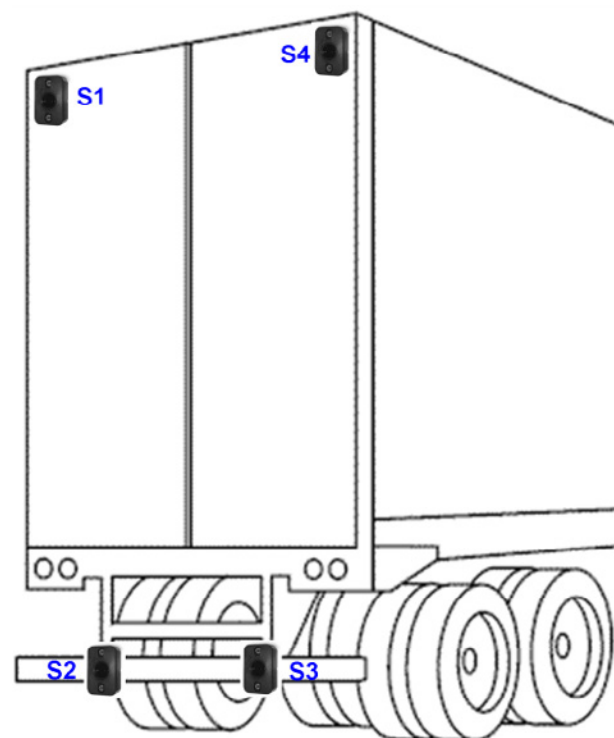
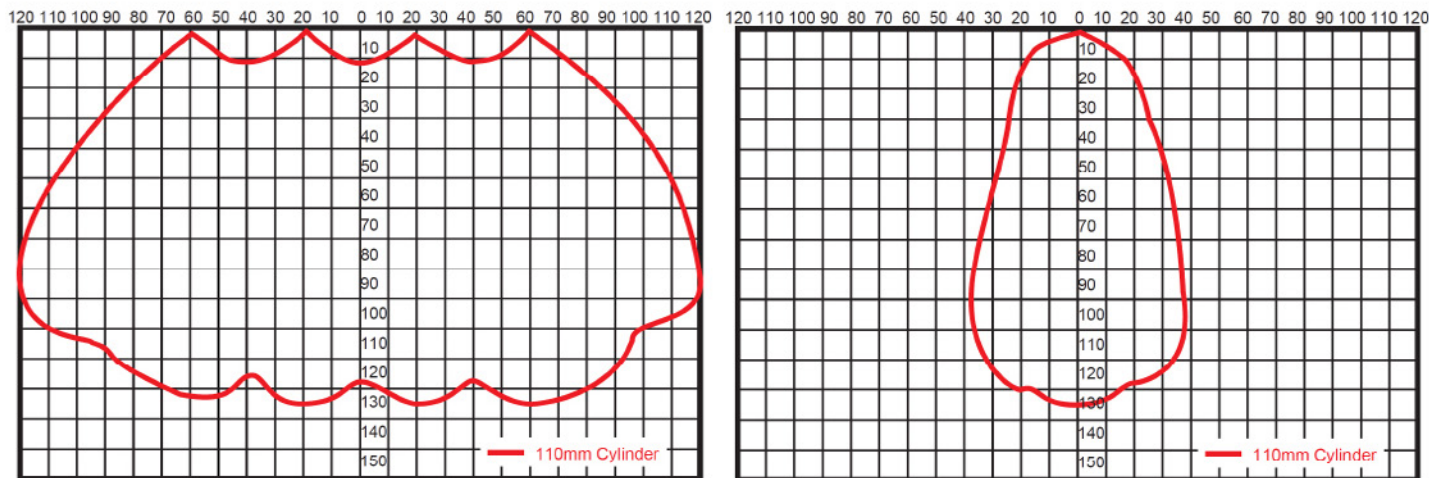


Fig 20

different levels (per the example to the right) install S1 and S4 on the top and S2 and S3 on the bottom of the vehicle.

- It is recommended that the face of all Sensors should be on the same plane to ensure the accuracy of the system.



4 Sensor Horizontal Field: M14, M15 or M16 Sensors

Single Sensor Vertical Field: M14, M15 or M16 Sensors

Sensors can also be mounted across the front of the vehicle to detect building overhangs or to detect objects out of view.

NOTE: SenseStat is a tool to help the driver. The driver should always know what is in front of or behind them and physically check the area themselves.

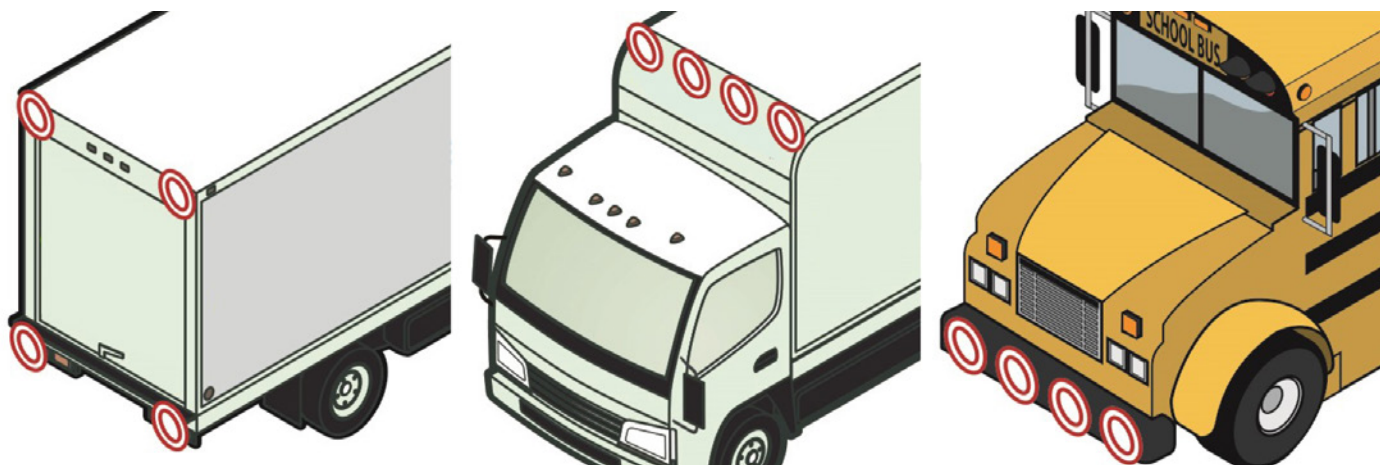


Fig 22: Alternate Sensor Mounting Locations

CAUTION: Using less than 4 (four) Sensors across the width of a bumper will create limited coverage resulting in blind zones! It is strongly suggested that these blind zones are mapped out to educate the driver regarding the system limitations. See Fig 23.

Having all four Sensors in line, on the same plane, provides the best result. If you break the Sensor con-figuration up, for example two on top and two on bottom, you create a bigger gap between the Sensors, causing a large blind zone area. This blind zone area can lead to objects or people being undetect- ed by the Sensors.

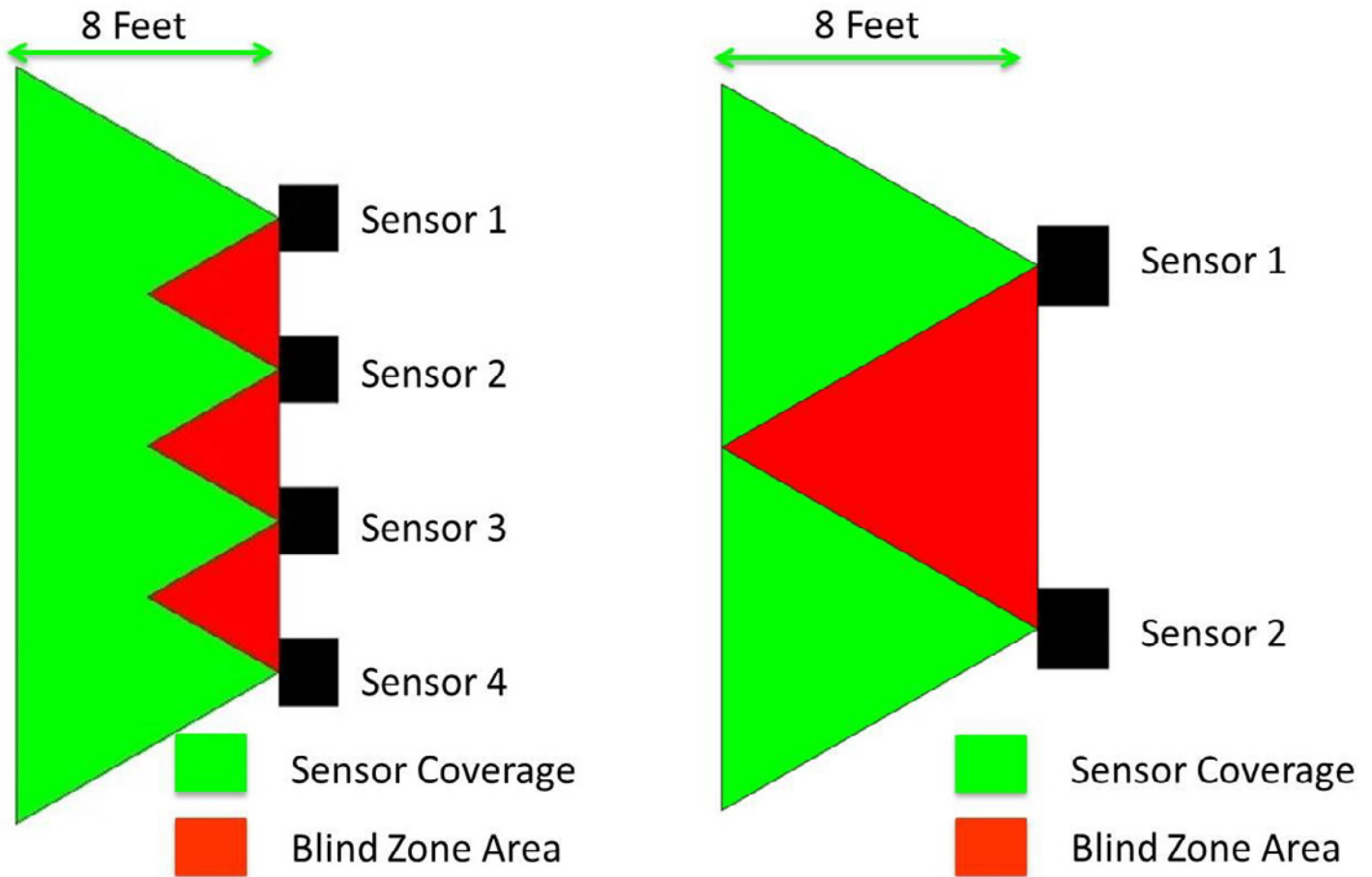


Fig 23: Sensor Configuration and Blind Zones

ECU Installation Location & Sensor Connection

- 1) Depending on the vehicle type, select an appropriate location to mount the water-tight ECU on the rear undercarriage of the truck chassis (see Fig 24). Make sure the ECU is installed 4 inches (10cm) away from any objects (metal or electrical) that may affect the wireless transmission (if applicable).
- 2) If Wireless, connect either antenna to the ECU. If using the Straight Antenna, the ECU should be mounted in an open area and free from obstruction. Do not place the ECU in the frame of the vehicle or any enclosed area. The Straight Antenna will screw onto the ECU and the ECU should be mounted so that the antenna is pointing towards the road. If using the External Mount Antenna, the ECU can be mounted in various places, including tucked into the frame of the vehicle. The External Mount Antenna comes with 10 feet of attached cable to allow the antenna to be mounted in another location using the included mounting bracket (see Fig 4). Again, this antenna should be mounted in an open area to ensure proper transmission. It is recommended to mount the antenna on the same side of the vehicle as the monitor, with the antenna pointing to the front of the vehicle.



Fig 24: Mounting the ECU

Fig 25: Mounting
Tabs and Hardware



- 3) Secure with the two (2) enclosed mounting bolts (M6x10). Be sure to secure the ECU tightly to prevent the unit from becoming loose due to road vibration. See Fig 25.
- 4) The ECU provides 12 inches of cable built into the ECU. In order to connect the Sensors to the ECU, four (4) extension cables have been provided (see Fig 26). Securely fasten these extension cables to the vehicle using cable ties, drilling holes, using existing pathways or using the frame of the vehicle. Securely tighten the watertight extension cables, to both the ECU and the Sensors, to the same numbered ECU cable connectors labeled S1, S2, S3 & S4., from left to right.
- 5) Powering the ECU will vary depending on Wired or Wireless and the vehicle itself. NOTE: RVS recommends the connections to be soldered and covered with heat shrink tubing. If you choose to use a crimp, please ensure the crimp is of the correct size to fit both the wire gauge sizes of the RVS product and the existing vehicle wiring.

ECU Installation (Specific to Wired Systems)

When installing the ECU with a wired system, the ECU will obtain power from the Monitor's power connection in the cab of the vehicle, typically a reverse +12VDC. Installation will require an included extension cable to be ran the length of the vehicle's body, which will then plug into the ECU and provide power to the ECU and Sensors.

ECU Installation (Specific to Wireless Systems on Trailers)

When installing the ECU on cargo trailers, the above procedure is the same except for the source of power. Many box trailers do not have reversing lights to power the ECU when backing up. In which case the ECU can be powered

by a continuous source such as the running lights or ABS system and the Monitor will be powered off of a reverse +12VDC in the cab, to ensure operation while in reverse.

Monitor Installation

- 1) Mount the LED Monitor in a location that is easily viewed by the driver using the enclosed Double Sided Adhesive Pad.
- 2) If Wireless, connect the LED Monitor power cable (red wire) to +12VDC and the ground (black wire) to the vehicle electrical ground. The +12VDC could come from ignition, the battery or the fuse panel. The Monitor is typically powered constantly, due to the ECU being powered while in reverse. With this method of installation, the Monitor will remain dormant, with a blank screen, until the ECU sends information to the Monitor.
- 3) If Wired, connect the Monitor/systems power connection to a +12VDC source that's on only while in reverse, to prevent constant beeping and distance indication.

Monitor Function Setup

- A) Adjusting Volume: The Volume Switch is located on the top of the Monitor. Adjust the alarm volume at one of 3 levels: High, Low or Off (refer to Fig 27).
- B) Setting Metric or Feet: By pushing the Setting Button twice, the distance can be displayed either in meters or in feet.
- C) Truck & Trailer Exchange (Wireless Only):

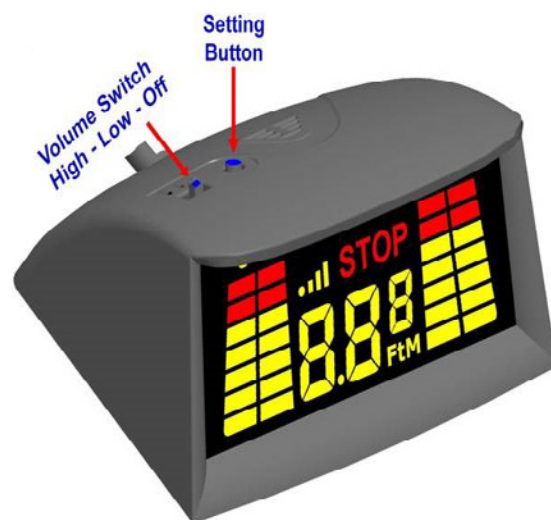


Fig 27: Monitor Switch & Button

This function is designed for vehicles which may work with a multitude of trailers. The Monitor works with the ECU as a default setting, however, when the Monitor of the vehicle has to work with another set of ECU/Sensors (installed in another trailer), you must Fig 27: Monitor Switch & Button sync to the new ECU and Sensors by pressing and holding the Setting Button when the reverse gear is engaged (or however the ECU is powered), until the Monitor shows the ECU ID number, then let go.

D) Understanding Stop-line Adjustment: This function is designed for adjusting the stop line of the obstacle detection system. Obstacle Sensor systems usually report the distance from the bumper to obstacles, so the bumper or exactly the Sensor surface is the "0" point of distance (indicated as "d" in Fig 28). With this function, the so-called "0" point itself can be extended from 0 (zero) up to 31 inches (0.8m), enabling you to change the stop line accordingly. In some circumstances, for instance, when the vehicle has a rear carrier or similar item, the "0" point should be extended. By doing so, the Sensor system doesn't report the carrier, but reports the accurate distance from the obstacle to the carrier, instead of to the bumper. See the following procedure for setting the Stop-line Adjustment.

Setting Stop-line Adjustment

A) Press and hold Setting Button, before and while turning the vehicle key to the ACC position. In 3 seconds, the warning unit will indicate the numeric value of the previous "0" point of distance.

B) Each time you press the button, the displayed "0" point of distance (d) increases by 1", up to 35" (0.01m, up to 0.8m), and then starts at 0 (zero) again. However if you press and hold the button for about 2 seconds, the value will increase automatically, hold the button until the value reaches the desired

corrected distance and fine tune as needed. Refer to Fig 28 below for further clarification.

C) After the button is released, wait for 5 seconds, the new value will be effective automatically.

NOTE: Be aware that the Stop-line Adjustment remains as programmed and does not re-set automatically. Stop-line Adjustment does not prevent the sensor from detecting an object. If the sensor is detecting the overhanging object, it will continue to do so after Stop-line Adjustment.

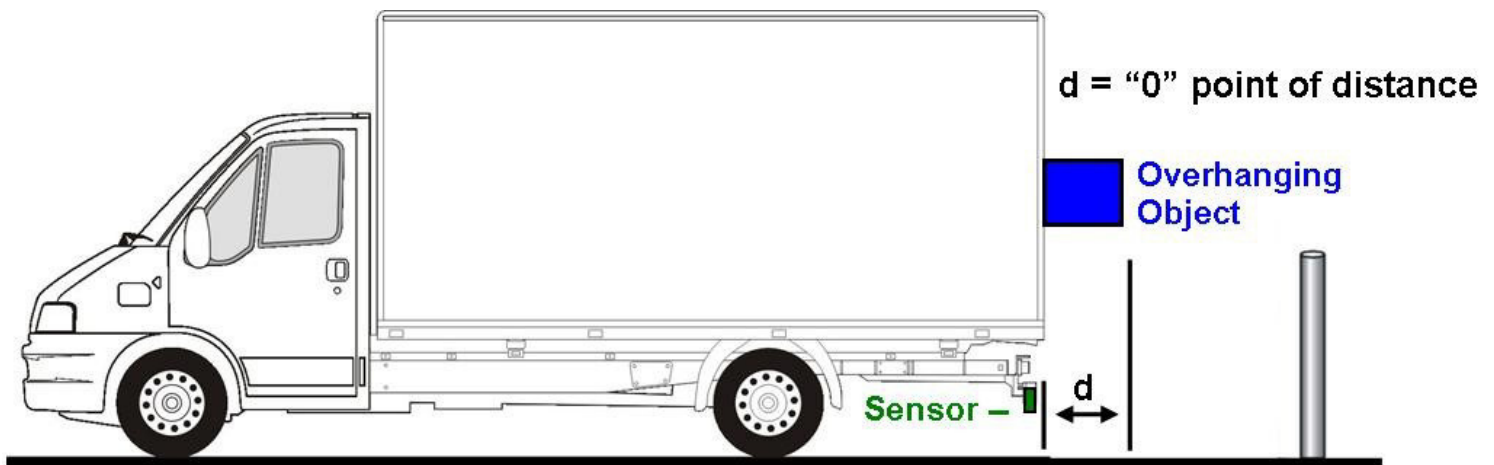


Fig 28: Stop-line Adjustment

Installation Test (in order shown)

A) Initial Test: With the vehicle in park and your foot on the brake, shift the vehicle into reverse. The display (which remains blank at all other times) will turn on and begin the Automatic Self-Test. It will be helpful to have an observer assist you in testing the unit the first time by having them carefully walk

behind the vehicle. When doing so, each of the individual four (4) Sensor icons will indicate (by flashing) when the assistant is closet to a particular Sensor. The distance in feet and inches will also indicate when the individual is within 8 feet of a Sensor.

B) Volume Adjustment: Slide the Volume Switch (found on top of the LED Moni-tor) to preferably the “High” volume setting in order to make sure it is sufficiently loud.

C) Backing Test: Once the above is completed, test the system by placing the vehicle in reverse with nothing behind it for at least 8 feet. The LED Mon-itor will turn on and run a Self-Test (see Automatic Self-Test under Systems Operation). Once completed (takes about 2 seconds), the icon and distance measurement will not display since no object is within 8 feet of the Sensors. Begin backing up and as soon as an object is detected the Sensor icons and distance measurement will appear on the LED Monitor. One of the four (4) Sensor icons will be flashing (the one that is closest to an object) and the distance to that object is displayed as well.

NOTE: Audibly indicates only when an object is within 5’7” of Sensor 2 & 3 (two center Sensors) and 3’3” inches of Sensor 1 & 4 (two outer Sensors).

System Operation

A) Automatic Self-Test: Whenever the system is enabled (by placing the vehicle in reverse), it will perform a self-test. Any Sensors that are blocked or inoperable will display an error message denoted by E1, E2, E3 or E4 (Sensors numbered left to right facing the back of the vehicle). After the self-test, the system will automatically remove the icon display of any inoperable Sensor(s)

and begin operating (even when a Sensor is malfunctioning). For example, if E4 were malfunctioning, the re-maining three Sensors would be displayed.

B) Inoperable Sensor: If any of the Sensor icons are not displayed, attend to the repair of that Sensor immediately. In the case of an inoperable Sensor, do not back up without walking around the vehicle first and proceed with extreme caution.

C) Blocked Sensor: Carefully remove any snow, ice or dirt that may have built up on an inoperable Sensor. When placed in reverse the system will retest the Sensors indicating if the problem still exists.

D) Minimum Detection Distance: The minimum detection and display distance is 8.7 inches (22cm); a person (or an object) can be detected most reliably within 67 inches (1.7M) behind the vehicle or less.

E) Relative Accuracy: The display indicates the distance with 1.0 inch accuracy and shows the relative location of the obstacle (4 zones). For example, if there is an object within range of the left side rear of the vehicle, the S1 icon will indicate by flashing and displaying the distance in feet and inches. If the object is moving to the right, the display will adjust in real time to indicate this movement.

F) Detection Range: The middle Sensors (S2 & S3) start audible warning from 67 inches (1.7M); the corner Sensors (S1 & S4) start audible alarm at 39 inches (1.0M).

CAUTION: The system will never alert you to any obstacles behind a malfunctioning Sensor; the icon for that Sensor will not be displayed on the Monitor.

ONE YEAR WARRANTY

REAR VIEW SAFETY, INC. WARRANTS THIS PRODUCT AGAINST MATERIAL DEFECTS FOR A PERIOD OF ONE YEAR FROM DATE OF PURCHASE. WE RESERVE THE RIGHT TO REPAIR OR REPLACE ANY SUCH DEFECTIVE UNIT AT OUR SOLE DISCRETION. REAR VIEW SAFETY, INC. IS NOT RESPONSIBLE FOR A DEFECT IN THE SYSTEM AS A RESULT OF MISUSE, IMPROPER INSTALLATION, DAMAGE OR MISHANDLING OF THE ELECTRONIC COMPONENTS. REAR VIEW SAFETY, INC. IS NOT RESPONSIBLE FOR CONSEQUENTIAL DAMAGES OF ANY KIND.

THIS WARRANTY IS VOID IF: DEFECTS IN MATERIALS OR WORKMANSHIP OR DAMAGES RESULT FROM REPAIRS OR ALTERATIONS WHICH HAVE BEEN MADE OR ATTEMPTED BY OTHERS OR THE UNAUTHORIZED USE OF NONCONFORMING PARTS; THE DAMAGE IS DUE TO NORMAL WEAR AND TEAR, THIS DAMAGE IS DUE TO ABUSE, IMPROPER MAINTENANCE, NEGLECT OR ACCIDENT; OR THE DAMAGE IS DUE TO USE OF THE REAR VIEW SAFETY, INC. SYSTEM AFTER PARTIAL FAILURE OR USE WITH IMPROPER ACCESSORIES.

WARRANTY PERFORMANCE

DURING THE ABOVE WARRANTY PERIOD, SHOULD YOUR REAR VIEW SAFETY PRODUCT EXHIBIT A DEFECT IN MATERIAL OR WORKMANSHIP, SUCH DEFECT WILL BE REPAIRED WHEN THE COMPLETE REAR VIEW SAFETY, INC. PRODUCT IS RETURNED, POSTAGE PREPAID AND INSURED, TO REAR VIEW SAFETY, INC. OTHER THAN THE POSTAGE AND INSURANCE REQUIREMENT, NO CHARGE WILL BE MADE FOR REPAIRS COVERED BY THIS WARRANTY.

WARRANTY DISCLAIMERS

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DISCLAIMER

REAR VIEW SAFETY AND/OR ITS AFFILIATES DOES NOT GUARANTEE OR PROMISE THAT THE USER OF OUR SYSTEMS WILL NOT BE IN/PART OF AN ACCIDENT OR OTHERWISE NOT COLLIDE WITH AN OBJECT AND/OR PERSON. OUR SYSTEMS ARE NOT A SUBSTITUTE FOR CAREFUL AND CAUTIOUS DRIVING OR FOR THE CONSISTENT ADHERENCE TO ALL APPLICABLE TRAFFIC LAWS AND MOTOR VEHICLE SAFETY REGULATIONS. THE REAR VIEW SAFETY PRODUCTS ARE NOT A SUBSTITUTE FOR REARVIEW MIRRORS OR FOR ANY OTHER MOTOR VEHICLE EQUIPMENT MANDATED BY LAW. OUR CAMERA SYSTEMS HAVE A LIMITED FIELD OF VISION AND DO NOT PROVIDE A COMPREHENSIVE VIEW OF THE REAR OR SIDE AREA OF THE VEHICLE. ALWAYS MAKE SURE TO LOOK AROUND YOUR VEHICLE AND USE YOUR MIRRORS TO CONFIRM REARWARD CLEARANCE AND THAT YOUR VEHICLE CAN MANEUVER SAFELY. REAR VIEW SAFETY AND/OR ITS AFFILIATES SHALL HAVE NO RESPONSIBILITY OR LIABILITY FOR DAMAGE AND/OR INJURY RESULTING FROM ACCIDENTS OCCURRING WITH VEHICLES HAVING SOME OF REAR VIEW SAFETY PRODUCTS INSTALLED AND REAR VIEW SAFETY AND/OR ITS AFFILIATES, THE MANUFACTURER, DISTRIBUTOR AND SELLER SHALL NOT BE LIABLE FOR ANY INJURY, LOSS OR DAMAGE, INCIDENTAL OR CONSEQUENTIAL, ARISING OUT OF THE USE OR INTENDED USE OF THE PRODUCT. IN NO EVENT SHALL REAR VIEW SAFETY AND/OR ITS AFFILIATES HAVE ANY LIABILITY FOR ANY LOSSES (WHETHER DIRECT OR INDIRECT, IN CONTRACT, TORT OR OTHERWISE) INCURRED IN CONNECTION WITH THE SYSTEMS, INCLUDING BUT NOT LIMITED TO DAMAGED PROPERTY, PERSONAL INJURY AND/OR LOSS OF LIFE. NEITHER SHALL REAR VIEW SAFETY AND/OR ITS AFFILIATES HAVE ANY RESPONSIBILITY FOR ANY DECISION, ACTION OR INACTION TAKEN BY ANY PERSON IN RELIANCE ON REAR VIEW SAFETY SYSTEMS, OR FOR ANY DELAYS, INACCURACIES AND/OR ERRORS IN CONNECTION WITH OUR SYSTEMS FUNCTIONS.



If you have any questions
about this product, contact:

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