Heads Up Braking System Features

How to use your Heads Up Wireless Braking System

There are many features in the HUB System™. Keep in mind that many of your features are automatic thanks to the exclusive, patented and advanced Kelatronic™ (KEL™) system.

Beeper and Self Check System

It's a good idea to become familiar with how the beeper system works especially how to turn it on and off. When you turn your HUB System™ on, the RX will flash in a series from bright to dim AND you will hear a beeping sound to show you it is ready for use day and night. **You can turn the beeping feature off (silent mode) by waiting until the Self Check is completed then press the power button on the RX three times quickly.** This will deactivate the beeper or reactivate it depending on what setting you are currently in. You can go back and forth between these modes without having to power off.

Proximity System

Your HUB System™ has the only distance recognition program that specifically monitors if you're within a predetermined radius of your motorcycle/snowmobile/ATV. The inventor designed the patented proximity feature and he has over 25 years of 'real seat of the pants' riding experience. He knew that when a rider is away from the motorcycle/snowmobile/ATV, whether it's day or night, other vehicle drivers couldn't always see the rider. They do see the lights on the motorcycle however. The HUB System™ is designed to go into an Automatic Hazard flashing mode when you walk away from the vehicle. This flashing will allow others to see you now rather than just your vehicle. Keep in mind that this feature works on RF and is subject to a variety of natural influences like all RF and AM signals. This signal can be impacted by rain, atmospheric interference and so on. Therefore, even though the proximity system is designed to trigger at 7 to 15 yards away from the transmitter (TX) on the vehicle, be aware that distance may be closer or further away depending on the conditions you are in. The HUB System™ TX has a power selection switch that can be used to switch back and forth between normal and full power. You can switch the TX to full power if your system appears to be encountering interference by activating the Signal Strength Switch on the TX. The HUB System™ operates on a specific FM frequency and is far less subject to interference but there are things that can interfere with it. (See Troubleshooting).

Proximity Automatic Hazard Lighting System (PAHL)

The HUB System™ receiver (RX) is designed to be removed from the helmet and placed anywhere to draw attention to a hazardous situation. Think of this as a flameless flare. This feature can be operated one of two ways. One way is to turn off the ignition on the vehicle. The RX will start to flash. Remove it from your helmet and you are ready to the place the RX where you wish. The second is without turning the vehicle off. Choose whether to remove the RX from your helmet or not and walk away from the vehicle until the RX begins to flash. You are now outside the proximity range and you can place it anywhere you wish. The difference between the two methods is very important. When the RX is in the proximity mode it will continue flashing until you come back to the vehicle or until the batteries go dead.

Automatic Night Time Dimming (NTD)

The dimming feature is controlled automatically by the Kelatronic™ (KEL™) system in your HUB RX. This advanced feature requires no input from the user! The brighter the day, the brighter the LEDs.

Instant On Emergency Flasher

Every time you run your vehicle off, Instant On Emergency Flasher will activate (RX will flash). To turn it off in 'batteries only' installation, you must physically turn off both the TX and the RX. In hard-wired installation, you only have to turn off the RX to stop the flashing. Emergency flashers will turn off when you turn the ignition back on. This is an important safety feature intended to protect you at all times.

Dual Mode Function

Located on your TX, the switch is labeled Modes. This switch has two settings; Single and Dual. If you select Single mode, the HUB RX will function as designed whenever you apply the brakes or slow down. This setting does not require the HUB System™ to be hard-wired to your vehicle. However, if you wish to select Dual mode, the HUB System™ must first be hard-wired in per the instructions. In this mode, slowing down rapidly will pulse the tail light on your vehicle. We recommend that you wear a helmet at all times when using your motorcycle/snowmobile/ATV. However, if for some reason you are riding without a helmet, know that the HUB System™ still adds value in this situation too (see speed sensitive circuit below).

Kelatronic™ (KEL™) Speed Sensitive Circuit

KEL™ operates most of its features automatically. However, for this feature you must have the TX set to Dual mode to activate this portion of the KEL™ circuit. All of us use our gears at some time to slow us down as a part of normal driving by simply down shifting. However, your brake lights never activate. KEL™ actually looks for this and will pulse your vehicle's tail light(s) if you use the gears or gearing to decelerate. In other words, if you decelerate above a preset G-factor, KEL™ will sense that and pulse the tail light(s) on your vehicle and the HUB RX (helmet) simultaneously as long as you are above the G-preset. This will alert the traffic behind you that you are slowing down. If you apply your brakes, the KEL™ Speed Sensitive Circuit is deactivated and functions normally. This Kelatronic™ feature alone can save your life so **USE IT**!

Trailer Mode

This feature was designed for those of us who are not iron butt riders. From time to time you may have the need to take your motorcycle/snowmobile/ATV somewhere on a trailer. This does not in anyway make you a trailer queen! Nonetheless, your HUB System™ will, at a push of a button, allow your vehicle's brake light to be used as a third brake light while on the trailer. To activate this feature, you do not need your RX at all. Load your motorcycle/snowmobile/ATV on your trailer and properly secure. Turn your motorcycle/snowmobile/ATV's ignition off. Remove the key from the ignition as normal. Make sure the TX is in Dual mode. Then press the HUB Systems 'ON' button on the TX. Wait until you see the slow red flash on the TX and you're done. From this point on, every time you slow down, your motorcycle/snowmobile/ATV's tail lights act just like a third brake light on your trailer. To turn this feature off, just turn your motorcycle/snowmobile/ATV's ignition on and the HUB System™ is ready for normal operation.

Low Battery Warning

Both the TX and RX are equipped with battery monitors. They are designed to give you a warning when the batteries have reached a pre-determined level. On the TX, you will see a very slow flash rate. This means you should change the TX batteries as soon as you can. This does not mean the batteries are dead at this point and you may have anywhere from a half hour to an hour of constant use remaining. Keep in mind this does not apply if you are hard-wired in to your motorcycle/snowmobile/ATV. For the RX, the warning is one long beep and then the unit will function, but you should change the batteries as soon as possible. When the batteries are almost dead, there will be a constant beep and the RX will not function properly or it will shut down.

Sleep Mode

The RX has a sleep mode in it that is designed to save battery life. When your HUB RX is not in use or does not receive a signal for 10 minutes, it will go to sleep. If you're riding and it goes to sleep, any deceleration over a preset value will wake the RX up and function as normal.