

ROSEN[®]

Installation Guide

M10 Monitor/ Dual-Zone Controller

BEFORE YOU START THE INSTALLATION, READ THIS GUIDE!

Below is an outline of the installation process, showing the installation sequence we recommend, and the pages that describe each step.

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NOTICE OF INTENDED INSTALLATION AND USE

ROSEN ENTERTAINMENT SYSTEMS OVERHEAD VIDEO PRODUCTS ARE NOT INTENDED FOR VIEWING BY THE DRIVER, AND ARE TO BE INSTALLED ONLY TO BE VIEWED BY REAR-SEAT OCCUPANTS. IMPROPER INSTALLATION COULD DISTRACT THE DRIVER OR INTERFERE WITH SAFE OPERATION OF THE VEHICLE, WHICH COULD RESULT IN SERIOUS INJURY OR DEATH, AND COULD ALSO VIOLATE STATE LAW. ROSEN ENTERTAINMENT SYSTEMS DISCLAIMS ANY LIABILITY FOR ANY BODILY INJURY OR PROPERTY DAMAGE THAT MAY RESULT FROM ANY IMPROPER OR UNINTENDED INSTALLATION AND/OR USE.

1 Make sure you have the tools and components you'll need

MAKE SURE YOU HAVE THE TOOLS AND PARTS YOU'LL NEED

These common hand tools are needed in almost every installation:

- Phillips #2 screwdriver
- Knife and blades
- Digital multimeter (DMM)
- Wire cutters, strippers, and a crimping tool
- Panel-removing tools
- Marking pen or chalk, and cleaning cloths
- 1/4" drive sockets are often needed for dashboard and trim disassembly.
- 3/8" drive sockets are often needed for seat removal and reinstallation.
- Check if Torx or Allen-drive bolts are used on any panels you will be removing.
- You will need a DVD *in good condition* when testing the system with a DVD player.

Standard installation parts you will need include wire, wire ties, wire crimp connectors or solder, and electrical insulating tape. Installation of aftermarket automotive electronics also often requires access to special parts. It is a good idea to have a source for these common installation parts.

M10 Standard Components:

	Model #	RES Part #
<input type="checkbox"/> M10 overhead console in Neutral or Gray	AC3300	<i>Neutral</i> 9100321
	AC3301	<i>Gray</i> 9100322
<input type="checkbox"/> Flush-Mount Trim Ring in Neutral or Gray	AC3207	<i>Neutral</i> 9100180-2
	AC3208	<i>Gray</i> 9100181-2
<input type="checkbox"/> Mounting bracket	AC3206	9100270
<input type="checkbox"/> Hardware pack	AC3104	9100240
<input type="checkbox"/> Harnesses and cables: <i>*(if used in the installation)</i>		
Black power/domelight harness	AC3076	9100371
*Green Aux Input harness	AC3081	9100392
<input type="checkbox"/> Remote Control	AC3074	91002387
<input type="checkbox"/> Two (2) Infrared Wireless Headphones	AC3003	4007-0158-000
<input type="checkbox"/> M10 Owner's Manual		9100385-90

Optional Components:

- Yellow A/V Out cable
- Blue external FM Modulator harness
- External FM Modulator
- CV4000 TV Tuner kit (AC3105 TV Tuner, AC3024 harness, AC3035 TV antenna)
- R5001 10-disc DVD Changer (also requires kit w/ AC3024 harness and adapter)
- Rosen AC3072 Dual-Channel Wireless Headphones (for dual-zone applications)
- Rosen external game plate/ harness
- Rosen 43mm Tall Trim Ring (CV2033 G and N), 60mm Tall Trim Ring (CV2034N), or Toyota Sienna Trim Ring (CV2035N)

2 Check out the vehicle and plan your work



IMPORTANT!

The vehicle's roof beam (above the headliner) must support the weight of the overhead console. The supplied mounting bracket must be firmly attached to the roof beam. Determine if this is possible to ensure that the vehicle is suitable for the installation.

CHECK THE BATTERY

Test the battery voltage and inspect battery terminals for tightness and any corrosion. This takes 30 seconds and can save hours of troubleshooting later.

DECIDE ON A LOCATION FOR THE MAIN UNIT

Location of the main unit varies by vehicle, but is typically on the center line of the vehicle and is always aft of the front seats. Often, the main unit's domelights replace the factory dome light. *Always attach the mounting bracket to the existing roof cross beams.*

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The main unit requires adequate roof support and a relatively flat headliner. Before you begin installation, drop the dome light and partially drop the headliner, and verify that you have sufficient clearance and sufficient support from a roof beam. Inspect the vehicle roof and headliner area and consider the following questions.

- Does the vehicle have overhead climate controls? Does their location interfere with installation of the main unit?

- Is the dome light located where it would interfere with your installation of the unit? The main unit has built-in dome lights which connect to the existing vehicle domelight wiring, so it can replace the factory dome light.

- Does the vehicle headliner contour require using an optional Tall Trim Ring and modifying it? (Make sure you have the tools needed).

3 Cut the headliner and mount the bracket

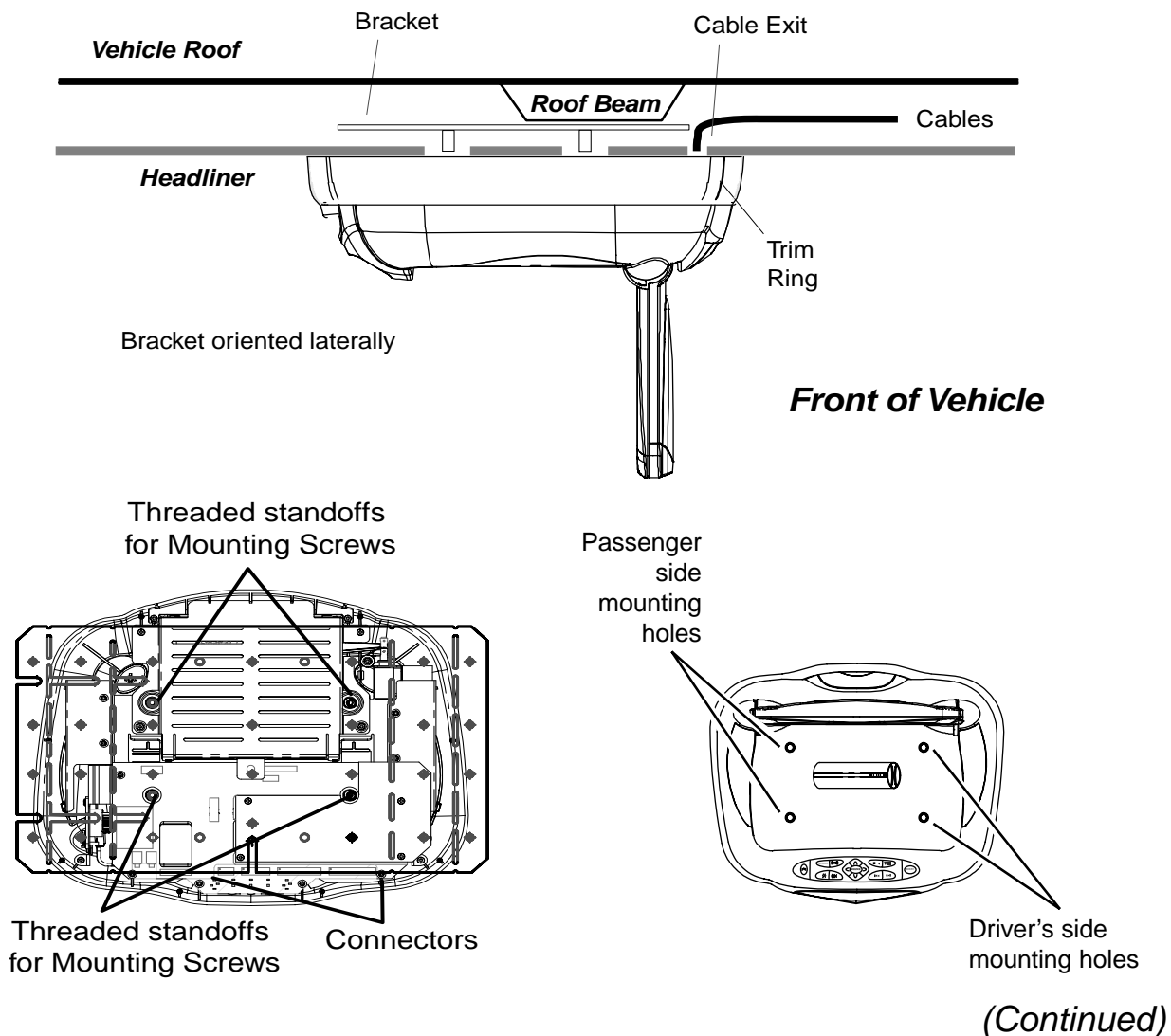


IMPORTANT!

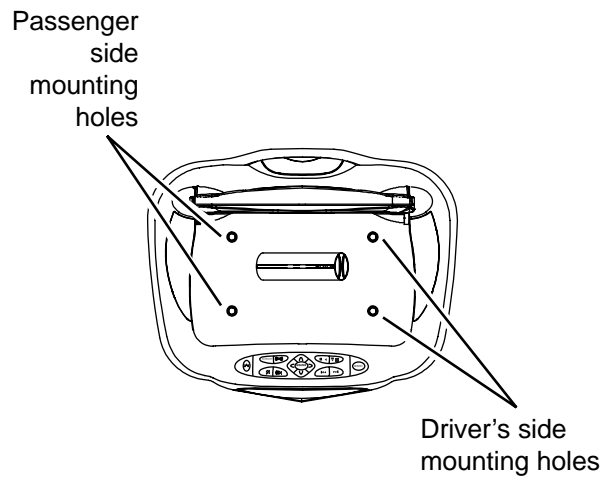
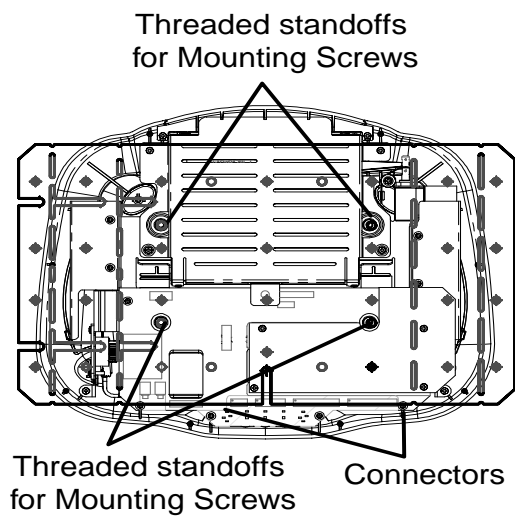
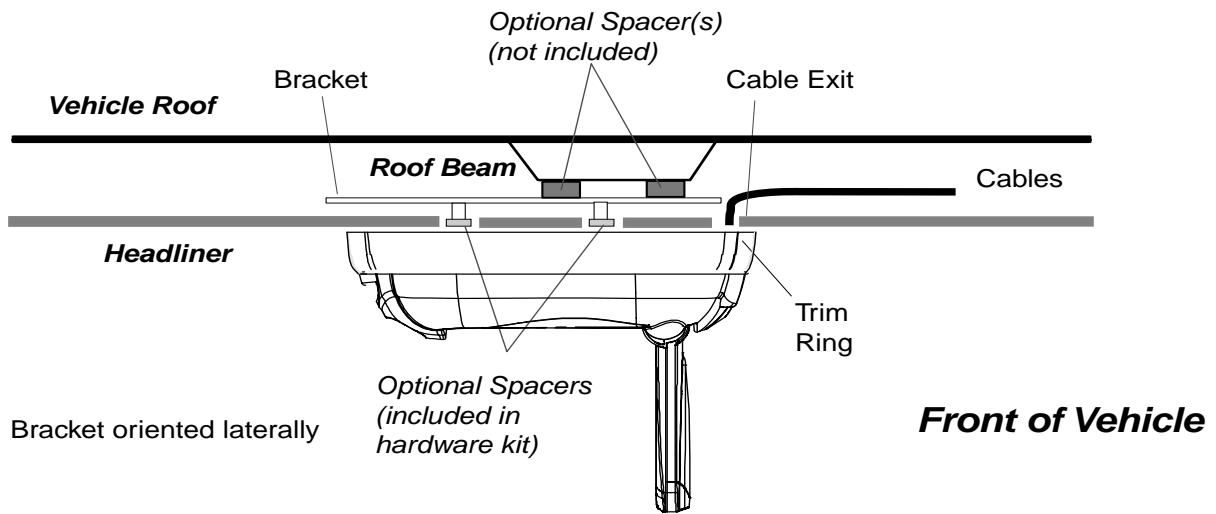
DO NOT BEGIN THIS STEP UNTIL YOU HAVE INSPECTED THE HEADLINER, THE ROOF BEAM, AND ALL OTHER ESSENTIAL AREAS, AND VERIFIED THAT THE INSTALLATION CAN BE SUCCESSFULLY COMPLETED! IT IS YOUR RESPONSIBILITY TO MAKE SURE THE INSTALLATION IS SAFE, SECURE, AND APPROPRIATE TO THE VEHICLE.

STEP 1: SELECT A MOUNTING METHOD

- **Standard mounting.** You will need to cut the headliner in order to create a path for the cables and to mount the bracket. Sometimes the headliner has enough contour that modifications to the included trim ring are needed. (If this contour is severe, you may need to use one of the optional tall trim rings.) It is critical to modify the trim ring when working with uneven surfaces, as the uneven pressure can cause various problems with the unit. The bracket will mount laterally and the mounting screws must be able to line up with the threaded standoffs on the bracket as shown.

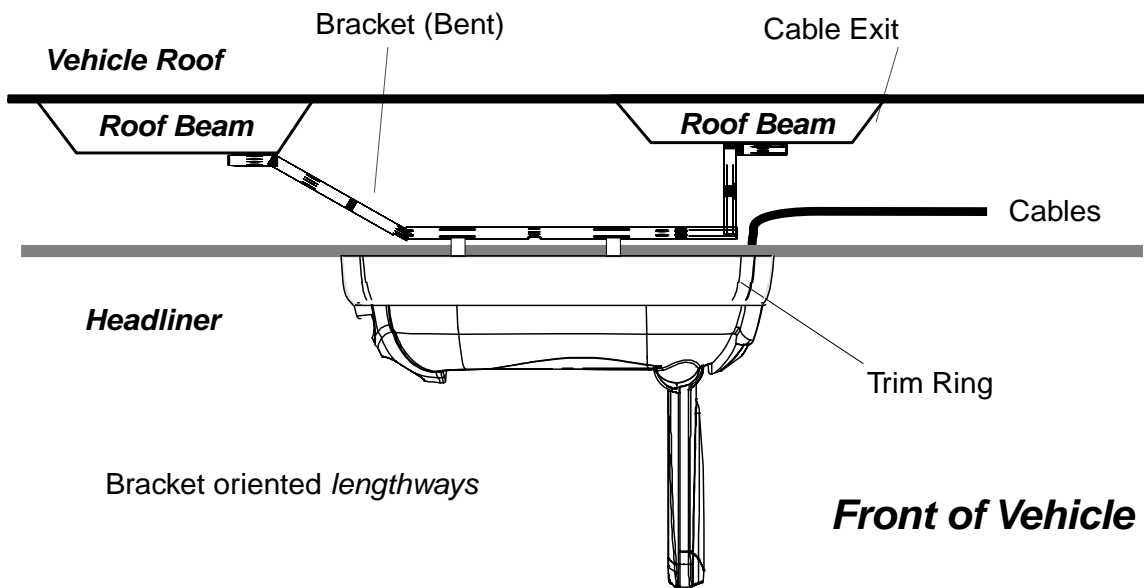


- **Standard mounting with a spacer.** This is the same as Standard mounting except that optional spacers are inserted between the Bracket and the beam to allow extra room.



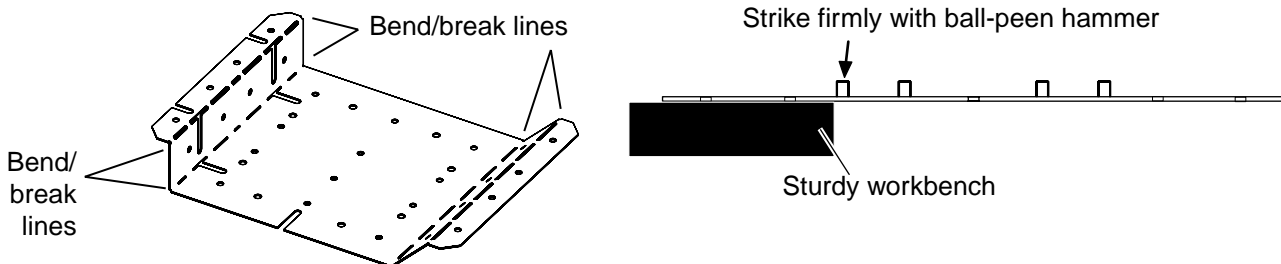
- Custom mounting.** This involves modifying the bracket or using appropriate brackets, and can also involve using a Universal Tall Trim Ring, and modifying it to fit the vehicle. Again, sometimes the headliner has enough contour that modifications to the included trim ring are needed. (If this contour is severe, you may need to use one of the optional tall trim rings.) It is critical to modify the trim ring when working with uneven surfaces, as the uneven pressure can cause various problems with the unit.

As with every installation, it is **your** responsibility to make the installation safe, secure, and appropriate to the vehicle. RES does not recommend recessed mounting (without a trim ring) due to possible high-temperature operation issues.



Bending or modifying the bracket

The bracket is designed to be able to be bent or shortened as needed. You may also want to remove the four unused threaded standoffs with a hammer as shown, but only when you are certain they will not be needed.

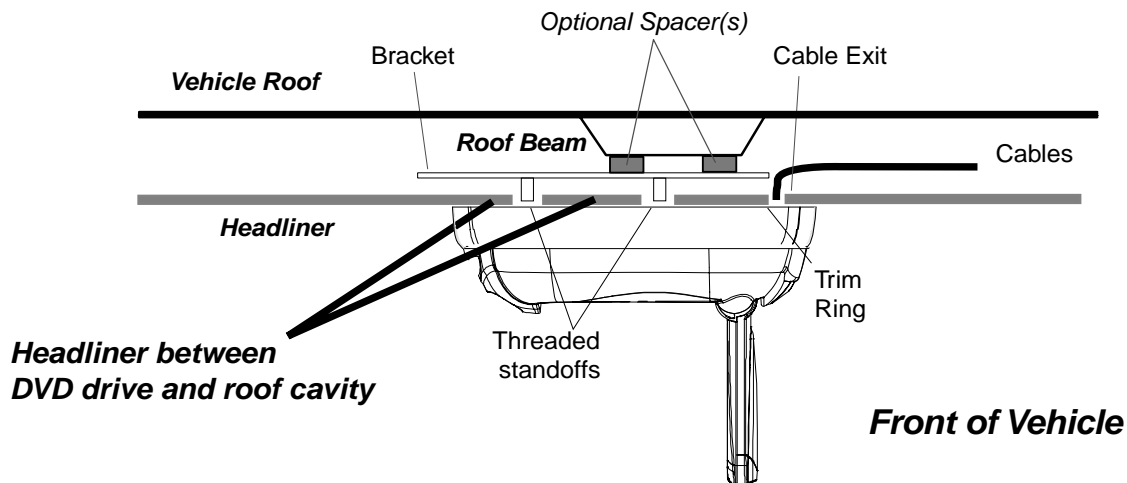
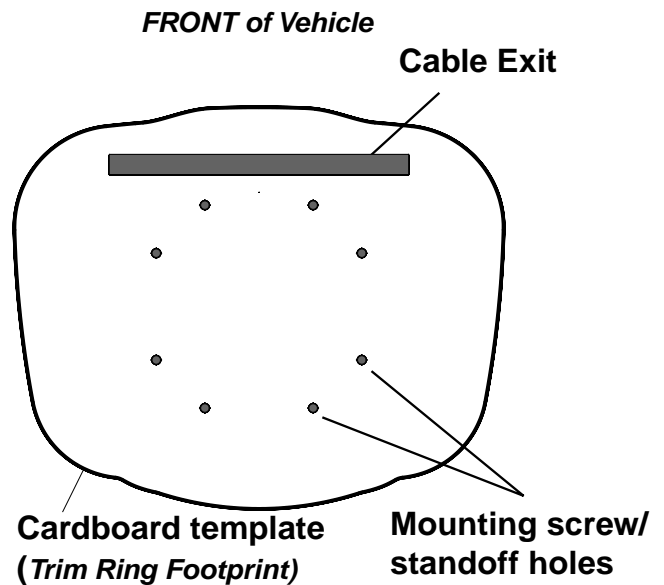


STEP 2: CUT THE HEADLINER

- 1 Remove the cardboard template (it is perforated into the inner box). Center the template on the center line of the vehicle by measuring the width of the headliner, dividing by two, and making a chalk mark on the center line.

Always double-check that the template is correctly oriented front-to-rear.

Note: The Trim Ring Footprint is NOT the cut line!



- 2 Double-check the template's front/rear orientation and position.
- 3 Trace the template cut locations onto the headliner with a pencil, marker, or chalk.
- 4 Using a sharp blade, carefully cut out the headliner. Cut on the *inside* of your lines. Cut a rectangle for the cable exit, and small squares for the screw locations. (Cutting squares makes the alignment process much easier than drilling precise holes).

Note: If you plan on removing unused standoffs from the bracket, you can reduce the number of holes to cut - see page 8.

- 5 Test-fit the mounting bracket into the headliner opening from above.

STEP 3: MOUNT THE BRACKET

CAUTION!



Make sure that the screws you use to mount the bracket and the main unit are not too long! If the screws you select are too long, you will damage the roof of the vehicle. Take great care when planning this part of your installation.

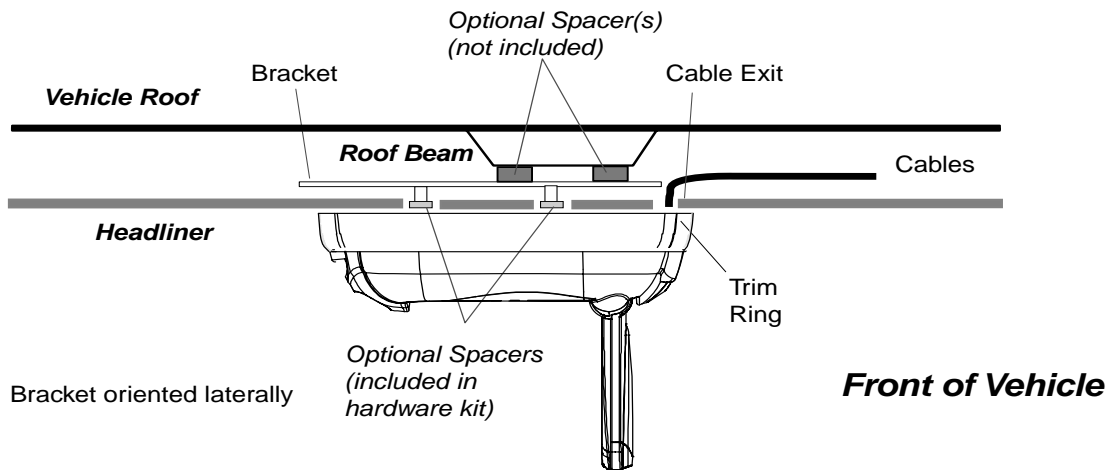
Optional spacers may be needed

With some vehicle roof beams, you may need to use optional spacers to mount the bracket to the beam. Some thick headliners require spacers between the bracket standoffs and the main unit.

If test-fitting indicates that you need to use the included spacers between the main unit and the bracket standoffs, pre-insert each mounting screw into the main unit from below as shown. Then press the spacer over the tip of the screw. The spacers should hold the screws in place.

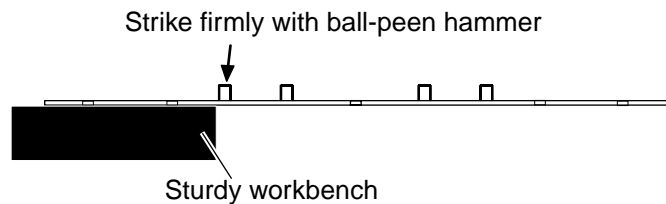
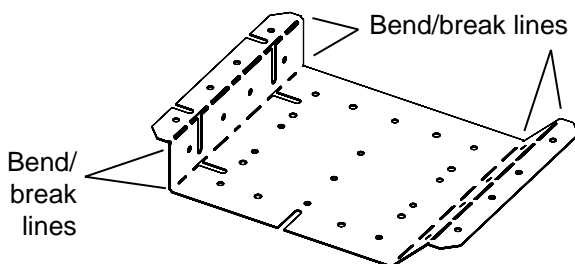


After you have pre-inserted all four screws, go to the next step - do not mount the unit yet!



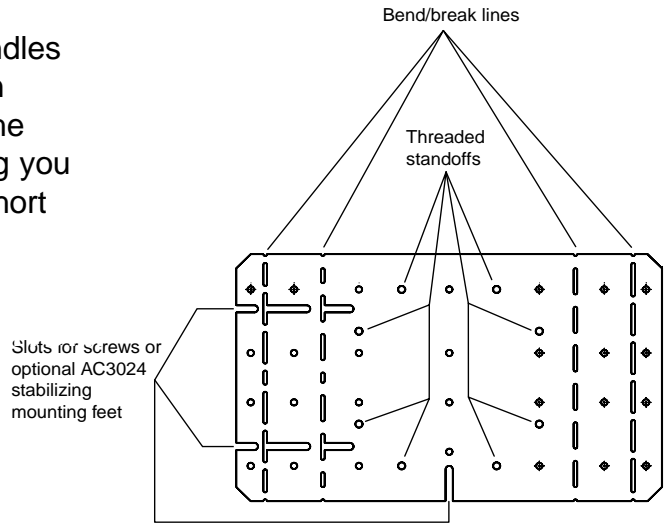
Bending or modifying the bracket

The bracket is designed to be able to be bent or shortened as needed. You may also want to remove the four unused threaded standoffs with a hammer as shown, but only when you are certain they will not be needed.

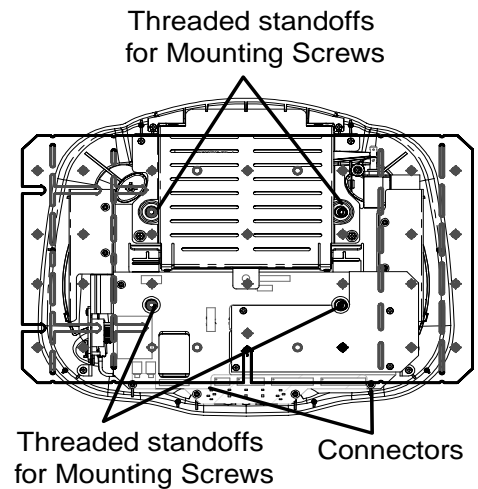
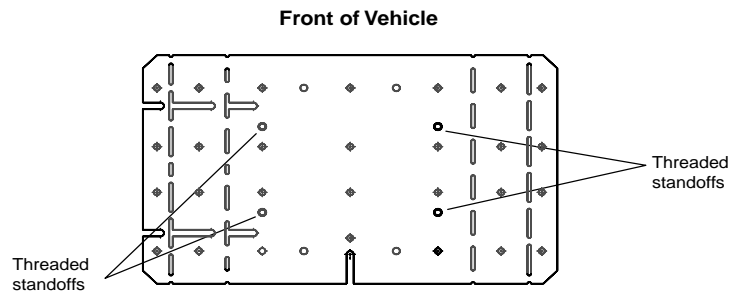


MOUNT THE BRACKET *(continued)*

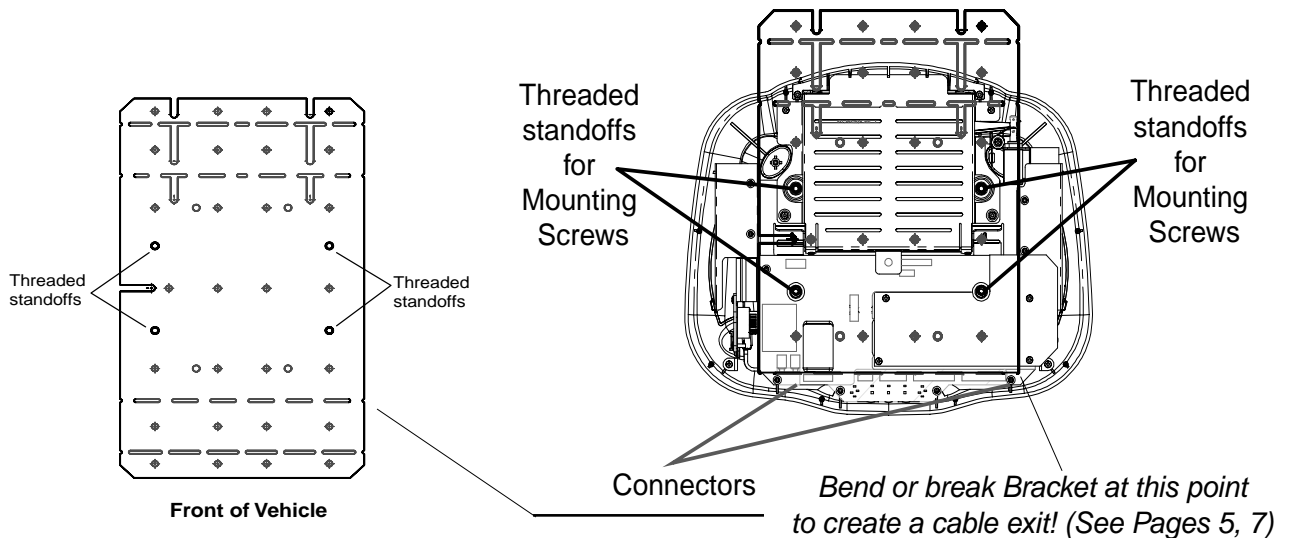
Remove the headliner trim and any grab handles over the rear door frame. Slide the bracket in between the headliner and the roof. Mount the bracket to the roof beam through the opening you made in the headliner. A minimum of **four** short screws must be used to mount the bracket.



Lateral Bracket Positioning



Long-axis Bracket Positioning



4 Route the harnesses and make all wiring connections

Basic connections are described in this section. Also see wiring diagrams starting on p.19.

INSTALLATION PRECAUTIONS

- Use caution to assure that harnesses and cables are protected from sharp edges. Where necessary, add tape to cover sharp surfaces.
- Avoid sharp bends (always less than 90°, but less than 45° is preferred).
- The locking connectors in this system require that even force be applied to the release latch when harnesses are disconnected. Failure to use reasonable care will damage the connector and cause system failure.

CABLE AND HARNESS ROUTING

- 1 Starting at the headliner cutout, route the black power harness to the underdash area. Leave about six inches of cable hanging through the cutout. Allow enough slack in the harnesses above the headliner to allow working room. You may want to leave a short loop hanging out the side of the headliner until final re-assembly (this makes stuffing cables into the headliner easier when you mount the unit).
- 2 You may want to secure the cables with tape so they lie flat. This makes it easier to reassemble the vehicle trim correctly, especially with sunroof vehicles.
- 3 If any other optional harnesses are being used, route them from the headliner cutout to their destination. Remember to leave working slack.
When using optional harnesses, you may need to split the harness paths, routing some harnesses down one side of the vehicle and the rest down the other.

CONNECTING THE POWER HARNESS

The system requires both constant 12V (+) *and* switched 12V (+) energized when the key is in the Accessory position. These can be found at the ignition switch harness. The ground wire should mount to bare metal, using a factory ground bolt whenever possible.

Power Harness Connections:

Yellow	12V (+) Constant Battery Power (Fused 7.5 A)
Red	12V(+) Switched Accessory (Fused 1 A)
Black	Chassis (-) Ground
Orange	Vehicle Illumination Input (12V(+)) when the parking lights are on)



IMPORTANT:

- Connecting the Red wire to constant 12V(+) causes battery drain and premature battery failure.

Connecting to the Domelight Wiring in the Vehicle

The M10 has two domelight wires coming from the main unit. Remove the vehicle domelight, find the vehicle domelight harness connector, and unplug it. Use a digital multi-meter to test all the wires in the vehicle domelight connector, to determine which of the following domelight wiring systems is being used.

Notes:

Many vehicles have domelight delay timers which keep the lights on for a few seconds after the doors are closed, or which shut off the domelight after it has been on for too long. Make sure these timers don't defeat your testing - occasionally turn the ignition key on and off, and open and close all the doors.

The wire color and operation at the domelight is not always the same as the wiring in the kick panel - alarm wiring information is often not accurate for these connections. Always determine how the wires work at the domelight, not at the kick panel !

Negative door trigger systems have the following wires:

Constant 12V(+).

Negative door trigger. This will test as switched (-) ground when the doors are open, and either 12V(+) or an open circuit when the doors are closed.

Constant ground. *Note: This wire may not be present if the dome light grounds through its mounting screws, or if it does not have an on/off switch built in.*

Positive door trigger systems (many Ford and GM) have the following wires:

Constant Ground.

Note: This wire is not present if the domelight grounds through its mounting screws.

Positive door trigger. This will test as switched 12V(+) when the doors are open, and either (-) ground or an open circuit when the doors are closed.

Constant 12V(+). *Note: Only present if the dome light has an on/off switch built in.*

Note: In some vehicles, you may not have displaced a dome light, or the dome light circuit may not operate in one of the ways described above. If you choose to use the lights as "map lights" only, not responding to the doors, connect Yellow and Black only.

Domelight Harness Connections:

Green wire to the vehicle (-) door trigger wire, **or Purple** wire to the (+) door trigger wire.

*Note: If the Green wire is unused, you **must** cap it off to prevent it shorting to ground!*

Yellow* wire to 12V(+) constant voltage (*Note: in newer positive- trigger GM cars, do not use the GM 12V constant orange domelight wire - use another source of 12V constant*).

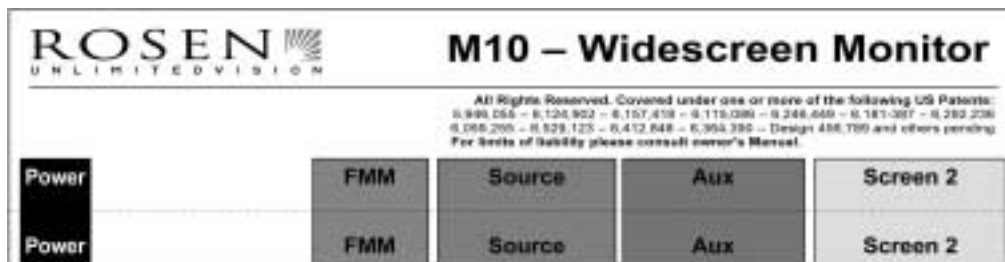
Black* wire - vehicle chassis (-) ground.

Note: On M10, the Yellow and Black wires are with the Power harness - they are **not with the Green and Purple wires. If the Yellow Domelight 12V wire and the Yellow M10 Constant 12V wire are connected to the same point, you may have audio noise issues while the domelight is on. To avoid this, always connect this wire to another 12V Constant circuit in the vehicle.*

Note: The domelight has a built-in five-minute limit timer . This is to prevent accidental battery drain. To turn the domelight back on, press the domelight button again.

5 Install the Main Unit

- 1 Test-fit the main unit and the trim ring to determine if the trim ring or headliner should be trimmed. Optimally, the top of the trim ring will be in complete contact with the roof beam, without any gaps – achieving this may require trimming the edges of the trim ring (if there are gaps, the domelights may backlight them and make them more noticeable). You can also insert foam above the headliner to help seal gaps from above. Some thicker headliners may require the use of the included spacers - see Page 8 for details.
- 2 Plug in all the harnesses and cables that you are using, following the color-coded label on the top (remember the domelight harness). All harnesses aren't used in all installations.



- 3 Mount the main unit to the bracket with four machine screws of a safe length. Four 45mm-long machine screws are included - *use only if they are appropriate for your installation*. Some thicker headliners may require the use of the included spacers - see Page 8 for details and more information.

CAUTION!



***Make sure that the screws you use to mount the unit are not too long!
If the screws you select are too long, you will damage the vehicle roof.***



IMPORTANT!


Do NOT overtighten! Check for proper deployment of the screen and proper ejection of discs – if there is any binding, check for uneven screw torquing. Binding indicates that the side edges of the trim ring need to be trimmed to relieve pressure on the sides of the M10.

Note: Do not re-assemble the vehicle yet!

6 Test, reassemble, and basic re-test

Remember - until you test your installation, you're not finished! Testing the system *before* you reassemble the vehicle can save you time troubleshooting any problems. Quick, basic testing *after* reassembling the vehicle assures that everything is ready to go.

INITIAL SYSTEM AND INSTALLATION TEST

- 1 Reconnect the battery (if disconnected).
- 2 Make sure the vehicle can be started safely (for example, there are no tools or workers under the hood and you have appropriate exhaust ventilation). Start the vehicle.
- 3 Open the monitor to power up system.
- 4 Insert the battery into the remote control. Press the Speaker button  to determine the FM Modulator frequency. Tune radio to the FM Modulator frequency: 87.7, 87.9, 88.1, 88.3, 88.5, 88.7, 88.9 106.7, 106.9, 107.1, 107.3, 107.5, 107.7, 107.9, Off.
- 5 If you are using a Rosen M10-compatible source, you will have to use the Install Setup Menu on Page 14 to select the proper source unit. If you are installing this M10 as a "slave" screen to an A10 you will have to use the Install Setup Menu on Page 14 to or turn off the IR transmitter.

NOTE: If you are using a Rosen source unit and Install Setup Menu programming is not performed, you will not be able to test the system. If you are using an A10 and an M10 together and you don't turn off the M10's IR transmitter, you will have IR HP and IR remote interference between the two units.

- 6 Test optional "DVD", "TV Tuner" or "DVD Changer" sources if installed, and the "Auxiliary Input" source if in use.
- 7 Check both headphones for proper operation (after properly inserting the batteries).
- 8 Listen to DVD *and* CD audio with the FM Modulator (if in use).
- 9 Test for Audio and Video noise with the engine running and the alternator loaded (headlights on high, rear defroster on). If noise is heard or seen:
 - Check your ground connection on the Power Harness Black wire.
 - Check the battery voltage and the connection quality of the (+) and (-) terminals (these should already have been checked).
 - If you are using the optional Blue External FMM Harness, check your ground connection on the FMM Black/White wire. Separate the FM Modulator and Power harnesses as far as possible and retest.

REASSEMBLE THE TRIM PANELS

Carefully reassemble the vehicle. Make sure not to pinch, pierce, or damage any of the cables or harnesses.

QUICKLY RETEST THE SYSTEM BASICS

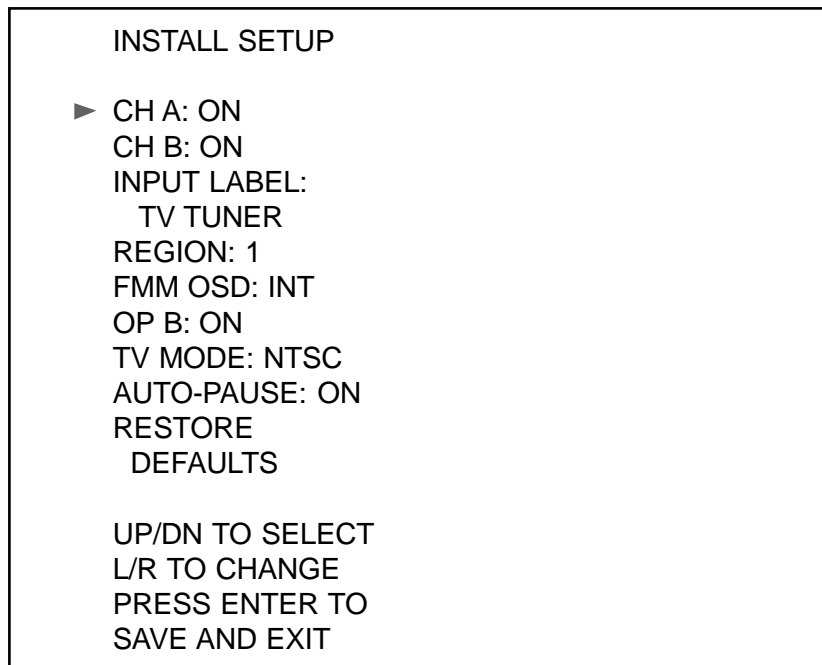
After you reassemble the vehicle, **quickly retest the system for power-up, audio and video, and noise** to verify that no harnesses were disconnected or damaged.

7 A10 Configuration and Programming

The A10 has some software features that may require some setup by the installer.

ENTERING THE INSTALL SETUP SCREEN

Make sure there is no disc in the DVD player. Using the M10 remote, Press EJECT, then ENTER, then INFO, then ENTER again. The screen below appears.



To exit the screen without making any changes, press Enter.

Here is a list of the menu options:

IR Transmitter Channel A & B on/off: This setting allows you to use *only* IR Channel B (when another device in the vehicle is operating on IR Channel A) , or to defeat both channels (when in use with an A10).

Input Label Selection: DVD Changer, TV Tuner, Satellite, External Game, Aux Input 2.

DVD Region: Allows authorized change to the DVD Region setting.

FMM OSD. This changes the OSD's to match an optional External Rosen FMM.

Output B on/off. This disables the Output B button on the remote.

TV mode selection - NTSC/PAL. For use in non-US applications.

Rosen Auto-Pause on/off. Disables the Rosen Auto-Pause function.

Restore Defaults: Restores all the settings on this menu to their original factory settings.

M10 Configuration and Programming (continued)

Channel A on/off, Channel B on/off

There are two cases where you may want to turn off one of both IR channels of the M10.

When the M10 is a slave screen to a Rosen unit with Dual-Zone control and IR transmitters (such as the A10), you may want to turn off both IR channels to prevent IR interference. The A10 serves as the IR transmitter for all headphones in this configuration.

Some new vehicles already have IR transmitters for wireless headphones that transmit on Channel A. If this transmitter operates at the same time as the M10 IR transmitter, interference between the two transmitters will result.

The M10 can be configured to transmit only on Channel B. *Note that optional Rosen AC3072 dual-channel headphones are **required** in order to receive Channel B.* They can receive the vehicle's audio signal on Channel A, and the M10 audio signal on Channel B.

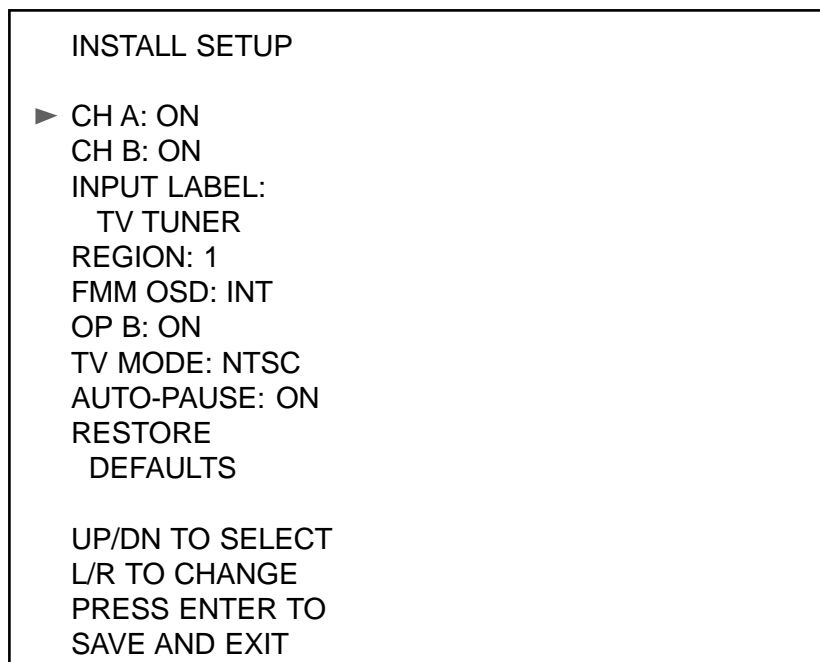
To configure the M10 to transmit only on Channel B:

- 1) When the screen first appears, "CH A: ON" will have a cursor to the left (as shown). Use the RIGHT arrow button to change the setting to "OFF".
- 2) Press ENTER to save the setting.

Note: *When you turn off CH A, CH B is automatically forced to transmit the audio associated with the Main screen at all times. When CH A is turned off, the M10 loses its Dual-Zone Audio capabilities.*

To turn off both Channel A and Channel B:

Perform Step 1 above. Then repeat for "CH B", immediately below CH A as shown.



A10 Configuration and Programming (continued)

Changing the label on the Aux Input 2 port


The M10 has an input which is labeled "AUX INPUT 2" . (You will only see this label if you have plugged in the green or magenta input harnesses.) You can change this label in the Setup Screen.

Note: When using the DVD Changer or TV Tuner on this input, for proper operation you MUST program the M10 to display the correct input label .

- 1) Enter the Install Setup screen. Using the UP and DOWN arrow keys, select INPUT LABEL: AUX INPUT 2.
- 2) Use the RIGHT and LEFT keys to scroll through the available labels:
TV TUNER, DVD CHANGER, EXTERNAL GAME, SATELLITE, AUX INPUT 2.
- 3) Press ENTER to save the label setting.

Changing the FMM OSD for an External FMM instead of the Internal FMM

When an External FMM is used, you will want to change the OSDs that the M10 displays when the "SPEAKER" button is pressed.

- 1) Enter the Install Setup screen: Scroll down to FMM OSD.
- 2) Use the RIGHT and LEFT keys to select EXT.
- 3) Press ENTER to save the label setting. Now the SPEAKER  button will turn an external FMM on and off and the OSDs will change appropriately.

NOTE: You still need to turn off the Internal FMM with the slide switch on top of the unit.

Disabling OUTPUT B button on the remote

The M10 has the ability to independantly control which signals are routed to IR Channel B, and to the second A/V output. If you should want to disable this feature:

- 1) Enter the Install Setup screen. Scroll down to OUTPUT B: ON
- 3) Use the RIGHT and LEFT keys to select OUTPUT B: OFF.
- 4) Press ENTER to save the label setting and exit the setup screen. Now the OUTPUT B button on the remote will not operate. Channel B headphone audio will now be the same as channel A. If a second screen is added, it will show the same image as the main screen.

To restore all Install Setup settings to their original factory defaults

- 1) Enter the Install Setup screen: Scroll down to RESTORE DEFAULTS
- 2) Use the RIGHT button to reset the settings to factory defaults.

Frequently Asked Questions

Why is there no audio coming from the optional DVD player?

Make sure that the DVD Player's Setup Menu Digital Audio output setting is "Off".

Why are the dome lights working backwards?

The green or purple door-trigger input wire is connected to the wrong polarity trigger wire in the car. See the main wiring diagrams on page 15 and 16.

Why doesn't the optional TV Tuner or DVD Changer work?

Have you selected the correct label for that device in the Install Setup Menu?

Are you pressing the Power button on the remote *after* selecting the TV Tuner or DVD Changer as a source? (The Power button only operates on the selected source).

Is the IR mini-jack plugged from the Magenta harness plugged in to the unit?

Can I use the Main Input for other source units?

Yes, although the user won't be able to control them with the system remote. Use the AC3024 Magenta TV Tuner/VCR cable. The OSD label is still programmable by the installer.

The system keeps shutting off while I try to test it. Why?

This could be a low-voltage problem - check the battery.

Check power and ground connections. This is a symptom of poor electrical connections.

Make sure you are not using a damaged DVD disc.

Call Rosen Technical Support to determine if any of the internal protection modes are being triggered - (888) 883-2790.

M10 Diagnostics

The M10 has a diagnostic history screen that can tell you if the M10 has gone into any protection modes. The protection modes cover Low Voltage, High Voltage, Low Temperature, and High Temperature.

If the M10 detects any of these states, it will protect itself as needed by shutting down. In most cases it will display a warning on-screen letting the user know why it is shutting down, such as "LOW BATTERY VOLTAGE - SYSTEM SHUTTING DOWN".

To determine if any protection modes have been triggered, select the Main Input . Press EJECT, then INFO, then ENTER, then INFO again on the A10 remote control. The Trouble Code History screen will appear (example below).

TRUBLE CODE
HISTORY

1- LOW TEMP
2- LOW TEMP
3 -HIGH TEMP
4 -LOW VOLTAGE
5 -HIGH VOLTAGE

TO CLEAR CODES
PRESS ENTER

When you are done, press ENTER to clear the codes. This allows you to be sure that any codes displayed in the future are from subsequent events, not events which have already happened.

After 2 minutes, or if the ignition is turned off, this screen will disappear, but the events will still be retained in memory if you did not press ENTER.

Rosen M10 System Wiring Diagram

Note:
Black cables are required,
Gray cables are optional.
(The Green cable is included, but not required)

* Wiring Connections, AC3024 Magenta Input Harness

RCA connections:

Red Right Audio In

White Left Audio In

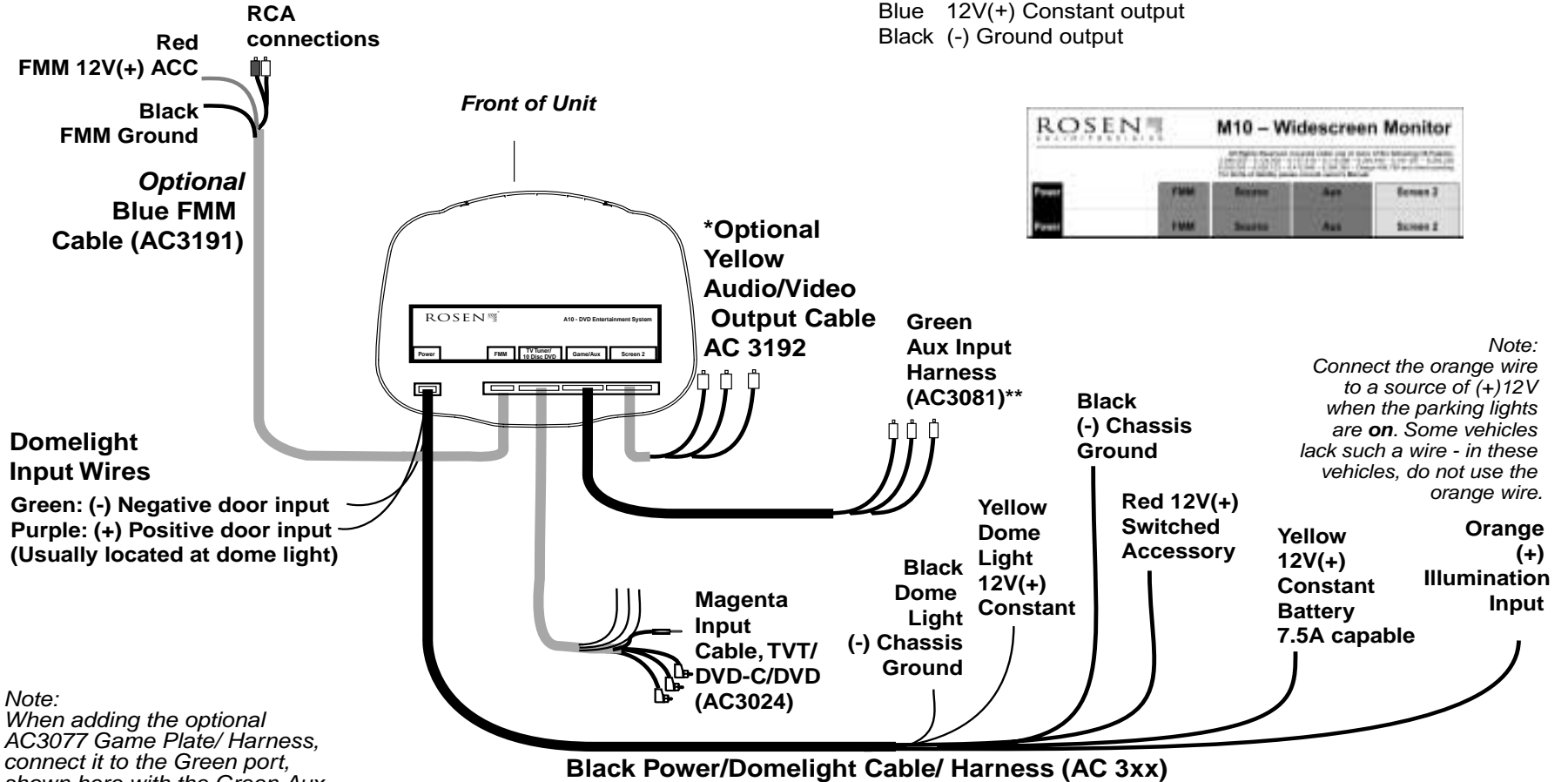
Yellow Video In

Wiring connections for source unit power/ground:

Red 12V(+) ACC output

Blue 12V(+) Constant output

Black (-) Ground output



Note:
 Connect the orange wire to a source of (+)12V when the parking lights are on. Some vehicles lack such a wire - in these vehicles, do not use the orange wire.

Note:
 When adding the optional AC3077 Game Plate/ Harness, connect it to the Green port, shown here with the Green Aux Input Harness.

Note: Connecting the Yellow Domelight power wire and the Yellow wire of the system to the same point can cause audible system noise during dome light operation.