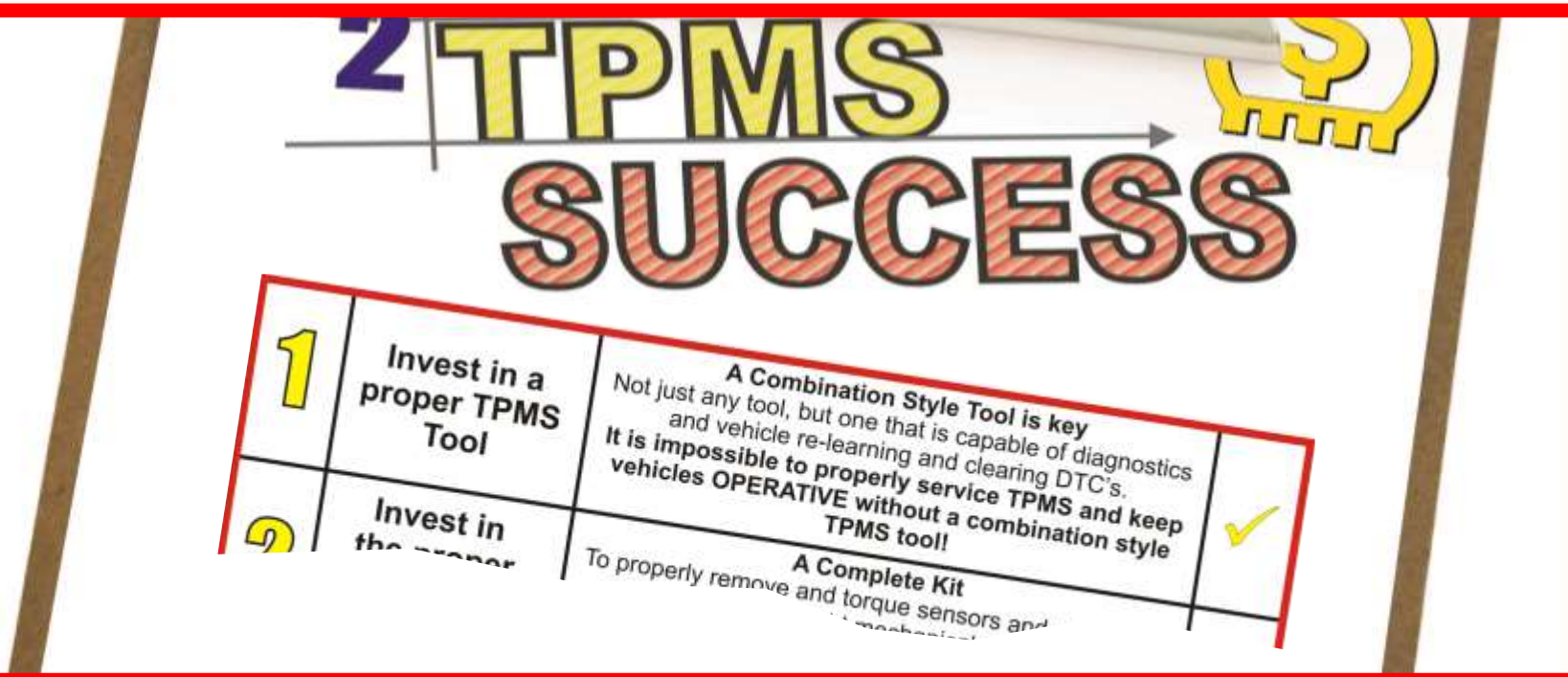
Step One:
Invest in a proper TPMS Tool



Step One: Invest in a proper TPMS Tool

1	Invest in a proper TPMS Tool	**A Combination Style Tool is key** Not just any tool, but one that is capable of diagnostics and vehicle re-learning and clearing DTC's. **It is impossible to properly service TPMS and keep vehicles OPERATIVE without a combination style TPMS tool!**	✓

Why do I even need a TPMS Tool?

- Testing BEFORE you Touch
- Vehicle Relearning
- Aftermarket Sensor Programming

Types of TPMS Tools

- Activation only – testing of sensors and stationary relearns
- Combination – testing of sensors, stationary relearns AND OBDII Communications
- You will need a TPMS tool – the question is which type?

Activation Only

Combination

From the wheel to the control module, you need the right tool to perform the necessary diagnostics. You need the right tool to:

TEST BEFORE YOU TOUCH!

TBT 4

Test the sensors

- Check sensor operation
- Check battery condition
- Confirm proper sensor installed
- Confirm sensor is in proper mode
- Print an audit report – health check

TBT 4

Wheel	BCM ID Hex	BCM ID Dec	Position	TPM Type	Reads	ID Hex	ID Dec	Mode	Battery State	Pressure
Left Front	0C63D517	207869207	Same	Continental 9600 Manchester 315 MHz FM	1	0C63D517	207869207	Park	Pass	32.5 PSI
Right Front	0C63D4AC	207869100	Same	Continental 9600 Manchester 315 MHz FM	1	0C63D4AC	207869100	Park	Pass	33.1 PSI
Right Rear	0C63CBE2	207866850	Rotated	Continental 9600 Manchester 315 MHz FM	1	0C63CC7D	207867005	Park	Pass	33.1 PSI
Left Rear	0C63CC7D	207867005	Rotated	Continental 9600 Manchester 315 MHz FM	1	0C63CBE2	207866850	Park	Pass	33.5 PSI

Look for the obvious...

- External corrosion
- Missing seal Cap
- Wrong seal cap
- “Two Finger” cap removal test

TBT4

...and the not so obvious

- Internal corrosion may exist
- Keep samples of defects to show customers
- It's important to inform you customers

TBT 4

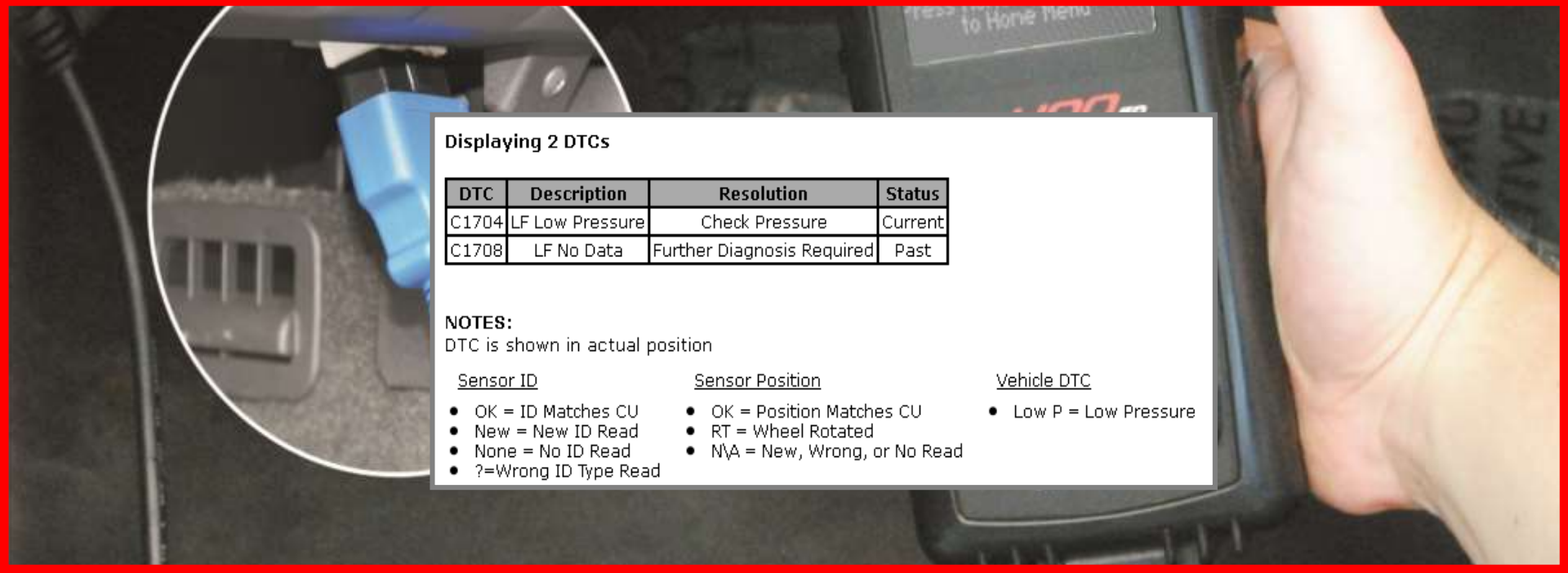
Inspect the TPMS MIL aka...the bulb check

- Key on Engine off
- Flashing = System Fault
- Solid = Low Pressure

Pull fault codes [DTC's] via the OBDII port

- Flashing light = fault
- Connect the tool and check for DTC's
- Properly diagnose a TPMS problem

TBT 4

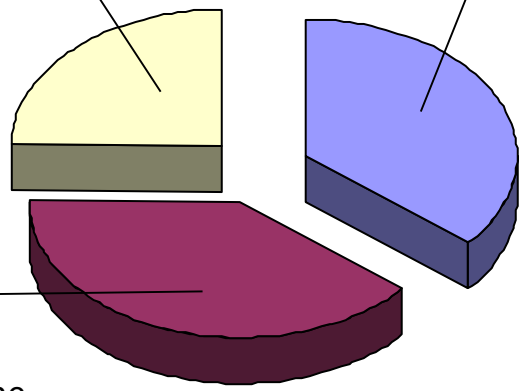


TPMS Re-learns

- The process of registering or programming a new sensor ID
- Every time you install a new sensor, you must do a relearn
- Even when cloning, the relearn is necessary to clear fault codes
- There are three types of relearns

Stationary - 32%

Or "On-Board." Use a activation tool with the car in "re-learn" mode. New ID's can be programmed without driving the vehicle.



OBD - 28%

An activation tool in conjunction with a scan tool is required to program new sensor ID's into the vehicle. New ID's can be programmed without driving the vehicle.

Auto learn 40%

Vehicle can learn a single new ID and in some cases multiple new ID's without the use of a tool. Requires driving the car in order to turn off the light.

Percentages based on MY2013

TPMS Re-learns – Don't skip a step!

- The only way to properly reset the TPMS
- Skipping this step will lead to customer problems
- The majority of vehicles require a TPMS Tool to complete the relearn
- Establishes a clear base line for future TPMS diagnostics and service
- Print a final service report and save

Owners Name: Enterprise Car Rental

License Plate No:

Model and Year: 2011 Kia Sorento

VIN: 5XYKT4A22BG050063

Comments:

Wheel	BCM ID Hex	BCM ID Dec	Position	TPM Type	Reads	ID Hex	ID Dec	Mode	Battery State	Pressure	Temperature	OEM Part #
Left Front	0C63D517	207869207	Same	Continental 9600 Manchester 315 MHz FM	1	0C63D517	207869207	Park	Pass	32.5 PSI	64°F	52933-2M000
Right Front	0C63D4AC	207869100	Same	Continental 9600 Manchester 315 MHz FM	1	0C63D4AC	207869100	Park	Pass	33.1 PSI	62°F	52933-2M000
Right Rear	0C63CBE2	207866850	Rotated	Continental 9600 Manchester 315 MHz FM	1	0C63CC7D	207867005	Park	Pass	33.1 PSI	59°F	52933-2M000
Left Rear	0C63CC7D	207867005	Rotated	Continental 9600 Manchester 315 MHz FM	1	0C63CBE2	207866850	Park	Pass	33.5 PSI	60°F	52933-2M000

Programming Aftermarket Sensors

- Some aftermarket sensor solutions require programming in order to use
- Combining this feature with the diagnostic tool is fast and accurate
- The diagnostic tool also verifies the sensor programming before installation
- Partner with a tool manufacturer that has the right programming experience

The Proper TPMS Tool

- Makes system diagnostics possible
- Activates and decodes all known sensors
- Connects via the OBDII for DTC's and system Relearns
- Saves and Audit Report [health check]
- Programs and configures aftermarket sensors