

TPMS Tips – Servicing HP/UHP Tires

High Performance [HP] and Ultra-High Performance [UHP] Tires, are commonly found on high-end sports cars and premium vehicles. HP and UHP tires are designed to perform at faster speeds, greater torque, and higher horsepower. Therefore, it only follows that the Tire Pressure Monitoring Systems [TPMS] need to be up to the same standard.

Basic TPMS Diagnostics

High performance wheels and tires require high performance TPMS Service and Parts. When planning the TPMS solutions, technicians will do well to consider these key points of service:

1. Performing the necessary system diagnostics.
2. Installing the proper sensors.
3. Making sure the vehicle is properly calibrated.



System Diagnostics includes a baseline inspection of the TPMS sensors and a read from the TPMS Control module. The technician is looking for any current fault codes [Diagnostic Trouble Codes or DTC's]. The rules state that the TPMS must remain operational and using a TPMS diagnostic tool can help establish the condition of the TPMS and repair it. It's always best practice to inform the customer of any system issues or faults prior to work beginning.

A few things to keep in mind when servicing the TPMS of HP/UHP fitted vehicles.

- Only use replacement parts that are rated for HP/UHP applications.
- High Performance applies to aesthetics as well – does the valve stem match the wheel?
- When in doubt, use aluminum stems with the TPMS Sensor. Aluminum stems are mechanically attached to the wheel.



Installing Proper TPMS Sensors

New wheels and tires usually mean new TPMS Sensors as well. When installing a new wheel/tire package, it is required that the vehicle's TPMS remains operational, this means making sure you have the proper replacement sensor installed and a system relearn completed. Choosing the proper sensor should be based on function of course. Will it work on this application, and will it fit this wheel type are key questions? In high performance applications can also mean choosing a sensor that fits the look of the wheel and tire. Replacement sensors that offer painted or chrome stems will further enhance the wheel and tire package. Aluminum clamping valve stems are preferred in the high-performance applications as they are best suited for higher pressures and higher speed ratings. Choose sensors that satisfy both fit and function.



Custom Wheel Fitments and TPMS

Sometimes when changing the wheels and tires on your car, you may decide to plus size or upfit the situation. Plus-sizing is going to a twenty-inch wheel from an eighteen-inch stock set up. In these applications, a tire with a much lower profile [sidewall] is required. Upfitting is changing your truck or SUV from "P" rated tires to "LT" rated tires. In both examples, a change in the Recommended Inflation Pressure [placard] is required to keep the TPMS Operative.

Adjusting the placard is a critical step in maintaining proper load carrying capacity of the car or truck. If the placard needs changing, complete this is before installing the new sensors. Typically, you recalibrate the placard size, install the new sensors [in the wheels and tires] fit them to the car and complete the relearn. The system, and the new wheel and tires, are ready to go!

TIRE AND LOADING INFORMATION				
SEATING CAPACITY		TOTAL	FRONT	REAR
The combined weight of occupants and cargo should never exceed XXX kg or XXX lbs.				
TIRE	ORIGINAL SIZE	COLD TIRE PRESSURE		SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION
FRONT	P235/60R17XL	200 kPa, 29 PSI		1G6YV244K6601310
REAR	P235/60R17XL	200 kPa, 29 PSI		
SPARE	P235/60R17XL	200 kPa, 29 PSI		