



TPMS TRIAGE

Dealing with TPMS problems?

See the complete list of common issues on the back of this page and how to diagnose the problem.





The **TPMS indicator** is a light on the dashboard that indicates that your tire pressure may be low and should be checked.



HAVING TPMS TROUBLE?

See if you have one of these common problems:

- 1. Is the sensor programmed?
Can it be read back with the tool?**
- 2. Was the correct Year/Make/Model selected?** Check the VIN to be sure.
- 3. Were unique sensors programmed or were they cloned/duplicated? If cloned, are the original sensors within range of the vehicle?** The vehicle's TPMS system will pick up whichever signal is strongest – not necessarily the wheel sensor on the car.
- 4. Does each sensor have a unique ID?** Check for duplicate IDs. Each sensor must have a unique ID.
- 5. Is the sensor battery low?** It may cause intermittent faults.
- 6. Does the vehicle have a spare tire?** It may have a sensor.
- 7. Were the tires rotated?** A relearn may be required.
- 8. Was the correct relearn procedure used and performed according to the instructions?** Find the relearn procedure on the Wurth TPMS website.
- 9. Are the tires at the correct pressure?** Underinflated tires will trigger a dash warning light.
- 10. Is the TPMS light on the dash flashing or solid?**
 - a)** Flashing light indicates a TPMS system malfunction. It may go solid after flashing for 60-90 seconds.
 - b)** Solid light indicates low tire pressure.
- 11. Is the vehicle equipped with high ply sidewall tires?** They may be too thick to read through.
- 12. Is the TPMS tool running the most up-to-date software?**
- 13. Is the vehicle equipped with anything aftermarket?** Aftermarket wheels can have reverse mounted valve stems.
Solution: program the sensors before installation. Aftermarket wheels may have an improperly machined valve stem hole resulting in an air leak. **Does the vehicle have dark tinted windows?** This is known to interfere with TPMS signals.
Solution: roll down the windows/open the doors. Extremely low profile tires may not provide enough clearance for the sensors.
- 14. What is a relearn? There are three types of relearns:**
 - a) Auto Relearn** – The vehicle's ECU "learns" the new sensors while driving.
 - b) Stationary Relearn** – The vehicle is put into "Relearn mode" and the sensors are triggered by a tool, starting with the left front tire.
 - c) OBD Relearn** – Sensor ID are inputted to the ECU through an OBD compatible programming tool.



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