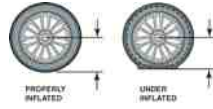


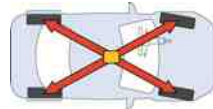
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FIGURE 46.2 A tire with low inflation will have a shorter distance (radius) between the center of the wheel and the road and will therefore rotate faster than a tire that is properly inflated.



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FIGURE 46.3 The speeds of the diagonally opposed wheels are added together and then compared to the other two wheels to check if one tire is rotating faster.



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FIGURE 46.4 The indirect tire-pressure monitoring system has a reset switch that should be depressed after rotating or replacing tires.

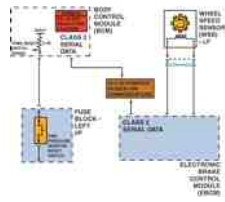


CHART 46.2

COLD PLACARD INFLATION PRESSURE (PSI)	WARNING LIGHT PRESSURE (+25%)	PSI LOW
40	30.0	10.0
39	29.5	9.7
38	29.0	9.5
37	27.8	9.2
36	27.0	9.0
35	26.3	8.7
34	25.5	8.5
33	24.8	8.2
32	24	8.0
31	23.3	7.7
30	22.5	7.5
29	21.8	7.2
28	21	7.0

CHART 46.2
Placard inflation pressure compared with the pressure when the TPMS triggers a warning light.

FIGURE 46.5 A clear plastic valve-stem tire-pressure monitoring sensor, showing the round battery on the right and the electronic sensor and transistor circuits on the left.



FIGURE 46.6 A conventional valve stem is on the right compared with a rubber TPMS sensor stem on the left. Notice the tapered and larger brass stem. The rubber TPMS sensor also uses a longer cap that makes it easy for a technician to spot that this is not a conventional rubber valve stem.







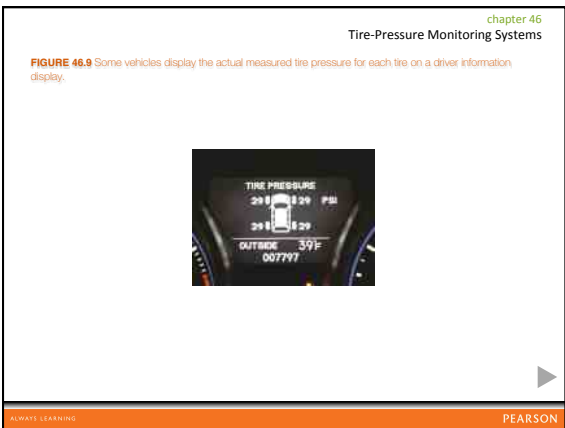


FIGURE 46.10 A tire-pressure warning light can vary depending on the vehicle, but includes a tire symbol.

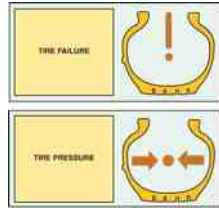


FIGURE 46.11 The parts of a typical stem-mounted TPMS sensor. Notice the small hole used to monitor the inflation pressure. The use of stop-leak can easily clog this small hole.

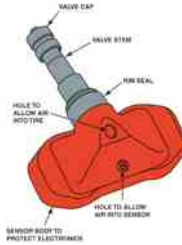


FIGURE 46.12 When replacing a TPMS sensor, be sure to record the sensor ID because this needs to be entered into the system through the use of a tester or scan tool.



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FIGURE 46.13 A magnet is placed around the valve stem to reprogram some stem-mounted tire-pressure sensors.



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FIGURE 46.14 Always use an accurate, known-good tirepressure gauge. Digital gauges are usually more accurate than mechanical gauges.



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FIGURE 46.15 A clicker-type valve core tool ensures that the valve core is tightened to factory specifications.



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FIGURE 46.16 An assortment of service parts that include all of the parts needed to service a stem-mounted TPMS sensor being installed after removal for a tire replacement or repair.