

MOTORHOME VIN # LJ4372.



[Dale Swalwell](#) 2 posts since Dec 15, 2014

MOTORHOME VIN # LJ4372. Sep 16, 2020 7:44 PM

Has a valor TPMS system on it. Has a push button start button in dash. J1939 is running 40 ohms of resistance in it. FCCC says this is the new normal for a motorhome with a push button start switch. This goes against everything we have been taught so far. TPMS does strange stuff. Codes come and go. Tire temps read fine then sometimes go to 400F. No problem with the tire. Could the J1939 running at 40 ohms cause this strange behavior? Do we need to take out one of the resistors?

This is the second motorhome I have seen doing the same things. Both with valor TPMS and push button start dash.



[Kyle Siebert](#) 4,084 posts since Nov 14, 2014

Re: MOTORHOME VIN # LJ4372. Sep 16, 2020 8:32 PM

I wouldn't say j1939 issues would cause tpms to randomly read 400 deg. 99% sure I wouldn't see that as the cause. intermit abs 639/9 or 639/5 yeah. Or Cummins 285 or 286 yeah.

it is disturbing to hear 40 ohms is the norm from Fccc about this push start. I have heard this from multiple sources as well that 40 ohms is the new norm.

I'd be looking at TPMS display/wiring or sensors, as the cause.



[Jesse Gutierrez](#) 458 posts since Mar 5, 2017

Re: MOTORHOME VIN # LJ4372. Sep 17, 2020 12:04 AM

I have had a few reading 40 ohms on datalink to the viper module under the steering column if your used to trucks and go to a rv it trips you out



[Michael Palumbo](#) 1,495 posts since Nov 13, 2014

Re: MOTORHOME VIN # LJ4372. Sep 17, 2020 12:45 AM

I had a four way call with FCCC, NewMar, Silverleaf and myself. NewMar and Silverleaf backed down on claiming 40Ω was the cause of my issues. FCCC simplified explanation for 40Ω is it does not affect the CAN voltages. Pulling the fuses to the Silverleaf returned my voltages back to 2.7v high side to ground and 2.3v low side to ground. TPMS was the least of my issues at the time. I was so twisted by that point I don't remember if it had TPMS.

IMO, calling in to WABCO for ABS support or Cummins for engine support is not going to go well, if you mention 40Ω.

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You my call Valor? 905-631-6800

I briefed some of there manuals, perhaps I missed it but, I did not see any trouble shooting.

<http://www.valortpms.com/en/support/resources-manuals>



[Jon Cecil](#) 881 posts since Nov 25, 2014

Re: MOTORHOME VIN # LJ4372. Sep 17, 2020 1:48 AM

Look at thread [FCCC with active 286 J1939 Multiplexing code](#). I started this earlier this year. The TPMS sensor antenna at the rear is being moved to a different location. There most likely is going to be a campaign for this.

Bracket part: 06-09782-014

Install drawing: D66-11356-001



[Mark Walstead](#) 26 posts since Apr 30, 2018

Re: MOTORHOME VIN # LJ4372. Nov 11, 2020 1:03 PM

VIN- ML7961. Tiffin

miles- 2899

Wow. I never even heard of such a thing, Valor TPMS. There is another discussion started by [Michael Lenarduzzi](#) but he is talking about a C2. I am working on XC chassis. So thanks for at least getting me started Michael.

I checked codes with DL and the codes flash so fast I can't even keep up with them. What's weird is DL doesn't show them as being inactive or active, it's almost like a scrolling list. The ICU shows TPMS communication error and there are 6 different faults listed when going to diagnostics tab I did some research and agree with some of the other posts. Valor doesn't really give a fault code troubleshooting in their manuals.

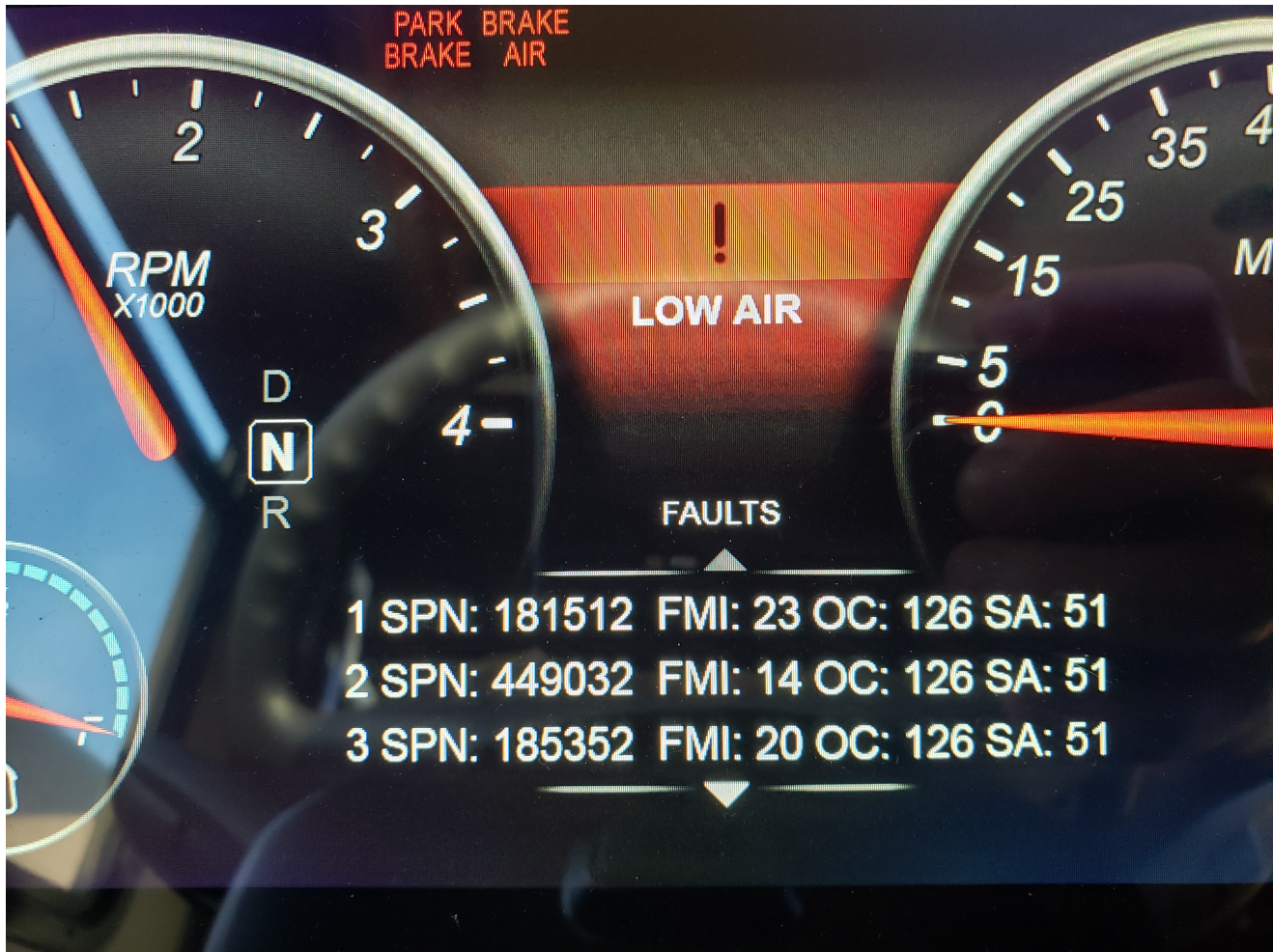
The WIKI I wanted to add is the location of the TPMS receiver module. It is in the same compartment under the left front window by the RV multiplexer. Parts Pro doesn't give a D12 or D06 layout of the module. The G06 schematic only shows the module and the connectors.

I have 60 ohms and 12 volts so I am not experiencing the 40 ohms mentioned in other comments. We don't have the scan tool, and DL doesn't give any help. I will update as we continue.

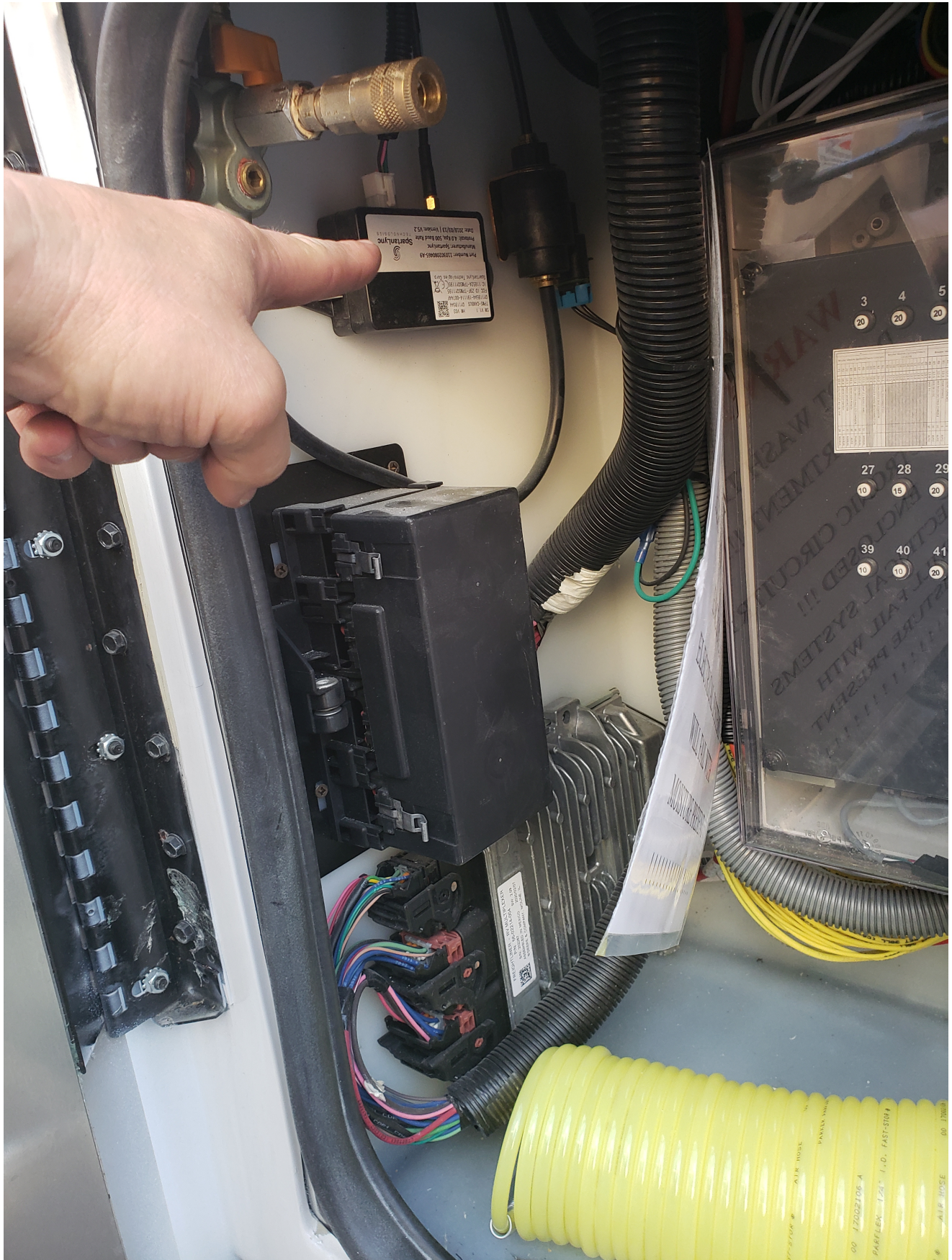
I scrolled through the dash to retrieve the active TPMS faults. I looked at TS1033423 for J1939 fault identifier. The SA is correct. source address 51 is TPMS. But the SPN and FMI are not found. I even stumped Google with the search. Bottom line is we have to purchase the tool

Thanks to all who clarified 40 ohms is correct for push button ignition. This unit is regular turn key





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[Michael Palumbo](#) 1,495 posts since Nov 13, 2014

Re: MOTORHOME VIN # LJ4372. Nov 11, 2020 12:59 AM

Look carefully for water intrusion into that connector on top of the module. We have had that happen. We remounted the new module with connector down.

The reason FCCC doesn't provide a D12 or D06 for this is because it's mounting location is determined by the coach builder. When I run into the where did the coach builder put it this time question, sometimes the best you can find is which end of the coach to look at. FCCC's harness description will usually let you know which end of the coach to look. A66-11217-000 HARN-TPMS,VALOR,**DASH**,X . As you discovered, the dash harness reaches down to the left front coach compartment.

40Ω is if you have a push to start button in lieu of the more traditional ignition switch.



[Mark Walstead](#) 26 posts since Apr 30, 2018

Re: MOTORHOME VIN # LJ4372. Nov 11, 2020 1:19 PM

Yes. How silly of me to think "dash" means in the dash.



[Michael Palumbo](#) 1,495 posts since Nov 13, 2014

Re: MOTORHOME VIN # LJ4372. Nov 11, 2020 2:11 PM

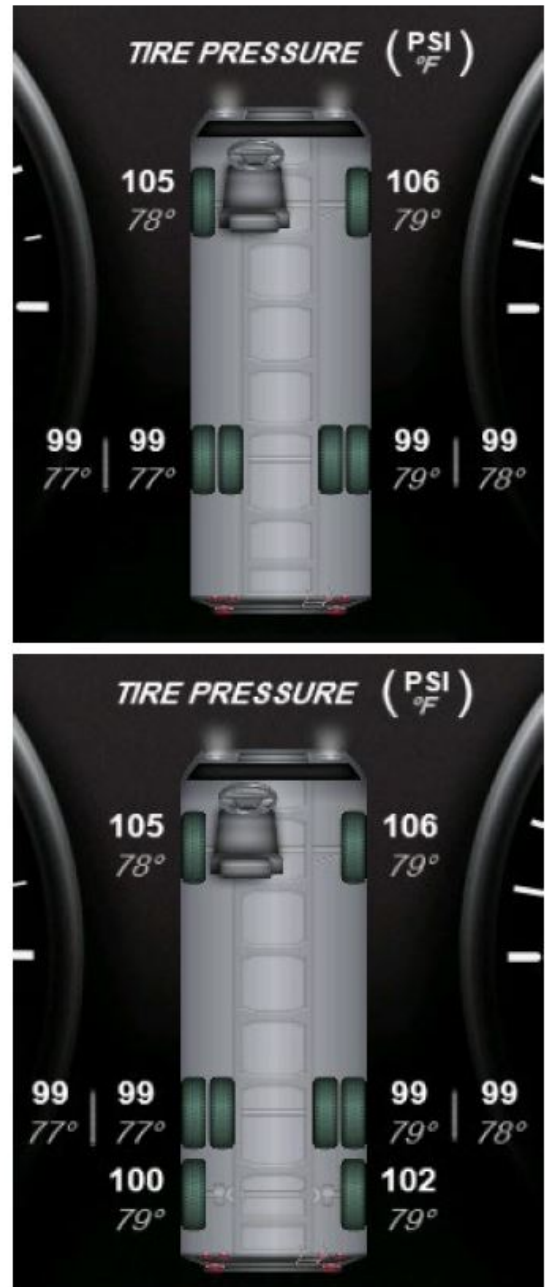
No more silly than a DTNA vehicle producing fault codes with zero available documentation. The FMI 5, current low or open circuit would be the first I would want to look at.

Does your LCD display show any TPMS info. Seeing the front but not the rear or vice versa could be a clue. If the menu is missing, the ICU configuration could be an issue.

TIRE PRESSURE MONITOR SYSTEM



The TIRE PRESSURE MONITOR SYSTEM menu is where the operator can see the status of the tires, including tag and tow vehicle (if optioned in).



[Mark Walstead](#) 26 posts since Apr 30, 2018

Re: **MOTORHOME VIN # LJ4372.** Nov 11, 2020 3:49 PM

Yes. It shows all that information correctly. Tire pressure shows "OK". it shows all tire pressures within about 5 psi of each other. The TPMS light in the ICU is not on, but the codes stay active.

MOTORHOME VIN # LJ4372.



[Dale Swalwell](#) 1 posts since Sep 16, 2020

Re: MOTORHOME VIN # LJ4372. Nov 11, 2020 2:32 PM

So the RV that I worked on ended up taking a new Valor TPMS module. The module had 123 ohms of internal resistance that would bring down the 1939 resistance to 30 ohms. This RV had a push button start module in dash. After replacing the module I didn't have any codes in the Valor TPMS being reported on DL8. I was dealing with FCCC call center. Derek, Lamont, and the go to guy was Joe Patterson. They have a direct way to contact Don at Valor TPMS.

The pressure reading of 136 PSI and temp reading of 401F is a default when the module loses signal from a tire sensor. They are working on a software fix to keep this default from happening. The fix for now is to remount the rear antenna on a longer bracket at a different location.

I never had any luck getting ahold of Valor. I left a couple of messages and they never responded back to me. I also left an inquiry on their website with no return email as of yet.



[Michael Lenarduzzi](#) 30 posts since May 12, 2016

Re: MOTORHOME VIN # LJ4372. Nov 11, 2020 8:40 PM

These Valor TPMS systems also have a splitter in them that connects the 2 antennas together and outputs them in a single coaxial type connector. We have had these things cause fault codes like your talking about and they come and go. On the school bus we replaced everything else before FCCC authorized us to replace that part. And not because we had any evidence to support replacing it either. This ultimately fixed that bus and it hasn't had any issues besides dead wheel sensors after that. The engineer and I kept thinking that the antenna signal would either get to the module or not and since it appeared it was we felt like the splitter MUST be "OK". You do need that Valor smart tool though. Then when you need to program sensors into it DTNA has proprietary procedure for doing that and it's different from the manual that's going to come with the smart tool. You can see this info in parts pro when you order a TPMS sensor. There is a note that details the procedure attached to the part number. Unless something has changed that's how it was at the time of the post I made for the C2.



[Matt Conklin](#) 1 posts since Jul 6, 2020

Re: MOTORHOME VIN # LJ4372. Nov 12, 2020 12:36 PM

Valor just told me it is a software update that was sent to FCC in August.



[Daniel Bitzane](#) 6 posts since Jul 25, 2019

Re: MOTORHOME VIN # LJ4372. Nov 12, 2020 1:29 PM

I am having this same issue. They are telling me to replace the cable with a longer one and secure the magnet at the base of the antenna to the driveline bracket. They think it is not picking up the tag axle properly.



[Michael Lenarduzzi](#) 30 posts since May 12, 2016

MOTORHOME VIN # LJ4372.

Re: MOTORHOME VIN # LJ4372. Nov 17, 2020 2:20 PM

I was close to borrowing some rf radio equipment to measure the amount of signal available at the antennas. I originally also thought that we were having an antenna issue. After replacing both antennas, the receiver box and all 6 wheel sensors the splitter box fixed ours. if your having an issue with the splitter box your not going to be able to tell it without some sophisticated equipment. I strongly suggest you guys replace that part first after all your primary TS is completed. After you know you have ground, power, ignition, and a good 60 ohm connection to the back bone with correct j1939 voltages, and all wheel sensors confirmed working condition. Another issue that you might be experiencing is interference caused by induction. If your antenna cables are running parrallel with high current wires this could induce a eddy current in your antenna wire and interfere with the signal. I have not seen this happen on a wheeled vehicle but have seen this happen on a yacht with digital throttles and gear controls. we had to run these cables at 90 deg to high current cables. Also NEVER loop your antenna wires anywhere. This makes it even more likely you will get interference. I know most of these things are still under warranty and as such you cant just go replacing what ever parts you want to. Just keep the splitter box in your mind and if you want ask the person helping with your warranty TS. They may agree and say yeah lets replace that too. I recommend to replace 1 part at the time so you can tell us what actually fixed your issue. We want to know too! Thanks DUZZI.