

## ServiceNews Article

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## **Tire Pressure Sensor Oxidation Causes Slow Leak**

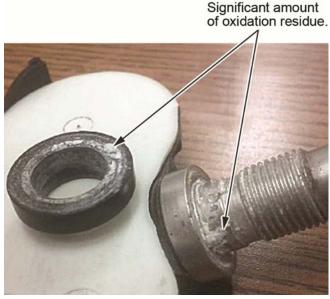
## **AFFECTED VEHICLES**

Year	Model	Trim
2009-14	TL	ALL
2014-16	RLX	ALL
2014, 2016	RLX Hybrid	ALL

**EDITOR'S NOTE:** This article revises the one posted in September 2015.

Do you have a slow tire leak, but there are no signs of sidewall damage or anything stuck in the tread? While you're checking for leaks, check the valve stem; it could have oxidation buildup from road salt. This buildup can cause a poor seal, resulting in a slow leak.





Apply soapy water to the valve stem. If you see any bubbles coming from it, follow the procedure below. If you don't see any, then look for other possible causes.

- 1. Remove the tire from the wheel and inspect the valve stem for oxidation. The oxidation looks like a white, powdery residue.
  - If you see any oxidation, go to step 2.
  - If you don't see any oxidation, the tire pressure sensor may have micro cracks or some other problem causing an air leakage. Replace the sensor.
- 2. Remove the valve stem nut and washer, then remove the sensor from the wheel.
- 3. Remove and discard the grommet, then remove any oxidation from the stem

4. Thoroughly clean the outside and inside surfaces of the valve bore. Ensure that the surfaces are dry and clean.



5. Apply a film of Hondabond HT (P/N 08718-0004) to the inside surface of the valve bore.

## INSIDE OF WHEEL SHOWN



Apply Hondabond HT here.

- Reinstall the sensor with a new grommet (P/N 42756-SHJ-A52), install the washer and nut. Then, torque the nut to 4
   N.m (3 lb-ft). Make sure not over-torque the valve stem nut.
- 7. Wipe off any excess Hondabond HT.
- 8. Mount and balance the wheel and tire.
- 9. Set the tire pressure.
- 10. Install the wheel and tire on the vehicle.
- 11. If needed, repeat steps 1 thru 10 for the other wheels.
- 12. Do a test drive to confirm that the tire leak is gone.

NOTE: Advise the client to not wash the vehicle for 16 hours to allow the sealant to fully cure.