**STAR ONLINE PUBLICATION**

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**Symptom/Vehicle Issue:** Tire Pressure Monitor (TPM) Warning Lamp On Or Flashing. Sensor(s) Not Reading And Or Showing Dashes.

**Discussion**: Vehicles with tire warning lamp on or missing tire pressure complaints, with or without DTCs, should be visually inspected for OEM and non-OEM equipment to ensure the proper tire location programming. Use the Ateq TPM Tool to relearn any OEM or non-OEM tires sensors to ensure compatibility and learning for proper operation before any component replacement. Review the below information for tips that may help root cause and repair TPM conditions.

General checks:

* Verify that the 12V Vehicle battery is good, as low or dead batteries may cause TPM to not function as designed.
* Check for and perform any applicable radio frequency hub (RFH) and instrument panel control (IPC) service bulletin software updates.
* Disconnect the remote start antenna coaxial cable, wait for a minute and plug it back in and verify if the antenna is working as expected, as any issues with it can cause TPM and fob issues.
* Inspect the remote start antenna wiring for pinches or damages, as any of these can cause issues with the TPM and the fob functions.
* Verify the programmed tire placard values match the recommended tire pressure values in case of any TPM concern.



**Contact STAR Center, or your Technical Assistance Center Via TechConnect, eCONTACT or Service Library entry if no solution is found.**

* If an RFH is replaced for any other concern, please program the TPMS sensor IDs into the new RFH and perform the autolearn procedure (road driving to self learn).

TPM sensor specific instructions:

1. Perform a visual inspection of the vehicle including tire and wheel condition. Address any physical damage to wheel/tire assemblies first including severely cupped and or damaged tires.
2. Perform diagnostics for any DTCs
3. To verify the sensor is functional and without damage, use the ATEQ TPM tool to check – sensor ID, tire pressure, battery status, etc.
4. Check the TPMS sensor locations manually with the ATEQ tool and verify if the positions programmed in the RFHM match the sensor locations on the tool. If not, perform the step-by-step TPMS auto learn procedure.
5. If there are any issues with tire pressure (observed on cluster and ATEQ), inflate or deflate to the required PSI (placard pressure). Incorrect inflation can also delay sensor learning.

6. If there are loose or improperly installed sensors (observed in step e), repair as required.

7. If there are any issues with sensor such as low battery (observed in step a), physical damages (observed in step e), replace the sensor. Dead/bad sensors will not allow the system to update and learn during a test drive (autolearn).

<<<NOTE>>> TPM sensors will go into a low power sleep state if the tire(s) have been stationary for a long time before rotation, the sensor may need motion to fully wake up and transmit data.



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TPM Autolearn after tire rotation or service work:

1. Tire Rotation Completed: Rotate the tires as needed.

2. Key ON / Engine Start: After rotation, cycle the ignition to RUN (engine ON).

3. Drive the vehicle at speeds above 15 mph (24 km/h) continuously for about 10–15 minutes. (Some systems may take up to 20 minutes.)

4. During the Drive the TPM module listens for RF signals from each tire sensor. It measures pressure, temperature, and wheel speed correlation from ABS. It matches sensor IDs to the new tire positions based on signal strength and wheel speed.

5. If Autolearn was successful, the TPM module updates the internal learned positions automatically. TPM warning lights should be off after learning. You can verify learned positions using WiTECH and viewing TPM sensor data in the RFH.

6. If TPMS Light Stays ON:

- Ensure tire pressures are correct (match the placard).
- Drive more time if needed.
- If light remains ON after 20–30 minutes of driving, check for a stored TPMS DTC or low battery sensors.



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Items that can cause TPM learning difficulties:

- Aftermarket parts that can impact TPMS functioning
- Electrical
- Non factory/aftermarket LED lighting
- RV equipment,
- Rear cameras (Aftermarket)
- Toll Road Transponder
- Transceivers radios such as FRS /CB.
- DC/AC inverter
- Wiring loose grounds.
- After-market added wiring causing RF coupling
- Off road / Lift Kit modifications
- Aftermarket illuminated splash shields
- RFH Remote Start Antenna disconnected or relocation due to upfit
- Another aftermarket device introducing RF noise around 433Mhz.
- Aftermarket GPS devices, wifi hot spots,
- Broken RFH antenna. Nonelectrical Aftermarket devices
- Steal reinforced tires.
- Metal Bedliner installed.
- Incorrect Installation of sensor in winter tires- example TPM upside down or incorrect mounting angle due to non factory wheel valve stem location.
- Damages to sensor during tires service
- Aftermarket Metal splash shields
- Aftermarket stem valve cup
- Tinted Glasses (some of them contain metal).
- Aftermarket TPM sensors



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