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A quick overview of Tire Pressure Monitoring Sensors

I was reading somewhere that the total number of TPMS systems in the U.S. are over 100 million, and many of them are reaching the end of their calculated service life. Batteries for the most part should last about ten years, however, I've seen and replaced failures at 4-7 years. And of course these batteries can not be replaced. So my dear Corvette brothers and sisters, I'm going to give you a little review of the TPMS system, so when you got to Belle Tire, you'll be a little educated.

A/ **Direct Replacement**

Or commonly referred to as 'part for part' replacement sensors, which can be purchased from original equipment suppliers as well as aftermarket. These sensors do not require any programming or configuring with a TPMS scan tool.

B/ **Multi-protocol sensors**

As the name implies, come pre loaded with many sensor protocols in a single sensor body. And of course, no configuring is required, but a TPMS scan tool is required to do the "re learn"

C/ **Programmable sensors**

The programmable sensors represent fewer SKU's (stock keeping units) But are able to cover a wider range of vehicles. These sensors are not coded and therefore require configuration before use.

D/ **Sensor Types**

There are two basic types of sensors, one piece and two piece. The one piece sensor has the housing and valve molded together. The valve is not removable. The items that require service for this style include the valve core, hex nut, grommet, cap and washer. If the valve is broken or corrosion is becoming evident, then the sensor must be replaced.

The two piece sensor has a removable valve stem that can be serviced separately. The serviceable components on this style of sensor are the replacement valve, valve core, hex nut, grommet and cap. Also with this type, we have two different valve configurations.

The majority of manufacturers recommend replacing the two piece, snap in rubber valve whenever the sensor is removed from the wheel. The rubber snap in valve is attached to the sensor module by a hex nut or a Torx screw(s)

It is important that all components be torqued to spec to prevent any air leaks and/or valve damage.

Mike