



TPMS Technical Service Bulletin



General Information

GI-502-012

Applies To: Multi-Application Replacement Sensor and GM Vehicles

August 21, 2012

Scope of this bulletin:

The purpose of this bulletin is to inform the repair technician of what to expect when using these types of REPLACEMENT sensors with GM Vehicles and Bartec TPMS tools.

It is important to note, while Bartec tools are diagnostically advanced, in most cases you will still be able to perform a STATIONARY TPMS relearn [one that requires putting the vehicle in learn mode]. This bulletin will help you navigate through the challenges for Multi-Application sensors. This bulletin will describe how these sensors affect the TPMS diagnostic and repair process. The challenges you face are not a tool issue, rather they are related to how the multi-application sensors function.

Topics covered in this bulletin:

1. Using Bartec Tools to Read Sensors
2. Using Bartec Tools to complete Vehicle Relearn

1. Using Bartec Tools Read Sensors:

When using your Bartec tool, by selecting Make, Model, and Year, you are setting up the tool to look for a specific sensor protocol. This allows the technician to get the proper sensor decode (pressure, ID, Mode, Temp, etc) when activating OE or equivalent sensors.

When working with Multi-Application sensors, ALL of the protocols may be transmitted each time the sensor is activated, and may cause an unexpected reading with your tool. These means it may take several activations from your tool to get a transmission from the sensor.

Also, if you are not able to get a message from the sensor, try alternate tool positioning at that wheel and tire. Moving tool from normal position seems to help.



NORMAL



ROTATED



MOVE TOWARD TREAD

General Information

GI-502-012

2. Using Bartec Tools to complete vehicle relearn:

Since most GM vehicles use a STATIONARY Relearn Process, you will be able to use your Bartec TPMS tool to activate the Multi-Application sensors to allow the vehicle to hear those messages and complete the Re-learn.

Since the vehicle is looking for a specific message, it should filter out the appropriate message. In most cases, this will be indicated with a horn chirp.

So for diagnostics, you have to rely on the vehicle to determine if the sensor has transmitted and relearned to the vehicle. This is not a tool problem, but rather inherent to the design of Multi-Application sensors.

On the test vehicle, when activating the Multi-Application sensor, the following outcomes occurred:

- Tool reads sensor, horn does not honk
- Tool does not read sensor at all, horn does not honk
- Tool reads sensor, pressure is wrong, horn honks
- Tool does not read sensor, horn does honk

Once again, due to multiple messages being sent with each activation, your tool and the vehicle you are fitting the sensor to, may not hear the message each time.

NOTE: Some cases, after successful relearn, the vehicle may have to be driven before the proper pressure is displayed or the TPMS tell tale goes off.

