

Gen 1 SmarTire® Troubleshooting

Problem: The display does not power up:

- On the back of the receiver is the 12 volt power cable. It is a black 2 conductor wire with a white tracer stripe on one conductor. Unplug the power cable from the receiver and with a probe check for 12 volts + on the wire with the tracer and ground on the conductor without the stripe. If voltage and the ground are good replace the receiver. If the voltage or ground is not good check fuses and connections and repair as needed. *Note that if the receiver is replaced it will be necessary to program it to match the pressures on the vehicle in which it is being used.*

Problem: The display powers up but no data is received:

- If the vehicle has not been driven, drive it above 10 mph for a short distance to activate the sensors. The system will retain the last readings until new readings come in or until the power to the receiver is turned off
- Check the antenna for condition. Most systems in RV use have a shielded receiver with an external antenna. Check it for being connected and in good condition. The tip of the antenna cable should hang down below the coach in line of sight to the tires.

Note: Receiver function may also be tested using a known good wheel sensor. Power up the system and shake the sensor rapidly to activate it. If the receiver is working it will pick up the signal and show zero psi for that sensor ID.

Problem: The tire pressures are not accurate:

- Check the accuracy of the tire gauge you are using a standards gauge or a known good gauge. Gen 1 sensors are accurate +/- 1.5 psi.
- Put the receiver into the ACT-P mode and compare the system readings against gauge readings. *Note that the system will display tire status and required pressure as well as the actual pressure!*
- Gen 1 systems can “cross talk” with another vehicle if one was near enough at the right time. If this is the case the erroneous readings will disappear at the next transmission interval.
- Before replacing any sensors check to see if the sensors are in the right tires and that the rotation in the receiver matches the actual tire locations. The default tire rotations are as follows

Right Front	ID#4	Blue
Left Front	ID#3	Green
Left Rear Outside	ID#2	Yellow
Left Rear Inside	ID#6	Grey
Right Rear Inside	ID#5	Purple
Right Rear Outside	ID#1	Orange

Note that sensor ID assignment may be changed in the tire rotation feature in the programming mode. If it is suspected that the sensors are mis located it may be necessary to check them by inflating/deflating the tires and the process of elimination.

Problem: Red light or warning set when tires are not low.

- Note that a status or deviation alert may be set by the pressure being either above or below the expected value (“Pd” in the programming screens)
- Verify that the receiver is programmed to match the tire pressures on the vehicle. Some programming guidelines are as follows:
- Note that the system uses 64 deg Fahrenheit as the cold reference and bases deviation calculations on this value. Gen 1 sensors transmit temperature on every third transmission so it is possible to get a low pressure warning on a cold startup before temperature values are received.
- Gen 1 systems can “cross talk” with another vehicle if one was near enough at the right time. If this is the case the erroneous readings will disappear at the next transmission interval.

Cp = cold tire pressure specification or the desired cold pressure of the tire.

Pa = low pressure alert is the light only (early warning alert) set at 10 below Cp

Lp = low pressure warning (critical alert) set at 13-15 below Cp

Pd = pressure status or deviation alert /set at 10-15% of Cp

tA = high temperature alert

Sl = slope value /set at 10 over Cp value)

See programming instructions to check or change programmed values

Problem: The tire pressure will not read over 127 psi:

- Gen 1 sensor only read up to 127 psi. This is normal.

Problem: Tire data is intermittent or slow coming in:

- Check the antenna condition. Make sure it is connected and intact. The tip of the antenna should hang down below the coach. If the unit is not a shielded type with an external under chassis antenna you should convert it. If the antenna and receiver check out replace the sensors or upgrade to a generation 2 system.