

# ACDelco GM OE TPMS PARTS



Inside tires are Tire Pressure Monitor System (TPMS) sensors and if a tire's pressure falls too low, a TPMS warning light appears on the dashboard.\* It could mean a tire needs air or possibly a system malfunction. Educate your customers about the importance of properly inflated tires and when their sensors need to be replaced, install General Motors Original Equipment (GM OE) TPMS sensors from ACDelco.

## WHAT TPMS LIGHTS MEAN - HELP YOUR CUSTOMERS KNOW THE DIFFERENCE!

### Meaning:

Low tire pressure is occurring in one of the vehicle's tires

### What to do?

A diagnostic test should be done to determine which tires are below the recommended tire pressure.

### SOLID LIGHT



### Meaning:

There's a malfunction in the system.

### What to do?

A diagnostic test should be done to determine the cause.

### FLASHING LIGHT



**Properly inflated tires help keep customers safe by lowering the risk of tire blowout, hydroplaning, and increased stopping distances. Other benefits include encouraging greater fuel economy and promoting longer tire life. Keep the sensors that monitor inflation working properly by installing GM OE TPMS parts.**

### PRODUCT HIGHLIGHTS

- Components include: sensor body, snap-in rubber valve or aluminum valve stem, plastic cap, electroless nickel-plated valve core
- Corrosive resistant stem
- Premium, 3-volt lithium battery with 10-year life
- Only 23 SKUs cover 100% of GM vehicles equipped with TPMS systems, dating back to 1996
- Only FIVE SKUs cover 90% of GM applications
- Service kits are available and contain all the components necessary to service TPMS - in one convenient package
- GM OE parts ensure accurate reporting via Driver Information Center (DIC) and OnStar Vehicle Diagnostics
- GM OE sensors communicate correctly with the computer system of every GM make and model - a MUST for safety-related parts!



### ARE YOU READY?

- There are over 20 million GM vehicles on the road today with TPMS sensors - that's over 80 million TPMS sensors!
- These sensors were mandatory on 100% of GM vehicles sold in the U.S. after September 1, 2007, although GM put sensors in many vehicles before then.
- With OE expected life of up to ten years and 150,000 miles, we are on the verge of rapid growth in TPMS sensor replacement!

\*Starting with the 2008 MY, all GM vehicles sold in the United States are equipped with TPMS. Warning is triggered when tire pressure falls more than 25% below the required inflation.

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## GENERAL MOTORS ORIGINAL EQUIPMENT TPMS

vs.

## AFTERMARKET/UNIVERSAL TPMS

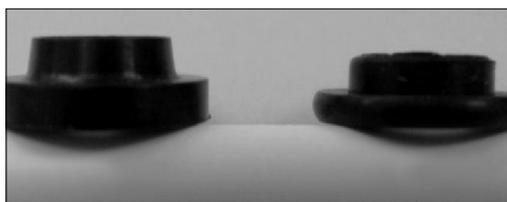
- GM OE sensors are engineered with the vehicle's tire and control module system. The sensors are specifically designed to communicate to specific vehicle's computer system, down to unique make and model.
- Aftermarket/Universal sensors might need special calibration to communicate with the vehicle, and/or might not be able to communicate *correctly* with the vehicle
  - GM OE TPMS sensors display the correct tire pressure level and turn on warning lamps at the correct threshold. Many aftermarket brands might use different radio frequencies and have problems performing at OE specified levels.
- GM OE sensor batteries are of the highest quality and last up to ten years. Aftermarket batteries are often "offshore" and do not last as long.
- Aftermarket sensors often claim to "consolidate" the TPMS line, but beware. Too much consolidation often leads to incorrectly functioning sensors.
- OE sensors are generally far more durable than aftermarket/Universal sensors and are covered by the vehicle warranty. Poor quality Aftermarket seals, plastics and components can often be *seen and felt*.

### **DON'T FORGET THE SERVICE KITS!**

- GM recommends replacing the TPMS sealing components when reinstalling a valve sensor and also when the tire is removed from the wheel, using a genuine OEM validated service kit to help prevent leaks (see subscription bulletin #07-03-16-004C)
- ACDelco kits contain all the components necessary to service TPMS in one convenient package. Either just the rubber snap in valve or a package including the hex nut, aluminum stem grommet and cap.



**Corroded nut will not torque to specified torque**



**New grommet vs. used grommet**



**Unplated valve core, corroded in stem (valve core will not actuate)**