

« JUST THE FACTS »

TPMS Service and Repair

It is a violation of federal law to make a TPMS non-operational. The National Highway Traffic Safety Administration (NHTSA) has responded to the servicing of tire pressure monitoring systems (TPMS), as outlined in four scenarios experienced daily by tire retailers.

Scenario One

NHTSA's response to TPMS parts being inoperative before the customer brings the vehicle to the repair business, is ***a motor vehicle repair business would not be violating 49 USC 30122(b) by removing an inoperative or damaged TPMS sensor and replacing it with a standard snap-in rubber valve stem...however, a motor vehicle repair business that does so to make any other element of the TPM system inoperative, for example, by disabling the malfunction indicator lamp (MIL), would violate the "make inoperative" provision.***

Scenario Two

According to NHTSA, if a consumer purchases aftermarket tires and wheels, ***a service provider would violate the "make inoperative" prohibition of 49 USC 30122 (b) by installing new tires and wheels that do not have a functioning TPM system. To avoid a "make inoperative" violation, the service provider would need to:***

- ***Decline to install the new tires and rims***
- ***Use the TPMS sensors from the original wheels (if compatible)***
- ***Convince the motorist to purchase new TPMS sensors and ensure that the sensors are properly integrated with vehicle's TPM system***

Scenario Three

NHTSA's reply to a service provider breaking a non-defective sensor is ***a violation of the "make inoperative" prohibition does not occur until a repair business allows or intends a vehicle to be returned to use...this would be true regardless of whether arrangements have been made for future repair.***

Scenario Four

NHTSA's response to a vehicle released to the consumer without an illuminated MIL and then the TPMS illuminates after the vehicle has been driven, is ***the mere illumination of the malfunction indicator lamp after the vehicle has been released by a motor vehicle repair business to the driver would not itself be a violation of the "make inoperative" provision.***

NOTE

This is not a comprehensive document in accordance with Federal, State, and Local laws for TPMS repairs. It is recommended repair shops consult their legal counsel and establish written policy on the repairs of TPM system prior to any repair work. For additional information, please visit:

www.standardbrand.com

www.techsmartparts.com

www.nhtsa.gov



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