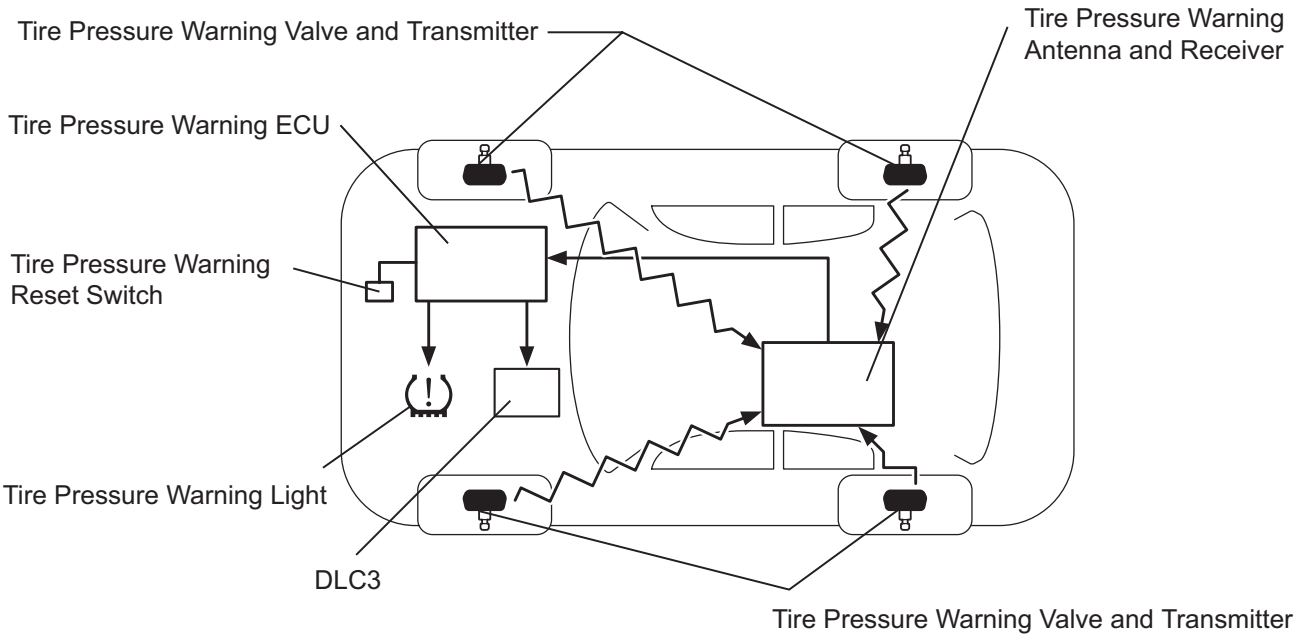
SYSTEM DESCRIPTION

1. DESCRIPTION OF SYSTEM

(a) A tire pressure warning valve and transmitter is equipped with a tire pressure sensor and is installed in each tire wheel assembly. The sensor measures the tire pressure. The measured value and transmitter ID are transmitted to the tire pressure warning antenna and receiver on the body as radio waves, and then sent to the tire pressure warning ECU from the tire pressure warning antenna and receiver. If the transmitter ID has already been registered, the ECU compares the measured air pressure value with the standard value. When the value is less than the standard value registered in the tire pressure warning ECU, the warning light on the combination meter turns on.

- The tire pressure warning reset switch resets the warning threshold in accordance with the various tire pressure settings that exist due to tire types and installation positions.
- The tire pressure warning valve and transmitters may not be used on wheels other than those originally fitted on the vehicle due to the air valve angle of the tire pressure warning valve and transmitter.



2. WHEN TIRE PRESSURE WARNING LIGHT IS LIT

(a) When the tire pressure warning light does not go off, or when it turns on during driving, check the tire pressure. If the tire pressure warning light turns on within several hours after adjusting the tire pressure, the tire may have a slow air leak.

(b) Under the following conditions, the system may not function properly:
- Areas, facilities or devices that use similar radio frequencies are located in the vicinity of the vehicle.
- Devices using similar radio frequencies are used in the vehicle.
- Large amounts of snow or ice are stuck to the vehicle, especially on the wheels and around the wheel houses.
- The battery of the transmitter is depleted.
- Tires and wheels without tire pressure warning valves and transmitters are used.
- Snow tires and tire chains are used.
- If wheels other than the specified ones are used, the system may not function properly because different radio waves are transmitted from the tire pressure warning valve and transmitter.
- Depending on the tire type, the tire pressure warning valve and transmitter may not function properly even though the specified wheels are used.
- The system may not function properly if it is initialized with tire pressures which are not the specified values.

(c) After removing and installing the ECU or a sensor, output a diagnosis code and check that it is a normal code.

3. FUNCTION OF COMPONENTS

Components	Function
Tire pressure warning valve and transmitter	Combined as a single unit with a disc wheel air valve, it measures tire pressure and temperature, and transmits an ID number for measurement value and identification. Built into the battery.
Tire pressure warning antenna and receiver	Receives a necessary signal from the transmitter to the tire pressure warning ECU.
Tire pressure warning ECU	Receives the signal from the receiver and identifies it as vehicle's own signal. If the measurement value is equal to or lower than the specified value, it transmits a signal so that the air pressure warning light on the combination meter turns on.
Tire pressure warning light	Located in the combination meter, it informs the driver of lowered tire air pressure and system failure.
Tire pressure warning reset switch	Enters the initialization mode for tire or wheel replacement, or tire rotation.

4. TIRE PRESSURE WARNING RESET SWITCH

- By operating the tire pressure warning reset switch, the tire pressure warning ECU can be set to issue a warning at a specified tire pressure that corresponds to the type of tires.
  Therefore, the dealer must set the warning threshold to the proper value in order to comply with the local regulations.
- Operate the tire pressure warning reset switch only after the tire pressures of all 4 tires have been adjusted on the vehicle.

- To initialize the system, press and hold the tire pressure warning reset switch for 3 seconds or longer with the power switch ON (IG). After the system has been initialized, the warning light blinks 3 times (1 second on, 1 second off).
- During initialization, the tire pressure warning valve and transmitter measures the tire pressure of the tires, and registers the signals that are transmitted into the tire pressure warning ECU at a frequency of one per minute. The initialization process is completed when the signals from the 4 tires have been received.