

Indirect TPMS Calibration Comparison Logic and Special Calibration

AFFECTED VEHICLES

All models with indirect TPMS

EDITOR'S NOTE: This article revises the one posted in **December 2014**. Changes are highlighted in **yellow**.

An indirect TPMS doesn't use tire pressure sensors mounted inside the tires. Instead, it uses the VSA wheel speed sensors to monitor and compare tire characteristics while driving. Whenever calibration is started, the TPMS control unit learns the tire characteristics during the calibration drive. Should those characteristics change for any reason from what it's learned (for example, there's a sudden drop in tire pressure), the Low Tire Pressure/TPMS indicator comes on as a reminder to check the tire pressures.

If the tire pressures are then set to spec (the cold inflation values on the driver's doorjamb label) and calibration is started, the indicator goes off, the control unit learns the proper tire characteristics during the calibration drive, and everything is fine.

Now, what if **nothing** is done about the tire pressures, but calibration is started? The indicator will still go off, but now something called **calibration comparison logic** steps in. The control unit then compares the tire characteristics that caused the indicator to come on to the tire characteristics during the calibration drive. If the control unit sees there's been **no change** in tire characteristics, the indicator comes on again **within 20 minutes** as a reminder to check the tire pressures. It's not uncommon for customers to experience this situation and, when they do, they're often confused and think there's something wrong with the TPMS and end up back at their dealership. Here are two ways this can happen:

Scenario 1

*At PDI, the tire pressures **aren't** checked and they stay at their high-pressure values for shipping. The vehicle is delivered to the customer and the control unit learns the tire characteristics at high pressure. Sometime later, the pressures are lowered to spec, but for some reason, calibration **isn't** started. The control unit sees there's a **change** in tire characteristics and the Low Tire Pressure/TPMS indicator comes on. The customer, knowing the tire pressures were **already** set to spec, just starts calibration. The control unit's calibration comparison logic sees there's **no change** in tire characteristics since the last calibration and the indicator comes on **again** within 20 minutes.*

Scenario 2

*The Low Tire Pressure/TPMS indicator comes on while driving. The customer, not wanting to stop and check tire pressures, starts calibration knowing it will turn off the indicator. The control unit's calibration comparison logic sees there's **no change** in tire characteristics since the last calibration and the indicator comes on **again** within 20 minutes.*

The truth is both of these scenarios can easily be avoided: the first one by just remembering to set the tire pressures and start calibration at PDI, the second one by simply heeding the indicator and taking proper action (setting the tire pressures and starting calibration).

To clear all learned tire pressures and avoid calibration comparison logic activity, we've come up with a **special calibration**, which has you start the normal calibration three times in a row, waiting **5 seconds** between each start. After the third start, the Low Tire Pressure/TPMS indicator blinks **once**, letting you know that the special calibration has started. There's no need for a calibration drive after each start. The process automatically finishes as your **customer** drives the vehicle. This takes about **20 minutes** of cumulative driving at **30 to 60 mph**.

To do this special calibration, just follow the applicable procedure.

NOTE:

- This procedure **doesn't** apply to 2013 Accord, 2014 Accord Hybrid, or 2014 Accord Plug-In.
- Since this situation happens as a result of an incomplete PDI or by customer action, **this procedure is not covered by warranty.**

Before You Start

1. Make sure the transmission is in Neutral (M/T) or Park (A/T or CVT).
2. Make sure all of the tires are the same type and size; the system won't work right if they aren't.
3. Set the tire pressures to the cold inflation values on the driver's doorjamb label.
4. Turn the ignition to ON.

2014–15 Accord (except Touring and 2015 Accord Hybrid), 2014–15 CR-V (except Touring), 2015–16 Fit, 2016 HR-V

1. Press and hold the TPMS button until the Low Tire Pressure/TPMS indicator blinks **twice**.
2. Wait **5 seconds**, then repeat step 1.
3. Wait **5 seconds**, then repeat step 1.
4. Wait **5 seconds**. The Low Tire Pressure/TPMS indicator then blinks **once**, letting you know that special calibration has started. You can now return the vehicle to your customer.

2014–15 Accord Touring, 2015 Accord Hybrid, 2015 CR-V Touring

1. Using the MID and the steering wheel buttons, press the arrow buttons to select **Vehicle Settings**, then press the SEL/REST button. **TPMS Calibration** appears on the display.
2. Press the SEL/RESET button. The display switches to the customization setup screen, where you can select **Cancel** or **Calibrate**.
3. Press the arrow buttons to select **Calibrate**, then press the SEL/RESET button. The **Calibration Started** screen appears, then the display returns to the customization menu screen.
4. Wait **5 seconds**, then repeat steps 1 thru 3.
5. Wait **5 seconds**, then repeat steps 1 thru 3.
6. Wait **5 seconds**. The Low Tire Pressure/TPMS indicator then blinks **once**, letting you know that special calibration has started. You can now return the vehicle to your customer.

2014–15 Civic, Civic Hybrid, Civic Natural Gas

1. Using the i-MID and the steering wheel buttons, press the MENU button to go to **Vehicle Menu**.
2. Select **Customize Settings**, then press the SOURCE button.
3. Select **TPMS Calibration**, then press the SOURCE button. The display switches to the customization setup screen, where you can select **Cancel** or **Initialize**.
4. Select **Initialize**, then press the SOURCE button.
5. Select **Yes**, then press the SOURCE button. When the calibration is done, the **TPMS has been initialized** message appears, then the display returns to the customization menu screen.
6. Wait **5 seconds**, then repeat steps 1 thru 5.
7. Wait **5 seconds**, then repeat steps 1 thru 5.
8. Wait **5 seconds**. The Low Tire Pressure/TPMS indicator then blinks **once**, letting you know that special calibration has started. You can now return the vehicle to your customer.