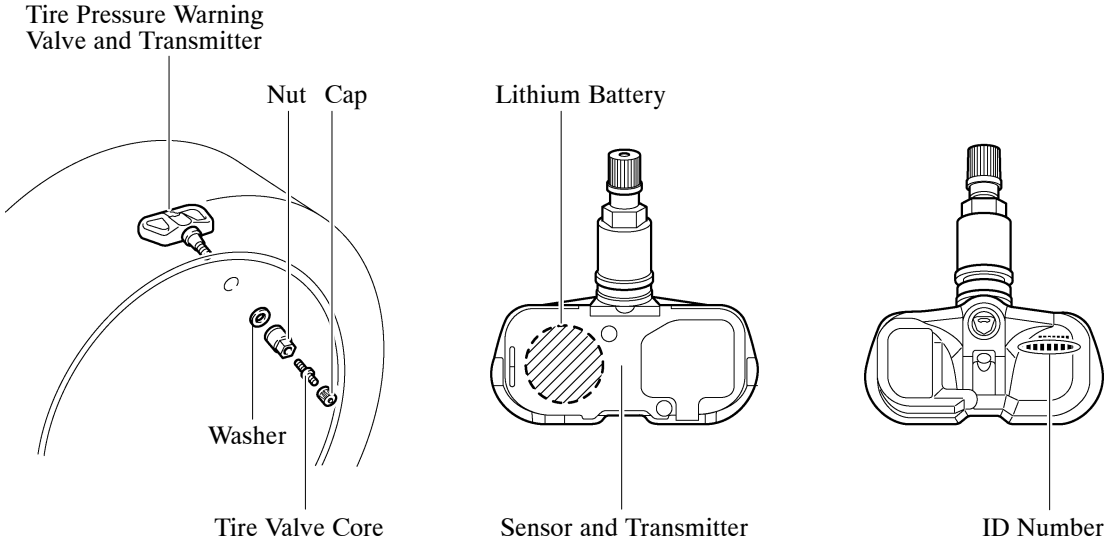
■TIRE PRESSURE WARNING VALVE AND TRANSMITTER

The tire pressure warning valve and transmitters are integrated in the tire valves. Each tire pressure warning valve and transmitter consists of a lithium battery, sensor and transmitter.

- If the tire pressure warning valve and transmitter battery voltage drops, the tire pressure warning valve and transmitter will be unable to transmit signals.
- The tire pressure warning valve and transmitter directly measures tire inflation pressure and temperature.
- The transmitter transmits these measured values to the tire pressure warning antenna and receiver on a frequency of 314.98 MHz.
- The ID number is written on the tire pressure warning valve and transmitter.



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Service Tip

- The lithium batteries of the tire pressure warning valve and transmitter are of a non-replaceable type. If the lithium battery is depleted, the tire pressure warning valve and transmitter assembly must be replaced.
- A new tire pressure warning valve and transmitter is shipped in sleep mode to prevent the battery from depleting in storage. When the pressure in the detection portion of the tire pressure warning valve and transmitter increases or decreases by 40 kPa (0.4 kgf/cm^2, 5.8 psi) within 30 sec., the tire pressure warning valve and transmitter automatically cancels sleep mode. Once sleep mode is canceled, the tire pressure warning valve and transmitter cannot return to sleep mode.
- After a tire pressure warning valve and transmitter is replaced, the ID of the tire pressure warning valve and transmitter must be registered in the Tire Pressure Warning ECU. To register an ID, use an intelligent tester or Techstream* to enter the ID number that is indicated on the tire pressure warning valve and transmitter.
- When replacing a tire pressure warning valve and transmitter, each ID numbers of tire pressure warning valve and transmitters must be registered. Even if only one tire pressure warning valve and transmitter is replaced, the ID numbers of the all the tire pressure warning valve and transmitters must be registered again.

For detail, see the 2008 HIGHLANDER Repair Manual (Pub. No. RM06J0U).

*: Techstream is the name for the diagnostic tester in the North America, but other countries will continue to use the intelligent tester.

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