Info - Tire Pressure Monitoring (TPM) System - Tire Mounting and Dismounting #05-03-10-004 - (Apr 19, 2005)

Tire Pressure Monitoring (TPM) System -- Tire Mounting and Dismounting

2000-2005 Cadillac Deville, Seville, STS

2004-2005 Cadillac CTS-V, Escalade Models, SRX, XLR

1999-2005 Chevrolet Corvette

2004-2005 Chevrolet Tahoe, Suburban

2004-2005 GMC Yukon, Yukon XL, Yukon Denali, Yukon Denali XL

When dismounting and mounting tires, care must be taken when breaking the bead loose from the wheel. If the tire machine's bead breaking fixture is positioned too close to the tire pressure sensor, as the tire bead breaks away from the wheel it may be forced into, or catch on the edge of the tire pressure sensor. This can damage the sensor and require the sensor to be replaced.

Care must also be taken when transferring the tire bead to the other side of the wheel rim. As the tire machine rotates and the tire bead is stretched around the wheel rim, the bead can come in contact with the sensor if it is not correctly positioned in relation to the mounting/dismounting head prior to tire mounting/dismounting. This can also cause sensor damage requiring replacement.

For tire dismounting/mounting, note the following items in order to avoid tire pressure sensor damage. Refer to SI -- Tire Mounting and Dismounting section for more information.

Tire Dismounting:
• Place the sensor's cap and valve on a dry clean surface after removal. The cap is aluminum and the valve is nickel plated to prevent corrosion and are not to be substituted with a cap made of any other material.

• When separating the tire bead from the wheel, position the bead breaking fixture 90 degrees from the valve stem.

• Position the mounting/dismounting head so the tire iron, or pry bar can be inserted slightly clockwise of the sensor body when prying the tire bead up and over the mounting/dismounting head.

• Using the tire machine, rotate the tire/wheel assembly clockwise when transferring the tire bead to the outside of the wheel rim.

Tire Mounting:

• Position the mounting/dismounting head 180 degrees from the valve stem.

• Position the bead transition area 45 degrees counterclockwise of the valve stem.

• Using the tire machine, rotate the tire/wheel assembly clockwise when transferring the tire bead to the inside of the wheel rim.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.

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