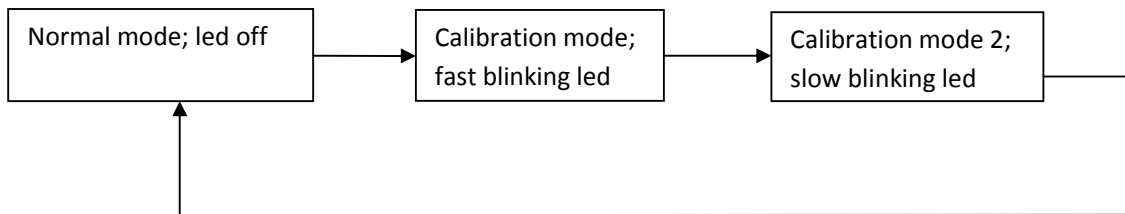


TPMS simulator for Suzuki vehicles, from **IRON GATES**

The TPMS simulator replaces the four tire pressure sensors that equip Suzuki vehicles manufactured after the year 2013 to be sold in the European Union market. The module has never been tested for simultaneous functioning with the actual pressure sensors installed on wheels; this could lead to having the “Service TPMS” error show up and possibly other errors as well. Make sure to unplug this device should you put back on the vehicle real TPMS sensors.

Further down below are the module’s operating modes. Going from one mode to the other is made sequentially as the arrows depict and it is accomplished by pressing the button.



Setup instructions

1. Make sure the “Service TPMS” yellow error is displayed on the dashboard screen. If you do not have it drive around until it shows up, afterwards stop the engine for at least 20 minutes.
2. Place the simulator at the far right corner inside the boot of the vehicle, as close to the wheel as you can and parallel aligned to the car’s length; the module’s movements while the car is in motion need to be restricted, therefore it should either be taped down to the metallic bodywork of the boot with two pieces of scotch tape (not included in the package) stuck in the shape of a plus sign or it can be secured to one of the boot’s two luggage trays with the two hook tapes included in the package, again placed in a plus sign manner. This will be the module permanent operating place.

If it is to be fixed by means of scotch tape the place must be first cleaned with a damp cloth, or even better with a few medicinal alcohol. This mounting method is not recommended, especially at temperatures below 10 °C, yet sometimes it may be desirable. The package does not include scotch tape.

If it is to be fixed by means of hook tape, included in the package, they should be placed perpendicular to one another forming a plus sign; pull the shorter length of tape along the width of the device and the longer piece of tape along its length. The luggage tray is going to act as the loop and together with the hook tape will form a hook and loop fixture. This is the recommended mounting method.

3. Afterwards, plug in the module and press the button once for it to switch into **calibration** mode (see the diagram above); the module will first wait 30 seconds for the vehicle to be set in motion. In other words, after 30 seconds have passed from the time it was switched into calibration mode the vehicle must be moving, and over the next 30 seconds the actual calibration will be taking place. During this second interval of 30 seconds, speed must be maintained over 5 km/h. Do not drive the vehicle in circle while carrying out this operation! Unplug the device after this step.

4. After the calibration minute has passed the module switches into **normal** mode by itself; this will also be the mode used for the **learning** process. Head towards a mostly straight road section, having no traffic lights, on which driving at a constant 50 km/h for some two or three minutes is practical (it takes about 2.2 km driven over a straight road section, auto-pilot on; the distance and the driving time may increase if there is no auto-pilot function on your vehicle, if the road is not as straight or if the traffic imposes braking and accelerating). At this point you can replug the device back in. If there is no auto-pilot then just maintain the cruising speed as close as possible to 50 km/h using the gas pedal. After this timeframe the vehicle learns the new TPMS simulated IDs and the dashboard clears, turning back to white. If the error does not clear over 5 km of cruising at 50 km/h redo steps 3 - 4, only after a break of at least 20 minutes with the engine shut down; you may retry either the calibration mode or the **calibration 2** mode. See the diagram above. You can press the button multiple times to see it switching between operating modes.
5. Stop the car while keeping the engine running for a minute or two; if during this time the “Service TPMS” error comes back redo steps 2 - 3.
6. Have a pleasant trip!

Troubleshooting and returning the device

- Should the device appear not to respond to button presses (i.e. no power) and it has a red cap on the 12 V plug try removing it. Turn it a quarter of a turn counter clockwise and pull.
- If the message “Low Tire pressure” shows up while driving, after you have successfully set up the device, pull the vehicle over to a side and set the TPMS mode to “Comfort” from the dashboard menu.
- If the TPMS error dash lights do not turn off as soon as the dashboard turns white from the previous yellow error state, restart the engine and the dashboard lights will be gone.
- Recalibration (step 3) is very likely to be required on changing the tire with a new one. It might be needed as well with the same tire after some 3 - 4 years of use. It is typically not needed on moving the device between the luggage trays or down below the trays.
- When alternating between different ID sets (i.e. real sensors and simulator) the vehicle will forget the simulated IDs, making a relearning necessary (unplug the device, redo the 4th step). In most cases this will happen when switching from summer tires and real sensors to winter tires and simulator.

In the event of not being able to make it work please visit the website - <https://spooftpms.com> - “Forum” section for assistance. There is also the contact form at the “Contact” section on the same website.

Returns are accepted in the original package within 60 days of receiving the device. The device must be in operational condition and physically not damaged. It should be noted that the return fees are at customer’s expense.