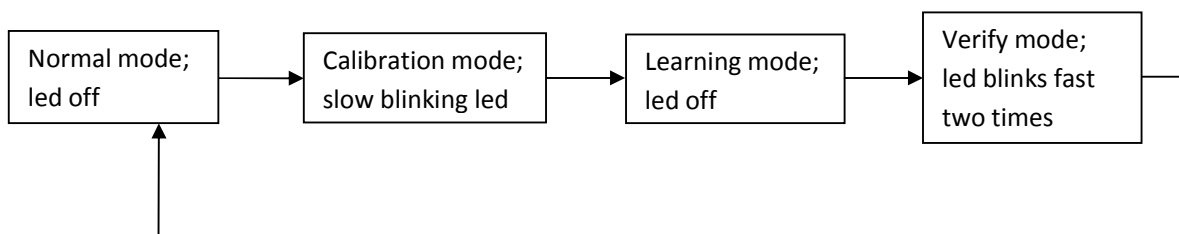


TPMS simulator v4.1 for Suzuki vehicles, from **IRON GATES**

- battery powered -

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. Head down towards a mostly straight road section, having no traffic lights, on which driving at a constant 50 km/h for some 4 or 5 minutes is practical. Open the device, remove the foil from the batteries inside it (you will need a Phillips screwdriver) and have it seated at the far right corner inside the boot of the vehicle, as close to the wheel as you can and perpendicular to the car’s length (as depicted by the arrow on the simulator unit); the module’s movements while the car is in motion need to be restricted, therefore it needs to be secured to one of the boot’s two luggage trays with the three hook tape pieces included in the package like so: secure the two lugs of the casing with the two short straps and slide the long strap over the middle of the casing, in parallel with the other two. The luggage tray is going to act as the loop and together with the hook tape pieces will form a hook and loop fixture. This will be the module’s permanent operating place.
3. Press the button once for the device 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. You can use of the triangle light on the dashboard for an easy counter. It blinks once a second. After the calibration minute has passed the devices automatically switches into **learning** mode (this operating mode can also be reached by pressing the button if needed). Continue driving.

4. It will take another 2 or 3 minutes (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). 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 2 - 3 if need be (see step 5 below), and redo step 4, but only after a break of at least 20 minutes with the engine turned off.
5. Pull over to the right side and press the button once again. The device will blink its led fast twice and get into **verify** mode. Watch the device for one minute; if the led stays off then calibration has succeeded and there is nothing more to do. If during this time the led turns on, then redoing steps 2 - 3 is necessary. Wait for the led to come off and the device is in **normal** mode again from the diagram above (this operating mode can also be reached by pressing the button if needed). This step is important for troubleshooting the device. It is very hard on the battery powered version to investigate issues without knowing whether the calibration has succeeded or not.

Troubleshooting and returning the device

- 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 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.

When you are alternating between the simulator and real pressure sensors it is recommended to open the simulator device and take out the batteries. Their life will be noticeably extended. In any case, do not leave the simulator running in its designated spot when there are real sensors mounted!

In the event of not being able to make it work please visit the website <https://spooftpms.com> - “Contact” section for assistance. I’ll be answering in English and Romanian.

Returns are accepted 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.