C5 Corvette
Tire Pressure Sensor Battery Replacement

The sensors are designed to be *Throw Away* items. S Corvette folks might consider changing the batteries in the sending units to be more hassle than its worth. On the other hand, if I can prove it can be fixed, I WIN!!!

First off, the sensor units y are *Potted* with a relatively soft sealant material that can be slowly and carefully removed to expose the battery. Looking at the picture, it is always placed to the right of the valve stem. Besides it being set in sealant, there is a small strip of double-backed tape in there also. The sending unit battery does not come out willingly!

The Battery is a common 3 volt Lithium CR2477N. The only issue here is, you can't heat the battery with a soldering Iron as it will boil the liquid inside and ruin it. I found a place locally called *Batteries Plus* that not only supplied the replacement battery, they had a Tech on duty who welded the Solder straps in place for me.

When reinstalling the new battery, place it Positive side down, and the terminal furthest away from the valve stem is also positive. I then used a standard soldering Iron to re-attach the battery straps. Once that is complete, using a Voltmeter, confirm 3 volts at the terminals. I went one step further by using my Corvette to see if the Sensor would program and be seen by the monitoring system before "re-potting".

There are probably better materials out there to repot the sensor with, but I used JB Weld. It has worked well, not been conductive enough to run the batteries down and you can be assured of a good bond. Unfortunately, the draw back when this material is used is that the sensor battery can never be removed again without totally destroying the case.

I've had a 70% success rate, and as I do more that rate should get better...But as I said earlier, I only did this as a challenge and to share the knowledge with other NCRS members.

Battery Exposed (Negative Side)

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Battery Removed