

# AI-03760 2009 Chevy Colorado Notes TX to FL Journey

Owner	Ⓜ Rigel Arcayan
Tags	Problem
Created time	April 25, 2026 8:14 AM

**A 2009 Chevy Colorado V8, 92,000 miles (Round Rock, TX) which sat in the garage since start of 2022 due me and wife early retired in Cebu. Vehicle was fit for duty in 2023 when we visited back home. I put a fresh battery on it and was running like a champ. Now April 2026, the "baby rado" will not even do the click-click-click. The lithium jump starter kit was able to turn the engine, it will just click-click-click. I have to use the NX250 in the garage to get it going. I have to register the vehicle to the TX tax office but needed a TX emissions test which was done at a drive thru Valvoline shop nearby. In 2023, I noticed a thumping noise from the front left side but ignored it. Now, while driving and windows open, the car sounds like a helicopter. I raised the front tire off the ground and noticed the "unroundness" of the tire.**

Here's the summary of the problems and fixes.

Problem1: will not start and not even a click-click-click.

Resolution: Jumpstart and let it run for a few hours

Problem2: left front tire making a thumping noise.

Resolution: replaced all 4 tires (identical as previous). Replaced all TPMS sensors (life span of sensor is 7-8 years)

Problem3: Front wheel alignment off

Resolution: performed front wheel alignment

Problem4: oil change due

Resolution: changed oil

## AI Conversation

Here's a clean, straightforward summary of everything we discussed — focused only on the vehicle facts and maintenance, with no commentary about any shop.

---

### ✔ Summary of Our Conversation (Vehicle + Maintenance Only)

#### TPMS Sensors

- TPMS sensor batteries typically last 7–10 years.
    - Your 2009 Colorado's original sensors are far beyond their expected lifespan.
    - When the battery dies, the whole sensor must be replaced.
    - The truck uses 315 MHz TPMS sensors.
    - After tire rotation, your truck requires a TPMS relearn using the headlight-switch method.
- 

#### Spark Plugs & Tune-Up

- Your 2009 Colorado V8 (5.3L) uses 8 iridium spark plugs.
    - GM recommends replacing iridium plugs around 100,000 miles.
    - You have 90,000 miles and original plugs, plus a slightly rough idle — this is normal wear.
    - You can squeeze more life out of them, but worn plugs can cause:
      - Rough idle
      - Lower MPG
      - Coil stress
      - Potential misfires
  - Replacing them now is reasonable and will improve smoothness.
- 

#### DIY vs Shop Spark Plug Replacement

- The 5.3L V8 is DIY-friendly:
  - Coil-on-plug
  - Good access
  - No special tools
- DIY cost: \$60–\$100
  - Typical shop cost: \$350–\$700

- Fair price at a good independent shop: \$170–\$280
- 

### Other Maintenance Items

- Serpentine belts can be visually inspected for cracks or glazing.
    - Brake condition can be checked by pad thickness and rotor wear.
    - AC leaks can be detected using:
      - UV dye
      - Electronic leak detector
    - Pressure gauge readings
    - Visible oil residue
- 

### ★ Overall

You're at a normal maintenance point for a 2009 V8 Colorado with 90k miles. The only items that are definitely due or close to due based on age/mileage are:

- Spark plugs
  - Serpentine belt (if visibly worn)
  - TPMS sensors (due to age)

Everything else depends on actual inspection results.

---

If you want, I can also give you:

- Exact spark plug part numbers
  - Torque specs
  - A step-by-step DIY guide for the 5.3L V8
  - A 90k-mile maintenance checklist tailored to your truck

My 2009 Chevy Colorado Colorado :

Problem: Will not start, no click Solution: Jumpstarted no issue. Battery is 3 years old but truck sat in the garage for > 1 year.

ODB2 Foxwell reading is VPWR=12.5v -12.8v

I will be giving this truck to my MD son and I don't want him to have zero issues.

Shall I put a new battery and alternator. What is the average battery life of batteries in the US, truck was in the garage . Shall my battery voltage reading using a multimeter be 14v? If the battery is dead, will that cause the reading to be

12.5v and not 14 volt. I dislike replacing parts which are still functioning. Enlighten me. This truck has 70k miles.

Short answer:

You almost certainly don't need an alternator. You probably do need a new battery. A sitting battery for a year is usually the real culprit, even if it still shows 12.5–12.8 V at rest.

---

 What's actually happening with your Colorado

Your symptoms line up with a weak battery that can't deliver enough cold-cranking amps (CCA) even though the voltage looks okay.

A battery can show 12.5–12.8 V and still be bad because:

- Voltage  $\neq$  capacity
  - Voltage  $\neq$  ability to deliver high current
  - Sitting for a year causes sulfation, permanently reducing CCA
  - A jump start working instantly is the classic sign of a battery that can't supply starting current

Your alternator is almost certainly fine unless:

- The truck dies while driving
  - You see dimming lights at idle
  - You measure alternator output and it's low

You didn't report any of those.

---

 What your voltage readings should be

Here's the key:

Engine OFF (resting battery):

- Healthy: 12.6–12.8 V
  - Weak but usable: 12.2–12.4 V
  - Bad: <12.0 V


Your 12.5–12.8 V reading is normal, but it doesn't tell the whole story.

Engine RUNNING (alternator charging):

- Normal alternator output: 13.8–14.6 V
  - If you see 12.5 V while running, the alternator is not charging.

Right now you only measured VPWR with the engine off, so that doesn't tell us anything about the alternator.

---

 The one test that answers everything

Use a multimeter:

1. Before starting:  
Expect ~12.6 V.
2. Start the engine and measure again:
  - If it jumps to 14+ V, alternator is good.
  - If it stays around 12.5 V, alternator is bad.

This is the definitive test.

---

 Battery life in the U.S.

Typical lifespan:

- 3–5 years in normal use
  - Much shorter if the battery sits discharged for long periods
  - A battery that sat for >1 year is almost always compromised

Your battery is:

- 3 years old
  - Sat unused for a year
  - Already showing starting issues

That's enough to justify replacement.

---


 Should you replace the alternator?

No — not unless the charging test shows <13.8 V while running.

Alternators on Colorados often last 150k+ miles.

At 70k miles, yours is barely middle-aged.

---

 Since you're giving the truck to your son

If you want him to have a trouble-free experience, the smart, cost-effective move is:

✓ Replace the battery

(~\$120–\$180)

This eliminates the most common failure point.

✓ Test the alternator

(30 seconds with a multimeter)

Only replace if it fails the charging test.

✓ Optional: clean battery terminals

Corrosion can mimic a weak battery.

---

🔧 My recommendation (based on your goals)

Replace the battery. Test the alternator. Don't replace the alternator unless it fails the test.

This avoids wasting money and gives your son a reliable truck.

---

If you want, I can walk you through the exact multimeter test step-by-step or help you choose a battery type (AGM vs flooded, CCA rating, etc.).

**Engine was running when reading odb2 at 12.8v. Also I measured the alternator voltage at the battery terminal while running.**

Got it — if the engine was running and both your OBD2 VPWR and your multimeter at the battery were only showing 12.8 volts, then the diagnosis becomes extremely clear:

🔥 Your alternator is not charging the battery.

A running engine should never sit at 12.8 V. That's battery voltage only.

A healthy alternator will always push the system to 13.8–14.6 V.

Let's break this down cleanly.

---

✓ What 12.8 V while running actually means

When the alternator is working, it forces the electrical system to a higher voltage so it can charge the battery. That's why:

- Engine OFF: 12.6–12.8 V
  - Engine ON: 13.8–14.6 V

If the engine is running and you still see 12.8 V, the alternator is not providing charge. The truck is running off the battery alone.

This is the classic pattern of:

- Weak battery
  - Alternator not charging
  - Jump start works
  - Truck dies or won't restart after sitting

You're seeing exactly that.

---

🎯 So what's actually bad — battery or alternator?

Both are likely compromised, but the alternator is the primary issue right now.

✓ The alternator is definitely not charging

Your voltage proves it.

✓ The battery is probably damaged from sitting a year

Even if it reads 12.5–12.8 V, sulfation kills its ability to deliver current.

✓ A weak battery + dead alternator = guaranteed no-start

That's why the jump start worked — the jump provided the current the alternator should have been supplying.

---

🛠️ What I would do (and why)

Since you're giving this truck to your son and want zero issues:

**1** Replace the alternator

This is non-negotiable.

Your voltage readings confirm it's not charging.

**2** Replace the battery

It sat for a year and already failed once.

Even if it "works," it's unreliable.

This combination gives you a fresh, stable electrical system.

---

 Why not just replace the battery?

Because a new battery will still read 12.8 V while running if the alternator is dead. And it will drain again.

You'd be right back where you started.

---

 If you want to double-confirm the alternator failure

Here's the definitive test:

1. Start the truck (jump if needed).
2. Put multimeter on battery terminals.
3. Rev to 1500–2000 RPM.

Expected:

14.0–14.5 V

Your reading:

12.8 V

That's alternator failure, full stop.

---

 Why alternators fail on trucks that sit

- Brushes oxidize
  - Slip rings corrode
  - Voltage regulator sticks
  - Bearings dry out
  - Field coil doesn't energize properly

Sitting is harder on alternators than driving.

---

 Final recommendation for a trouble-free truck

Component	Replace?	Why
-----------	----------	-----

Battery	✓ Yes	Sat for a year, already failed once
---------	-------	-------------------------------------

Alternator	✓ Yes	Proven not charging (12.8 V running)
------------	-------	--------------------------------------

Belt	Optional	Cheap insurance
------	----------	-----------------

Battery terminals	Clean	Prevent future issues
-------------------	-------	-----------------------

This gives your son a truck that starts every time.

---


If you want, I can help you choose a good alternator brand (OEM vs reman vs new), or walk you through a quick charging system test to confirm everything.

Short answer: **not catastrophic, but definitely needs correction—especially the right front.** You're in the "will cause uneven tire wear and mild drivability issues if ignored" zone.

Let's break it down clearly:

## **Front Alignment (what actually matters most)**


### **1.Camber (tire tilt)**

- Left: **+0.6° (good)**
- Right: **-0.6° (good)**
-  Both are in spec (green)

 **Verdict:** No problem here.

### **2.Caster (steering stability)**

- Left: **+2.1° (good)**
- Right: **+2.0° (borderline/out of spec)**

 The issue isn't the absolute number—it's the **imbalance** and that the right side is flagged.

### **What you may feel:**

- Slight pull or drift
- Steering not returning to center perfectly
- Less stability at speed

👉 **Verdict:** Mild issue, not urgent but should be corrected.

### 3. Toe (BIGGEST PROBLEM)

- Left: **+0.10° (perfect)**
- Right: **-0.17° (out of spec, red)**

This is the one that matters most.

👉 Toe is what **destroys tires fastest**.

#### **What's happening:**

- Right wheel is pointing outward (toe-out)
- Left is slightly inward

👉 This creates a **scrubbing effect**, like dragging the tire sideways.

#### **What you may notice:**

- Steering wheel slightly off-center
- Truck wandering or feeling "loose"
- Noise from that front tire (you mentioned this earlier—this could be it)

👉 **Verdict:**

⚠️ **This is the main problem. Needs correction soon.**

## **Rear Alignment**

Rear is gray because it's likely not adjustable (solid axle truck).

- Camber: normal for this setup
- Toe: slightly uneven but typical for a truck
- Thrust angle: **-0.22° (slightly off center)**

👉 **What it means:**

- Rear axle is pointing slightly off
- Can cause "dog tracking" (truck slightly angled on road)

👉 **Verdict:**

Not unusual for a 2009 truck. Not urgent unless severe symptoms.

## Overall Severity

**On a scale:**

- 0 = perfect
- 10 = "eating tires in 1,000 miles"

👉 You're about a **4/10**

## What happens if you ignore it?

**Short term (weeks)**

- Slight tire noise (you already have this)
- Minor steering annoyance

**Medium term (months)**

- Uneven wear on **right front tire**
- Feathering (run your hand across tread, you'll feel it)

**Long term**

- Premature tire replacement
- Worse handling

## What should you do?

**Minimum fix (recommended)**

- Adjust **front toe**
- Try to balance caster side-to-side

👉 Typical cost: **\$90-\$150 alignment**

## Important Insight (based on your earlier tire issue)

You mentioned:

Left front tire noise

But this sheet shows:

**Right front toe is bad**

 That mismatch suggests:

- Tire noise might be from **old tire wear pattern**, not current alignment
- OR tires were previously rotated and damage already done



## Bottom Line


- **Not dangerous**
- **Not catastrophic**
- But **absolutely worth fixing soon**, mainly for tire life

If you want, I can connect this directly to your noisy tire and predict whether rotating or replacing will fix the sound.

**If the alternator is dead, the engine will not run because the battery is also dead, true or false? After jumpstart, the engine runs. So regardless of dead or weak battery, the reading at battery terminal should be 14v at running?**

Great questions — and you're thinking about this exactly the right way. Let's clear up the logic so everything makes sense.

---

 1. "If the alternator is dead, the engine will not run because the battery is also dead — true or false?"

False.

Here's why:

 A vehicle can run with a dead alternator

As long as the battery has some charge left, the engine will run because:

- The alternator isn't needed to keep the engine running
  - The battery alone can power the ignition system and fuel pump for a short time

✓ But it will eventually stall

Once the battery voltage drops below ~10.5 V under load, the truck will:

- Misfire
  - Lose fuel pump pressure
  - Stall
  - Not restart

This is why many people can jump-start a car with a dead alternator, drive a few miles, and then the car dies again.

---

✓ 2. "After jumpstart, the engine runs. So regardless of dead or weak battery, the reading at battery terminal should be 14 V at running?"

Yes — exactly.

This is the key rule:

If the alternator is working, system voltage **MUST** rise to 13.8–14.6 V once the engine is running.

It does not matter:

- How weak the battery is
  - How recently it was jump-started
  - How long it sat

A functioning alternator always forces the voltage up.

So if you see 12.8 V while running, that means:

- The alternator is not charging
  - The truck is running off the battery alone
  - The alternator, voltage regulator, or wiring is faulty

This is true even if the engine runs fine for the moment.

---

🔍 Why your truck still runs even though the alternator isn't charging

When you jump-start:

- The donor vehicle charges your battery for a moment
  - Your battery now has enough juice to run the engine
  - But the alternator never takes over
  - So the battery slowly drains again

This is exactly the pattern you described.

---

🔗 Your readings confirm the alternator is not charging

You measured:

- 12.8 V at OBD2 while running
  - 12.8 V at battery terminals while running

Both should be 14+ V.

This is definitive.

---

🚫 Your final takeaway

- A weak battery can cause no-start
  - But a weak battery cannot cause low voltage while running
  - Only a non-charging alternator causes that

So yes — even with a dead battery, a running engine should show 14 V if the alternator is good.

---

✓ Final recommendation

Since you're giving this truck to your son and want reliability:

Replace the alternator

Your voltage readings prove it's not charging.

Replace the battery

It sat for a year and already failed once.

This combination gives you a fresh, stable electrical system with no surprises.

---

If you want, I can help you choose:

- The best alternator brand (OEM vs reman vs new)
  - The right battery type (AGM vs flooded, CCA rating)

- Or walk you through a quick charging system test to double-confirm everything

**Oh, after 20 minutes of idling, reading is 13.9 to 14.0, so my issue is just a dead or weak battery due to no use and just sat in the garage for 2 years, how likely this will fail to start if I turn off the engine? If it wont start, I will need to a neighbor to jumpstart me which I dislike.**

Great — this new detail changes the picture a lot, and in a good way.

If after 20 minutes of idling your voltage rises to 13.9–14.0 V, then:

✅ Your alternator is working normally.

That is exactly the correct charging voltage for a 2009 Chevy Colorado.

So the real issue is:

🔋 Your battery is weak from sitting for 2 years.

A battery that sits that long becomes sulfated, meaning:

- It can show normal voltage (12.5–12.8 V)
  - But it has very low capacity
  - And very low cold-cranking amps (CCA)

This is why it wouldn't start the truck, but once jump-started, the alternator could keep the truck running.

---

★ So what happens if you turn the engine off now?

Most likely: it will NOT restart reliably.

Here's why:

- A sulfated battery cannot hold a charge well
  - Even after 20 minutes of alternator charging, it may only be at 20–40% capacity
  - It may drop below 10 V under load when you try to crank
  - That results in no click, no crank, exactly what you saw before

A battery that sat for 2 years is extremely likely to fail again.

---

🔍 How to predict whether it will restart

Here's the simple rule:

If the battery was dead enough to need a jump, and it's more than 2 years old AND sat unused for a long time, it is unreliable.

Even if it starts once, it may fail the next time — especially:

- Overnight
  - In cold weather
  - After short trips
  - After sitting a few hours

You don't want your son stranded or needing a neighbor to jump it.

---

 What you should do right now

If you want zero hassle, the smart move is:


✓ Replace the battery

This is the real problem.

Your alternator is fine.

A new battery eliminates:

- No-start risk
    - Needing a jump
    - Random failures
    - Stress for your son
- 

 Why the alternator didn't show 14 V immediately

This is normal.

When a battery is deeply discharged:

- The alternator starts in "bulk charge" mode
  - Voltage may stay around 12.8–13.2 V for several minutes
  - As the battery accepts charge, voltage rises
  - Eventually it stabilizes at 13.9–14.4 V

Your alternator did exactly what it should.

---

 Final recommendation (based on everything you've told me)

Component	Status	Recommendation
Alternator	Working normally	Keep it
Battery	Weak from sitting 2 years	Replace it
Truck	70k miles	Solid, reliable once battery is replaced

---

### 👍 Bottom line

Your alternator is good. Your battery is bad. Replace the battery and you'll have a perfectly reliable truck.

If you want, I can help you pick the right battery type (AGM vs flooded), CCA rating, or best brands for your Colorado.

### **If this is the end of the world and I can't find a battery**

If this were "the end of the world" and you couldn't buy a new battery, the good news is: your truck will still run reliably as long as you understand what a weak battery can and cannot do.

Let's break it down in a way that actually helps you make decisions.

---

### ✅ What your truck can do with a weak battery

Once the engine is running, the alternator powers everything:

- Fuel pump
  - Ignition coils
  - Injectors
  - Lights
  - Electronics

So even with a weak battery, the truck will run indefinitely as long as the alternator is healthy — and yours is, because you measured 13.9–14.0 V after idling.

That's textbook normal.

---

### ❌ What your truck cannot do with a weak battery

A weak or sulfated battery struggles with one job only:

→ Delivering the huge burst of current needed to crank the engine.

That's why:

- It wouldn't start
  - But once jump-started, it ran perfectly
  - And the alternator brought voltage up to normal

So the only real risk is starting, not running.

---

🤖 Will it restart right now?

Here's the honest, practical answer:

It might start once or twice, but it is very likely to fail again.

Why:

- A battery that sat for 2 years is heavily sulfated
  - Sulfation permanently reduces cold-cranking amps
  - Even after charging, it may only hold 20–40% of its original capacity
  - It may drop below 10 V the moment you hit "START"

This is why people get stuck with "no click, no crank" even after a long drive.

---

🧠 Think of it like this

Your alternator can refill the battery's voltage, but it cannot restore the battery's lost capacity.

It's like filling a cracked bucket — it looks full, but it can't hold water under pressure.

---

🛡️ If you truly couldn't get a new battery

Here's how you'd keep the truck usable:

✓ Keep the engine running whenever possible

Don't shut it off unless you're sure you can restart.

✓ Avoid short trips

Short runs don't recharge a weak battery.

✓ Idle for 20–30 minutes before shutting down

This gives the alternator time to top off what little capacity remains.

✓ Park on a hill (old-school trick)

If it's a manual transmission, you can roll-start it.  
(Your Colorado is likely automatic, so this may not apply.)

✓ Keep jumper cables in the truck

Even a weak battery can sometimes accept a surface charge from a jump.

✓ Disconnect the battery if storing the truck

Slows down self-discharge.

These are survival strategies — not ideal, but workable.

---

★ But since this is NOT actually the end of the world...

You're giving this truck to your son.

You want reliability.

You don't want him stranded.

You don't want to depend on neighbors for jumps.

Replace the battery.

That's the entire problem.

Your alternator is fine.

Your truck is fine.

Your battery is not.

---

🎯 Final takeaway

- Alternator: healthy (13.9–14.0 V proves it)
  - Battery: unreliable (sat 2 years, already failed once)
  - Truck: will run fine, but may not restart
  - Best move: replace the battery

If you want, I can help you pick the right battery (CCA rating, brand, AGM vs flooded) so you only buy it once and forget about it.

**How to unsulfate a battery? This truck is my home in Texas, back in Cebu, people don't buy battery unless it's dead dead and they have battery repair. Just hypothetical since I can afford, in the EOW situation, how can I restore battery sulfate? I'm just curious-for science purposes only.**

You're asking a fun question — the kind of thing mechanics talk about at 1 a.m. when the shop is closed and someone says, "Okay, but what if civilization

collapses and AutoZone is gone?"

So let's talk battery desulfation in a way that's safe, scientific, and realistic — without giving step-by-step instructions for anything dangerous.

---

 First: What is sulfation?

When a lead-acid battery sits unused, the lead plates develop hard lead-sulfate crystals.

These crystals:

- Reduce capacity
  - Reduce cold-cranking amps
  - Make the battery act "dead" even if voltage looks normal

Light sulfation can be reversed.

Heavy sulfation (like after 2 years of sitting) is usually permanent.

---

 Can you "unsulfate" a battery?

Sometimes.

But only if the sulfation is mild.

There are three scientific methods used in the real world:

---

**1** Slow charging (the safest and most realistic)

A deeply discharged battery can sometimes recover if charged very slowly over many hours.

Why it works:

Slow charging dissolves some of the sulfate crystals back into the electrolyte.

This is the method used by:

- Battery shops in the Philippines
  - Old-school mechanics
  - Off-grid solar users

It works best on batteries that are weak but not totally dead.

---

**2** Pulse desulfation (used in commercial chargers)

Some smart chargers send tiny electrical pulses designed to break up sulfate crystals.

These devices:

- Don't work miracles
  - But can restore 10–30% capacity in some cases
  - Are safe because they regulate voltage and current

This is the “battery repair” mode you see on brands like NOCO or CTEK.

---

### Electrolyte replacement (used in some countries)

In places like Cebu, some shops:

- Drain the old electrolyte
  - Rinse the battery
  - Add fresh electrolyte
  - Slow-charge it for many hours

This can revive a battery that would be thrown away in the U.S.

But it only works on flooded lead-acid batteries, not sealed or AGM types.

And it's not something you'd do at home — it's a controlled shop procedure.

---

### What does not work

These are myths:

- Adding aspirin
  - Adding soda
  - Adding salt
  - Adding vinegar
  - Shaking the battery
  - Freezing the battery

These don't fix sulfation and can damage the battery or make it unsafe.

---

### The scientific truth

Once sulfate crystals harden, they become chemically stable and cannot be reversed.

So:

- Light sulfation → sometimes reversible
  - Heavy sulfation → permanent

A battery that sat 2 years is almost always in the “permanent” category.

---

🌍 If this were truly the end of the world

Here’s the realistic survival-science answer:

✓ You’d use slow charging

Solar panel → charge controller → battery  
or

Generator → low-amp charger

✓ You’d keep the battery topped up

Never let it sit discharged.

✓ You’d use multiple weak batteries in parallel

This increases available current even if each battery is weak.

✓ You’d avoid deep discharges

Lead-acid hates being drained below 50%.

✓ You’d scavenge electrolyte from other batteries

This is what rural mechanics do when supplies are limited.

These are principles, not instructions — but they’re the real science behind battery survival.

---

★ Your real-world situation

You’re not in the apocalypse.

You’re in Texas.

You’re giving the truck to your son.

You want reliability.

→ Replace the battery.

Your alternator is fine.

Your truck is fine.

Your battery is simply too far gone to trust.

---

If you want, I can help you choose the best battery type for Texas heat (AGM vs flooded), the right CCA rating, and which brands last longest.

### **2009 Chevy Colorado Serv TPM error before tire replacement and then with new tires, same error, how to clear? Can I disconnect the battery to reboot?**

Short answer: A 2009 Chevy Colorado usually cannot clear a persistent "SERVICE TPM" message by disconnecting the battery. The system requires a TPMS relearn procedure, not a reboot. The warning staying on even after new tires strongly suggests the truck still hasn't relearned the sensor IDs. Chevrolet Co...

---

Why the error stays even with new tires

Your 2009 Colorado uses a first-generation direct TPMS, where each wheel sensor has a unique ID. When tires or sensors are replaced, the truck must be told the new sensor positions. If this isn't done, the system keeps throwing SERVICE TPM even if pressures are correct. Erwin Salarda

Battery disconnecting won't help because the TPMS module stores sensor IDs in non-volatile memory.

---

How to properly clear the TPMS error on a 2009 Colorado

The 2009 model uses a manual TPMS sensor matching process. You can do it yourself if you follow the sequence exactly:

TPMS Relearn Steps (2009 Colorado)

Chevrolet Co...

1. Set parking brake.
2. Turn ignition to ON/RUN (engine off).
3. Turn the exterior lamp switch from AUTO → OFF four times within three seconds. • This puts the truck into relearn mode.
4. The horn will chirp once.
5. Start at the driver front tire and either:
  - Use a TPMS relearn tool, or
  - Increase or decrease air pressure briefly until the horn chirps.

6. Move in order: • Driver front → Passenger front → Passenger rear → Driver rear

7. After the last tire, the horn chirps twice to confirm completion.

If you take longer than 1 minute on the first tire or 5 minutes total, the process cancels and you must restart. Chevrolet Co...

---

Do you need a TPMS tool?

For first-gen Colorados (2004–2012) like yours, you can complete the relearn by letting air out or adding air. A handheld TPMS tool simply makes it easier but isn't required. Chevrolet Co...

---

When a relearn won't fix it

If the relearn fails repeatedly, common causes include:

- Dead TPMS sensor batteries (typical lifespan ~7–10 years; yours are likely original if not replaced).
    - Wrong-frequency sensors installed with the new tires.
    - A failed TPMS module (less common).
- 

Should you disconnect the battery?

No — it won't reset TPMS.

The TPMS module retains sensor IDs and fault states even with power removed. Only a relearn or sensor replacement clears the error.

---

One helpful next question

Do you know whether the tire shop installed new TPMS sensors, reused the old ones, or installed sensors that match the correct GM frequency for 2009?

### **Average price for tpms sensor**

Most TPMS sensors cost about \$35–\$70 each for standard replacements, and \$90+ for premium dual-frequency or OEM units. The products below show the real-world price range.

---

 Typical TPMS Sensor Price Breakdown

Type of Sensor	Typical Price	Notes
Aftermarket universal sensor	\$35–\$55	Works for most vehicles once programmed. Good budget option.
Brand-name aftermarket (Schrader, Dorman, Dill)	\$50–\$65	Reliable, long battery life, widely used by shops.
OEM GM sensor (ACDelco)	\$60–\$75	Exact match for your 2009 Colorado; usually lasts 7–10 years.
Dual-frequency programmable sensors (Autel MX-Sensor)	\$90–\$100	Covers nearly all vehicles; shops like them for versatility.

### Relevant TPMS Sensors & Prices

Below are the sensors returned in your search, showing the real market range:

Walmart

### **Average battery life of tpms sensor? What is a good rule**

The average TPMS sensor battery lasts 7–10 years, and the simplest rule of thumb is this:

If your tires are on their second set, your TPMS sensors are probably on their last legs.

Here's the clear breakdown so you know what to expect.

### Typical TPMS Sensor Battery Life

- Normal lifespan: 7–10 years
  - Shorter lifespan: 5–6 years in very hot climates (Texas heat definitely counts)
  - Longer lifespan: Up to 12 years in mild climates with low mileage

The battery is sealed inside the sensor and cannot be replaced, so when it dies, the whole sensor must be replaced.

### Good Rule of Thumb

Use this simple guideline:

Replace TPMS sensors every time you replace tires after the 7-year mark.

Why?

Because the labor to break down a tire is the expensive part. Doing sensors at the

same time saves money and avoids a second shop visit.

---

### Signs a TPMS Battery Is Dying

- "SERVICE TPM" message instead of a simple low-pressure warning
  - One wheel not reading pressure
  - Intermittent readings that come and go
  - Sensors fail to relearn during the reset procedure

On a 2009 Colorado, if the sensors are original, they're way past their expected lifespan.

---

### Practical advice for your situation

Since you're seeing a persistent TPM error even after new tires:

- If the shop reused your old sensors → battery failure is extremely likely
  - If they installed new sensors → they may be the wrong frequency or the truck needs a relearn

If you want, tell me whether your tire shop installed new sensors or reused the old ones, and I can help you pinpoint the exact cause.

### **The tire needs to be fully removed, I had a new tires installed but did not change the tpms**

Got it — and that detail explains exactly why your "SERVICE TPM" message is still on.

---

### Why the error didn't clear

If the tire shop reused your old TPMS sensors, then:

- Those sensors are 17 years old (your 2009 Colorado)
  - TPMS batteries last 7–10 years
  - The batteries inside your sensors are almost certainly dead or dying
  - A dead sensor cannot be relearned, so the truck keeps showing SERVICE TPM

And yes — the tire must be fully removed from the wheel to replace the sensor. That's why shops usually recommend doing sensors when you get new tires.

---

### What you should do next

You have two realistic options:

Option 1 — Replace all 4 sensors now (recommended)

Since the tires are brand new, this avoids paying for dismount/remount labor twice.

- New sensors: \$40–\$70 each
  - Labor: \$15–\$30 per wheel
  - Total for all 4: \$200–\$350 depending on shop and sensor brand

Once installed, the truck will relearn them and the warning will clear.


---

Option 2 — Replace only the dead sensor(s)

If you want to save money short-term, you can replace just the ones that aren't reading.

But realistically, the others will fail soon because they're the same age.

---

 What won't fix it

- Disconnecting the battery
  - Relearning procedure
  - New tires alone
  - Reset buttons (your truck doesn't have one)

If the sensor battery is dead, the truck simply can't hear it.

---

 Want me to help you pick the right sensors?

I can recommend the best ones for your 2009 Colorado (OEM vs aftermarket) and the typical price in Texas if you want.

**Are the one from NTB or Mavis okay**

Yes — the TPMS sensors that NTB or Mavis install are generally perfectly fine, as long as they use the correct type for your vehicle. Both chains typically use name-brand aftermarket sensors like:

- Schrader
  - Huf/Beru
  - Dill
  - Autel MX-Sensor (programmable)

All of these are widely used in the industry and work reliably on a 2009 Chevy Colorado when programmed correctly.

Here's the part that really matters more than the brand:

---

✔ What actually matters for your truck

1. Correct frequency

Your 2009 Colorado uses 315 MHz sensors.

If the shop installs the wrong frequency (433 MHz), the truck will never read them.

1. Proper programming

Some sensors come pre-programmed, others must be programmed to your vehicle before installation.

If the shop skips this step, the truck won't recognize them.

1. Relearn procedure

After installation, the truck must go through the TPMS relearn sequence so it knows which wheel is which.

---

👍 Are NTB/Mavis sensors reliable?

Yes — they're industry-standard, and most shops use the same brands.

The key is whether the technician:

- Installed the correct frequency
  - Programmed the sensor
  - Performed the relearn correctly

If any of those steps were skipped, you'll still get a SERVICE TPM message even with new sensors.

---

If you want, I can help you confirm:

- Whether your Colorado uses 315 MHz (it does)
  - Whether your shop likely used the right sensors
  - Whether your current error is from dead old sensors or a relearn issue

Just tell me:

Did NTB/Mavis install new sensors, or did they reuse your old ones?

## Please confirm frequency

Your 2009 Chevy Colorado uses a 315 MHz TPMS sensor frequency. This is confirmed across multiple parts databases and GM TPMS documentation.  
PartsGeek... +1

---

### ✔ Confirmed Frequency: 315 MHz

Multiple authoritative sources list the correct frequency for 2007–2012 Chevy Colorado TPMS sensors as 315 MHz:

- A TPMS sensor kit specifically for 2007–2012 Colorado states “Frequency: 315 MHz.” [PartsGeek.com](http://PartsGeek.com)
  - GM TPMS systems broadly use 315 MHz across most of their lineup, including the Colorado. [kevinsautos.com](http://kevinsautos.com)
  - Replacement sensors marketed for the 2007–2012 Colorado (Amazon, eBay, etc.) also list 315 MHz. Amazon +1

There is no 433 MHz variant for your model year.

---

### Why this matters

If a shop installs the wrong frequency (433 MHz), your truck cannot detect the sensors, and you’ll continue to see:

- SERVICE TPM
  - Missing tire readings
  - Failed relearn attempts

This is one of the most common causes of persistent TPMS errors after tire service.

---

### Quick checklist to ensure compatibility

When buying or verifying sensors, make sure they are:

- 315 MHz
  - Compatible with Chevy Colorado 2007–2012
  - Either pre-programmed or programmed by the shop
  - Installed with a proper TPMS relearn afterward

NTB and Mavis typically use Schrader, Huf, or Autel sensors — all fine as long as they are 315 MHz.

---

If you want, I can also confirm which specific sensor models are the best match for your truck and typical pricing in Texas.

Absolutely — your 2009 Chevy Colorado uses 315 MHz TPMS sensors, and that's the correct frequency you should insist on when buying replacements from NTB, Mavis, Discount Tire, or anywhere else.

Here's the clean confirmation you were looking for.

---

 Confirmed TPMS Frequency for 2009 Chevy Colorado

315 MHz

This applies to all trims and wheel sizes for the 2009 model year.

GM used 315 MHz TPMS sensors on the Colorado from 2004–2012, and there is no 433 MHz variant for your truck.

---

Why this matters for you

Since your shop reused your old sensors:

- They are 17 years old
  - The batteries inside them are far past their lifespan
  - They will not relearn, and the truck will keep showing SERVICE TPM

When you replace them, just make sure the shop installs:

- 315 MHz sensors
  - Compatible with GM trucks 2007–2012
  - Programmed before installation
  - Followed by a proper relearn sequence

NTB and Mavis both carry sensors that meet these requirements — you just want to confirm they're giving you 315 MHz, not a universal sensor that wasn't programmed correctly.

---

If you want, I can tell you which specific sensor models (ACDelco, Schrader, Autel, Huf) are the most reliable for your truck and what they typically cost in Texas.

Yes — any time you rotate the tires on a 2009 Chevy Colorado, you must perform a TPMS relearn.

Your truck does not automatically detect new wheel positions. If you skip the

relearn, the system thinks each sensor is still in its old location, and it may trigger warnings or show incorrect readings.

Here's exactly how to do it on your truck.

---

### ✓ TPMS Relearn Procedure — 2009 Chevy Colorado

This is the correct sequence for your model year:

1. Set the parking brake

Prevents the truck from timing out.

1. Turn the ignition to ON (engine off)

Don't start the engine.

1. Enter relearn mode

Turn the headlight switch from AUTO → OFF four times within 3 seconds.

You should hear one horn chirp — that means the truck is ready.

1. Train each wheel in order

You must go in this exact sequence:

1. Driver Front
2. Passenger Front
3. Passenger Rear
4. Driver Rear

At each wheel, either:

- Use a TPMS trigger tool OR
  - Let out a little air until the horn chirps (the truck senses the pressure change)

Each successful wheel will chirp once.

1. Finish

After the last wheel, the horn will chirp twice.

That means the relearn is complete.

---

### ! Important notes

- You have 60 seconds to do the first tire and 5 minutes total before the truck exits relearn mode.
    - If a sensor has a dead battery, it will not chirp, and the relearn will fail.
    - Since your sensors are original, they are likely too weak to relearn, which is why you're seeing the SERVICE TPM message.
- 

👍 What this means for your rotation

If your sensors are still alive, the relearn will fix everything.

If one doesn't respond during the process, that sensor's battery is dead and needs replacement.

If you want, I can help you figure out whether your sensors are failing or just need a relearn.