



TPMS

OICA POSITION



Background

Kyoto Protocol: commitment to reduce CO₂ emissions EC involvement in Geneva '58 Agreement + commitment to mandate TPMS by October 2012 in EU

US: FMVSS 138 mandatory since September 2007 for all new vehicles

Which TPMS in UNECE?



OICA target

Assure user acceptance and system credibility

 By appropriate threshold value and warning delay avoiding false alerts and user complaints

Prevent cost inflation

- Base requirements on performance of current systems
- Economic solutions should be possible
- Follow-up costs for consumers to be considered

Keep technical flexibility

 Do not exclude certain technologies

International Harmonization

• Try to harmonise with existing national regulations



OICA can support TPMS based on FMVSS138

For harmonization sake

OICA can recommend UNECE TPMS aligned on FMVSS 138

US lab research shows no risk of tyre failure at 25% under-inflation

US real world experience does confirm the above outcomes

US real world data shows

tyre maintenance is improved

narrowed distribution of under/over inflation

slightly improved fuel efficiency

Those benefits can be realized in Europe

FMVSS138 is currently sole candidate for a harmonized regulation



Situation inside UNECE 1958 agreement

FMVSS 138 sole regulation in force worldwide:

Targets tyre integrity
CO2 reduction is **side effect**Feasibility is proven





Objectives defined by EC:

- CO₂ reduction is main effect
- Safety in case of quick deflation

NEED FOR POLITICAL DECISION ON TECHNICAL APPROACH*

* 2 possible approaches



Situation inside UNECE 1958 agreement

"Harmonisation approach"

"European Approach"

Paves the way to a gtr thanks to US/EU experience

Fast application of FMVSS138 requirements

Amending FMVSS in order to:

Improve fuel efficiency, and Accelerate deflation detection

Political decision to be taken by the 1958 Contracting Parties

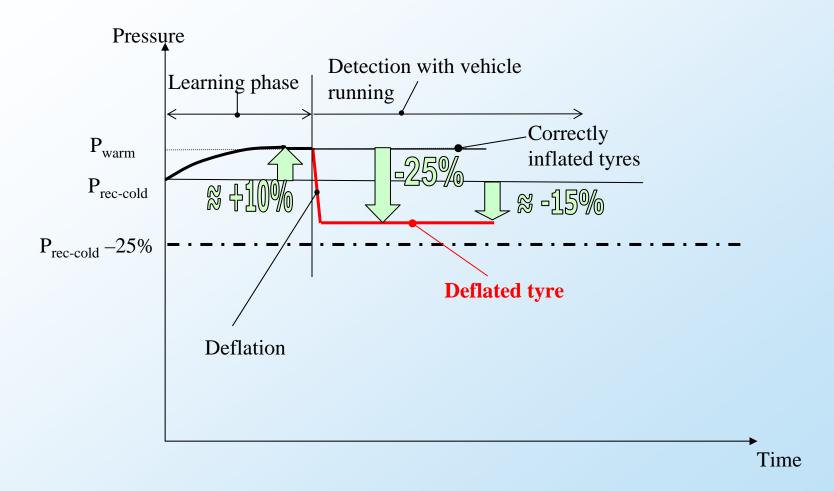
OICA can support
"Harmonisation
approach"

"European approach" needs some compromise inside GRRF-TPM-WG





GRRF-TPM-WG proposal





Relationship TPMS v/s Tyres

A TPMS regulation defines no requirement on tyres, but only **vehicle** performance requirements

The component "tyre" is approved with regard load/speed-performance (R30 and 54).

The component "tyre" is sold without pressure.

The driver is responsible for the correct maintenance of its tyres. Field data shows that drivers with TPMS are generally more sensitive to tyre pressure.

Vehicles should NOT be more heavily regulated only to protect the tyre Industry!

GRRF-TPM-WG proposal is the maximum OICA can accept in "European Approach"

GRRF-TPM-WG proposal is not applicable in all markets



Most OICA members see it as the toughest acceptable compromise

OICA happy to continue constructive work inside the GRRF informal group Proper communication campaign is necessary

Accuracy of public pressure gauges should be regulated

Need for good user acceptance



User is final responsible for tyre pressure



Proper communication campaign + pressure gauge accuracy



Annex 1: Example of user acceptance



🔳 09-01-2007, 11:03 AM

TrueSquare

New TN User

Join Date: Sep 2007

Location: USA Posts: 7

Trader Rating: (0)

10-01-2007

Disable TPMS

How can you disable the tire pressure monitoring system? I have new wheels a would rather leave the sensors in the original wheels.

2008 Xb

aircooled

Touareg Addicted Admin



Join Date: Dec 2003 Location: Evergreen, CO Posts: 1,387

Possible NEW procedure to disable TPMS

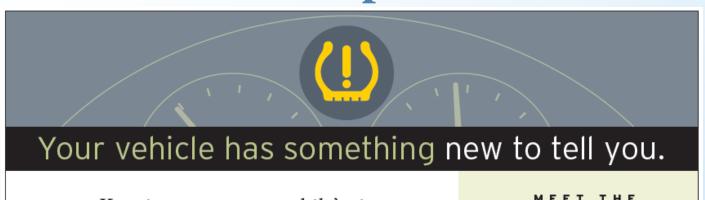
Folks, I stumbled across this possibly juicy bit of information on Vortex today. Some of you wheels geeks may really like this.

It comes straight from Uwe, owner of Ross-Tech. The following advice is in reference to a poster that was looking for a way to disable the <u>'not federally mandated'</u> tire pressure monitoring system (TPMS) in his early model <u>Touareg</u>.

Can someone that is brave enough try these instructions to see if we can make TPMS go away? I'd try, but I no longer have a TPMS vehicle.



Annex 2: Example of Communication



Keeping your automobile's tires

MEET THE



Tires Home

Tire Pressure & Loading

- Tire Pressure and Loading
- Checking
- Understanding
- Maintaining

Tire Maintenance

Tire Size

TPMS

Tire Pressure Monitoring System (TPMS)

Q. How does the new Tire Pressure Monitoring System (TPMS) work?

A: Tire pressure monitoring systems continuously monitor the pressure in the tires through sensors located in the tires (direct system) or the use of wheel speed and other vehicle sensors (indirect system). The information collected by the sensors is transmitted to an on-board processor that interprets the sensor signals and warns the driver when tire pressure is below the minimum acceptable level by illuminating a warning lamp.