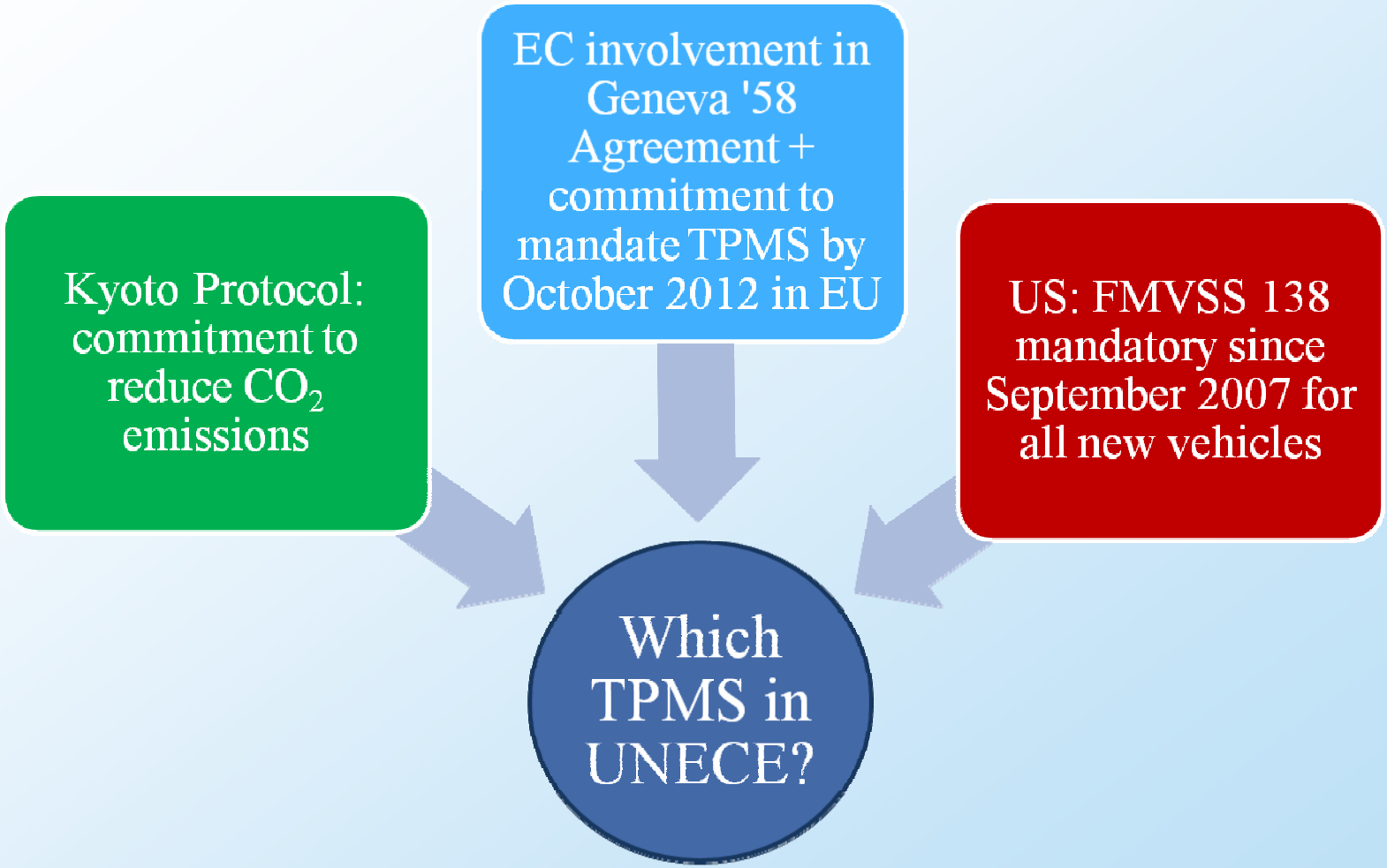
Informal document No. **GRRF-64-29**
(64th GRRF, 16-19 September 2008,
agenda item 8(f))

TPMS

OICA POSITION

Background


EC involvement in Geneva '58 Agreement + commitment to mandate TPMS by October 2012 in EU
Kyoto Protocol: commitment to reduce CO_2 emissions
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:

- CO_2 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"

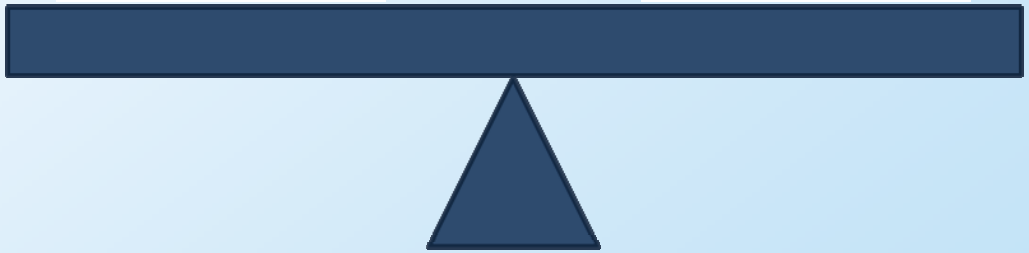
Paves the way to a gtr thanks to US/EU experience

Fast application of FMVSS138 requirements

"European Approach"

Amending FMVSS in order to:

Improve **fuel efficiency**, and Accelerate **deflation detection**

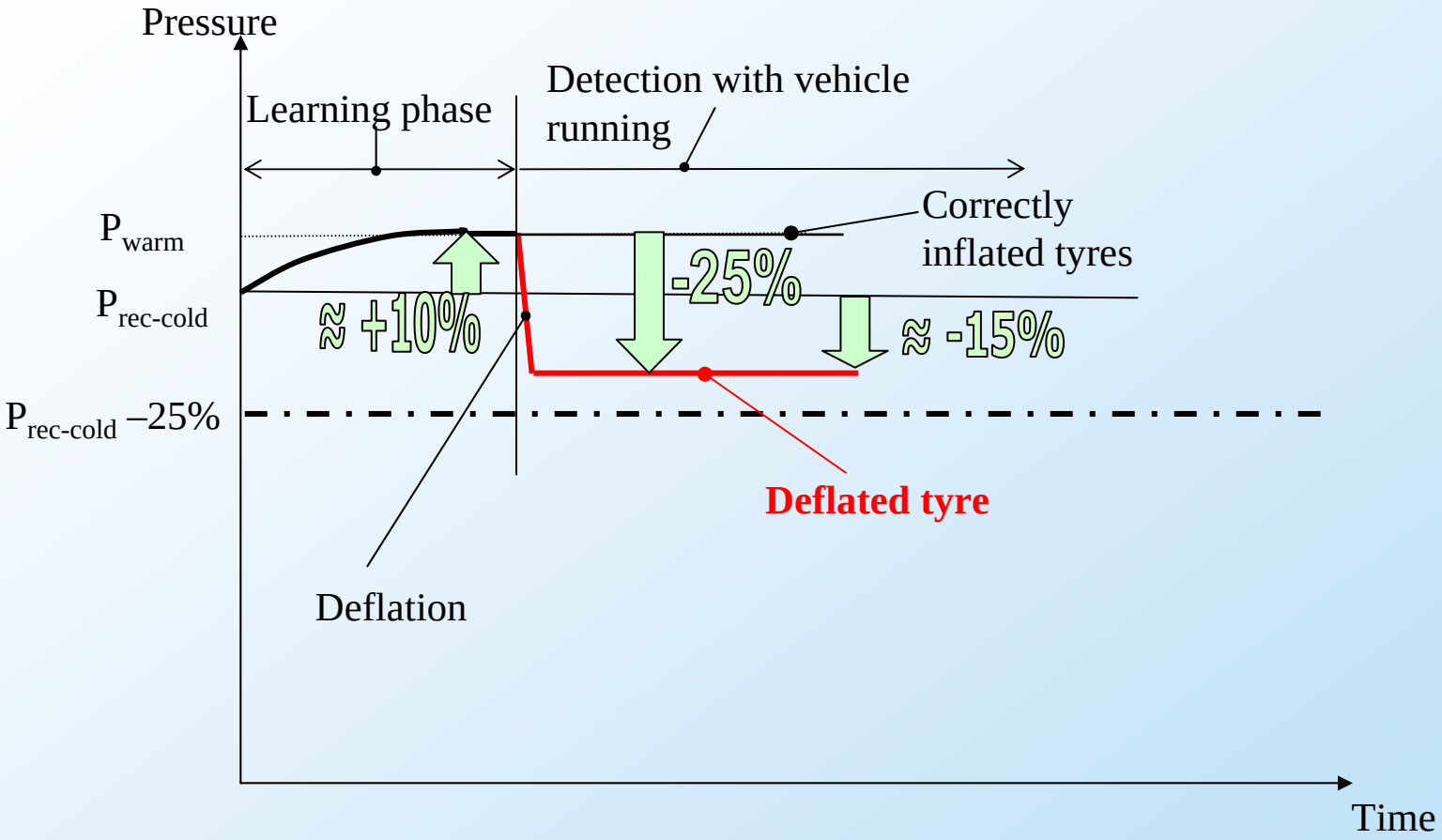


Political decision to be taken by the 1958 Contracting Parties

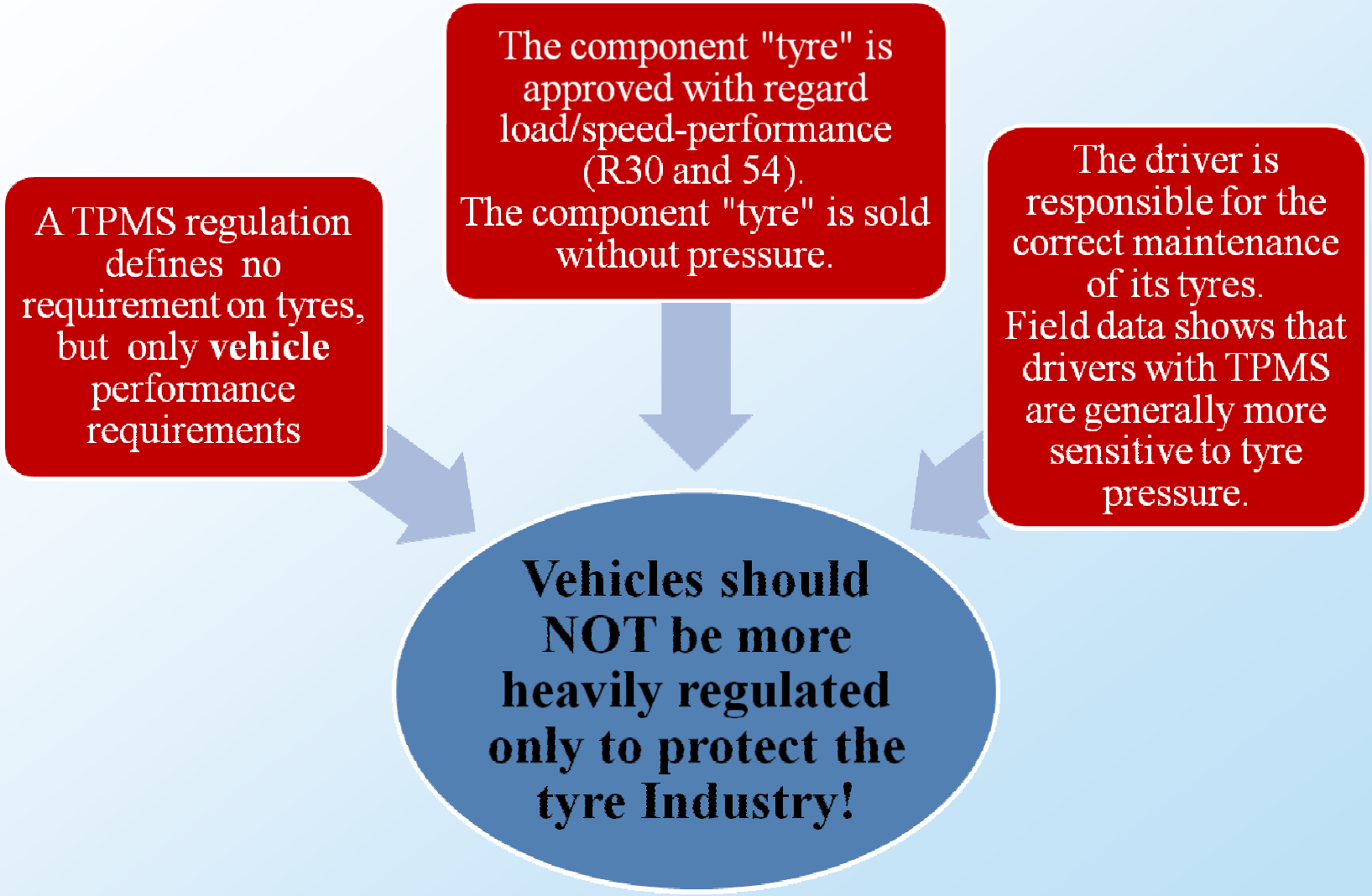
OICA can support "Harmonisation approach"

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

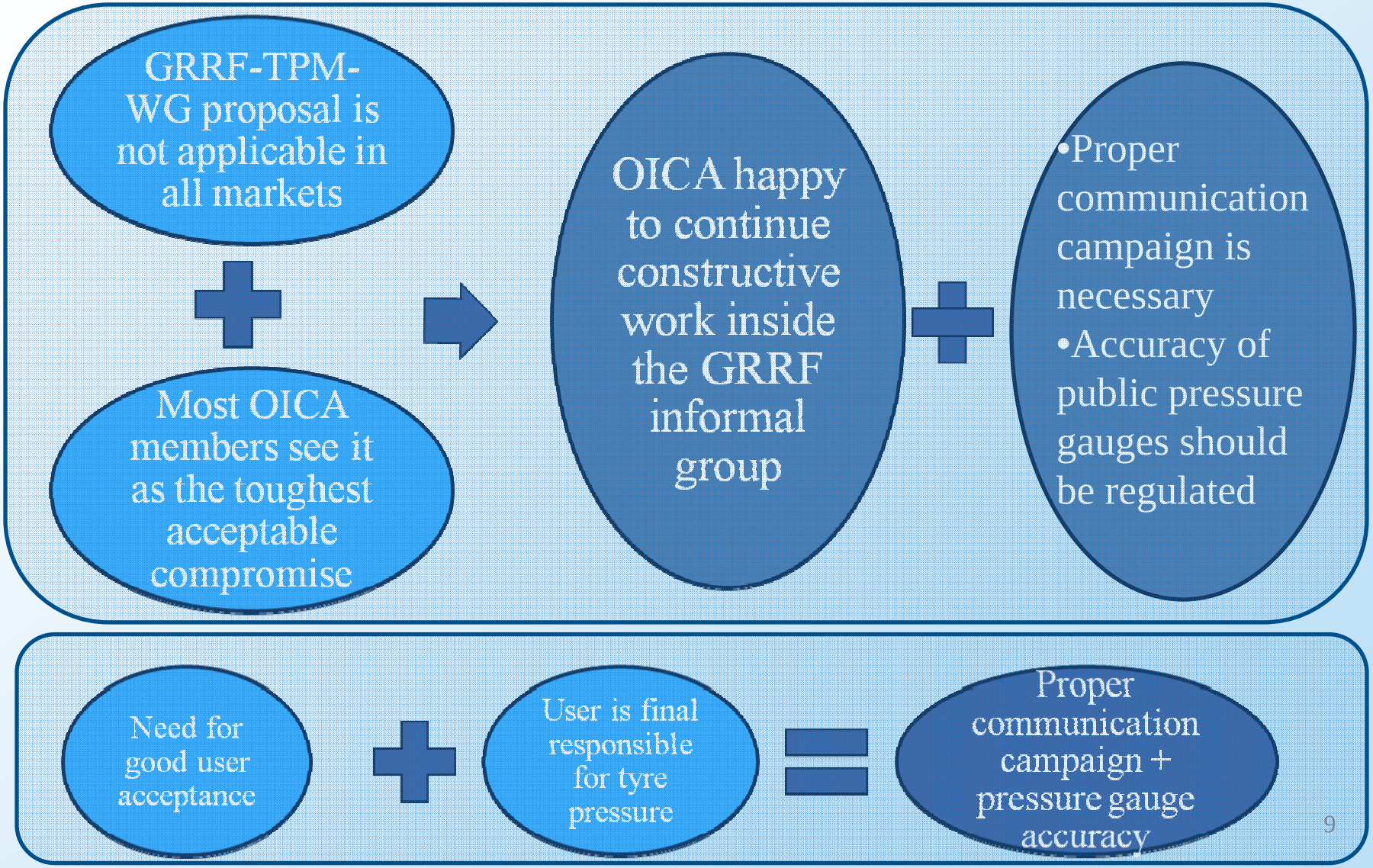
GRRF-TPM-WG proposal



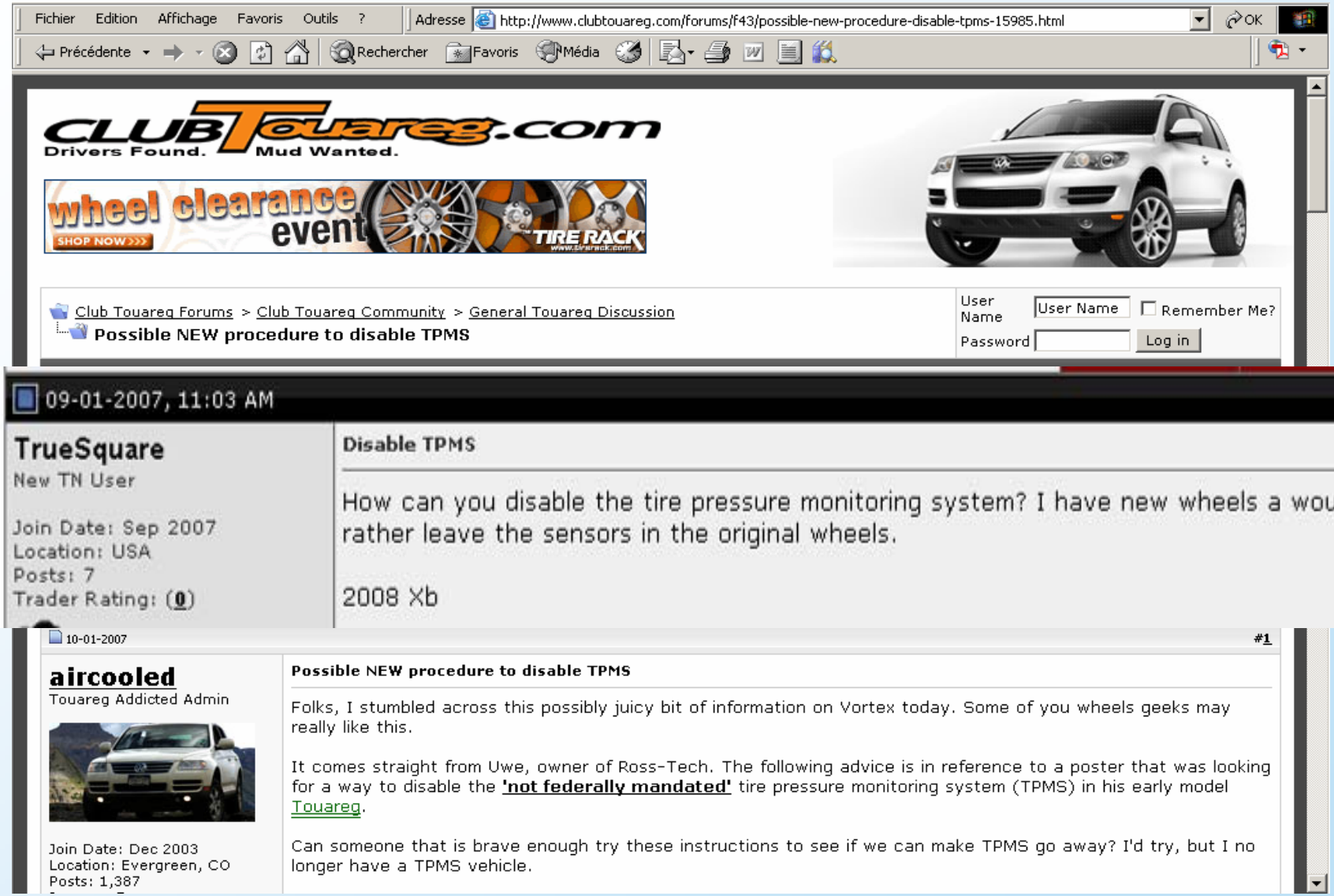
Relationship TPMS v/s Tyres



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



Annex 1: Example of user acceptance



Annex 2: Example of Communication