

## Draft Report on the fourth meeting of the GRRF-informal group TPMS (Tyre Pressure Monitoring Systems), 13./14. 10.2008, Bonn

Chairman: Mr. Walter Reithmaier (TÜV SÜD Automotive GmbH)

Attendance list: see attachment

### 1. Approval of the report on the third meeting (inf. doc. TPM-03-10)

The report was approved without comments.

### 2. Agenda for the fourth meeting (Amendments/Priorities)

GRRF expects a draft proposal for a TPMS regulation at its next meeting in February 2009. The deadline for sending a text to Geneva which shall become an official document at this meeting is Friday, 14. November 2008. Therefore the discussion of the draft proposal (doc. TPM-03-09\_rev1) was considered as the item with highest priority.

### 3. Presentation of OICA “TPMS OICA position” (see doc. TPM-04-03)

OICA gave a presentation explaining their position on various fundamental items to be decided upon. The presentation is available as doc. TPM-04-03.

Major items of the OICA presentation are

- Harmonisation Approach or European Approach
- New test procedures for warning
- Test speeds

OICA reported that they could accept the harmonisation approach. That means an ECE-Regulation which is very similar to the US-FMVSS 138. Other members of the group, however, preferred the European approach, because it takes care of safety and environmental aspects (CO<sub>2</sub>-reduction).

OICA proposed to introduce new test procedures for warning which were developed by ISO. The ISO-procedures would be better reproducible and their results less dependent of the system's design. Representatives of the tyre industry, however, raised objections against the new test procedures.

It was decided to stop the discussion of the OICA proposals under this point and to raise them again when the relevant item of the draft regulation is discussed.

### 4. Preparation of the document for next GRRF in Geneva on basis inf. doc. TPM-03-09\_rev1 (TPM-04-02)

The group started the discussion of doc. TPM-03-09\_rev1 point by point in order to produce a text which can be distributed as an official document for the next GRRF-meeting in February 2009. The discussion showed, however, that it is not possible to reach agreement on all items amongst all members of the group during this meeting. The items where no agreement was possible will be put in square brackets and left open for decision by GRRF. The chairman will produce a new revision of the draft regulation in accordance with the results of this meeting which will be submitted to Geneva by the German Government before November 14, 2008. (see doc. TPM-04-02).

A short report about the most important discussion items and their results is given below:

- Scope

There was agreement that as a first step the regulation should only be applied to light vehicles. Category N1 and M1 up to 3,5t will be proposed. The regulation shall also be applicable to the approval of systems which will be retrofitted as separate technical units on vehicles in use.

- Definition of TPMS

The definition will be reviewed with regard to the definition in ISO.

- Definition of Tyre Pressure Monitoring Function.

It will be decided later if this definition will be introduced.

- Definition of Minimum cold tyre inflation pressure and In service operating pressure

Final decision later

- Tyre Pressure Loss Reminder System (TPRS)

There was no agreement about the introduction of TPRS. OICA proposed the introduction especially with regard to contracting parties who want to allow cheap systems on low price vehicles. The majority of the group, however, was against the introduction of TPRS. In order to make progress the chairman decided to produce the draft regulation without the chapters which are related to TPRS and to leave it to OICA to produce a paper for its reintroduction.

- New test procedure

An expert of the vehicle industry made a presentation and explained the advantages of the new test procedure elaborated by ISO. After a long discussion some experts still had doubts whether the new test procedure is better than the old one. Several experts declared that they need more time to compare the old and the new procedure. As most government representatives were in favour of the old procedure the chairman will keep this procedure in the revised text. Nevertheless OICA may produce a paper for the introduction of the new procedure and a final decision can be made later.

- Thresholds

The thresholds for safety warning (25%/150 kPa,10min) were agreed. The thresholds for CO<sub>2</sub>-reduction still need further discussion (percentage or absolute figures). ETRTO proposed 25% or  $prec - p_{min} + 20$  kPa and OICA will check if this proposal can be accepted. 60 minutes are not appropriate in the eyes of the tyre manufactures.

- Malfunction detection

A manufacturer of TPMS proposed to reduce the detection time.

5. Further actions

The group agreed to comply with the wish of GRRF and to produce draft regulation which will be tabled at the next GRRF- meeting in February 2009. The expert from the German Government will send this draft in due time to Geneva that it can be distributed as an official paper. The discussion in this group showed there are still open points which can only be presented as text in square brackets. In order to reduce the number of square brackets as far as possible the group decided to hold another meeting before the next GRRF-meeting and to produce an additional paper which will be introduced as informal paper at the next GRRF-meeting. Date and venue for the next meeting are still open. Germany offered to hold the meeting in Bonn, offers from other experts are also welcome.

Manfred Hörner  
Secretary