

Considerations on the draft amendments to existing Regulations
Proposal for the 02 series of amendments to Regulation No. 64
(Temporary-use spare wheels/tyres)

BACKGROUND

At its sixty-six session in September, GRRF discussed the remaining open items of document ECE/TRANS/WP.29/2009/129. The result of the discussion is reported in document ECE/TRANS/WP.29/2009/129/Corr.1.

PROPOSAL

Paragraph 5.3.3.1., amend to read:

- 5.3.3.1. The TPMS shall be tested according to the test procedure set out in paragraph 2.6.2. of Annex 5. When tested to this procedure, the TPMS shall illuminate the warning signal described in paragraph 5.3.5. within not more than **20** minutes of cumulative driving time after the in-service operating pressure in any of the vehicle's tyres, up to a total of four tyres, has been reduced by 20 per cent or to the minimum cold inflation pressure, whichever is higher.

Justification:

A response time of 60 minutes is already longer than the average duration of passenger cars trips in Europe and longer durations will exclude a large part of the European driving cases. Tyre industry requests that the response time is less than 20 minutes and the warning will occur after that period. Sixty minutes of driving time with such a high degree of under inflation is critical for the tyre's long term integrity.

Moreover, the same justification brought the USA Government to adopt the same response time requested by ETRTO: See the document - Federal Register / Vol. 70, No. 172 / Wednesday, September 7, 2005 / Rules and Regulations Page 53084:

“Many other trips, such as routine errands, may also involve drive times of less than 30 minutes. We expressed concerns that by increasing the low tire pressure detection time, it would be conceivable that consumers could be driving on significantly under-inflated tires for a potentially extended period of time without receiving a warning from the TPMS”.
