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World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Brakes and Running Gear (GRRF)
(Fifty-seventh session, 31 January-4 February 2005,
agenda item 5.4.)

AMENDMENT PROPOSAL TO DRAFT SUPPLEMENT 3 TO REGULATION No. 64
(Document TRANS/WP.29/GRRF/2002/17/Rev.3)

Transmitted by the expert from Japan

Note: This document is distributed according to the request of GRRF (TRANS/WP.29/GRRF/56, para. 43). It is based on informal document No. GRRF-56-9.

Note: This document is distributed to the Experts on Brakes and Running Gear only.

A. PROPOSAL

Paragraph 5.1.6., amend to read:

"5.6.1. In the case of vehicles equipped with run-flat tyres the vehicle shall also be fitted with a run-flat [warning] system (defined in paragraph 2.11.) that warns the driver that an individual tyre, which is in contact with the road, is **at least** in flat tyre running mode."

Paragraph 5.1.6.3., should be deleted.

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B. JUSTIFICATION

Re. Paragraph 5.1.6.:

It is not appropriate to exclude the system that detects earlier than flat tyre running mode (0-70 kPa).

Such earlier detection contributes to road safety.

Re. Paragraph 5.1.6.3:

Direct detection systems which intermittently transmit sensor signals are already being applied on the market and can now be accepted even though in some circumstances they have a significant detection time. There is no special necessity to improve their function given the capability of run flat tyres to continue operating satisfactorily, even if substantially deflated.

For the time of detection, the appropriate requirement should be considered more in detail.

According to the investigation, for the typical direct type detection, when the vehicle is running in a speed range of about 5 km/h to 40 km/h, the transmitting interval is generally around 1 hour and the flat condition is detected within about 1 hour.

Therefore, when the vehicle is operated at low speeds (less than 40 km/h), the direct type detects within 40 km. The run-flat tyre durability performance requirement was 80 km at a speed of 80 km/h in the previous proposal of the expert from the United Kingdom.

When the vehicle speed is in the range of 40 km/h to 100 km/h, the transmitter interval will be about 1 minute and the flat condition will be detected within about 10 minutes.

When the vehicle speed is more than 100 km/h, the transmitter interval is the same, about 1 minute, but it was not possible to find sufficient data for the flat condition detection time.

Due to the above reason, it became difficult to prescribe an initial check requirement.

With the indirect type of detection, no sufficient data could be obtained for setting a limit value.

Additionally, detailed requirements will be necessary to check the detection performance required for type approval. From the point of view of the efficiency of the type approval, this task is questionable, considering the time needed to make a thorough test.

Therefore, from this proposal any detailed detection requirement should be deleted, at least in a first step.

Reference

Receiving Performance of Direct Type
(Bench Test Results)