

PROPOSAL FOR DEVELOPMENT OF REGULATION No. 64

A. OICA POSITION

OICA position on RFWS (Run Flat Warning System)

- OICA recognises and appreciates the work already done on the UK proposal (draft document TRANS/WP.29/GRRF/2002/17/Rev.7, distributed by email to the interested parties on 28 November 2006) for introduction of prescriptions about RFWS into UNECE Regulation No. 64. OICA perfectly understands the UK opinion that Run-Flat Tyres are temporary tyres when in run-flat condition.
- However, in spite of all the work already performed to date, the situation has changed at GRRF-61 because of the mandate to Germany to investigate the possibility to introduce prescriptions for Tyre Pressure Monitoring System (TPMS) into a new regulation.
- As a consequence OICA favours a simple requirement in UNECE Regulation No. 64 that could read for example as follows:
“If the vehicle is equipped with Run-Flat Tyres, then a signal warning the driver of the run-flat condition is mandatory”. If such a simple prescription was adopted OICA considers that no technical detail is necessary in UNECE Regulation No. 64.

Should the above OICA position be rejected by GRRF in its 61st session, OICA would favour the text of TRANS/WP.29/GRRF/2002/17/Rev.7 as amended below.

B. PROPOSAL FOR AMENDMENTS TO TRANS/WP.29/GRRF/2002/17/Rev.7

(Amendments proposed by OICA are marked in red)

Text of the regulation, amend to read:

- 2.13. "Run-Flat Warning System" - describes a system ~~which may be a part of a Tyre Pressure Monitoring System and~~ which delivers information to the driver that a tyre is operating in the flat tyre running mode. ~~It must be capable of operating within a speed range of ≥ 40 km/h to the maximum design speed of the vehicle.~~
- 5.1.6. In the case of vehicles equipped with run-flat/self supporting tyres or run-flat/extended mobility system the vehicle shall also be fitted with a run-flat warning system (defined in paragraph 2.13.). ~~that warns the driver that an individual tyre, which is in contact with the road, is at least in flat tyre running mode. It must be capable of operating within a speed range of ≥ 40 km/h to the maximum design speed of the vehicle.~~
- 5.1.6.3. ~~When a tyre is at least in the flat tyre running mode, it shall be indicated to the driver by the operation of the warning signal referred to in paragraph 5.1.6.1. The warning signal shall remain illuminated as long as the tyre is in the flat tyre running mode and the ignition (start) switch is in the "on" (run) position. A warning shall be indicated to the driver by the operation of the warning signal referred to in paragraph 5.1.6.1 at the latest when one tyre is detected to be in the flat tyre running mode.~~
- 5.1.6.4. Electrical failure or sensor anomaly that affects the Run-Flat Warning System, including failure of the electrical source, supply or transmission of the output signal, shall be indicated to the driver by **an optical yellow run flat malfunction signal** ~~operation of the warning signal referred to in paragraph 5.1.6.1. If the warning signal has a dual operation described in 5.1.6.1 is used~~ to indicate both ..."

Annex 4, amend to read:

"2.1.4. ~~Commence the test within~~ **Within** 5 minutes after reducing the inflation pressure of the tyre, ~~drive and by driving~~ the vehicle normally between 40 and 100 km/h.

2.2.3. When:

- the run flat **malfunction signal warning system** as described in 5.1.6. ~~4~~ has activated or,
- a period of 20 minutes has elapsed, when determined in accordance with paragraph 2.3., from the time the test speed has been reached. If the warning does not activate the test has failed.

12.1. As from ~~{24}~~ **36** months after the date of entry into force of the 01 series of amendments, Contracting Parties applying this Regulation with respect to the temporary use spare wheels/tyres, run flat tyres or a run flat system shall grant approvals only if the vehicle meets the requirements of this Regulation as amended by the 01 series of amendments."

C. JUSTIFICATION

Text of the Regulation:

Paragraph 2.13.

It is not necessary to indicate in the definition that a system may be part of a TPMS. Similarly, the last sentence indicating the range of speeds in which the system must function is not necessary in the definition and would better find place in Chapter 5 (paragraph 5.1.6.)

Paragraph 5.1.6.

The wording of this paragraph must not repeat paragraph 2.13. It however must indicate the functioning speed range as this information was deleted from paragraph 2.13.

Paragraph 5.1.6.3.

The proposed wording clarifies the prescriptions. The prescription concerning the ignition switch was deleted because it was considered not necessary.

Paragraph 5.1.6.4.

Run flat warning signal and run flat malfunction signal may be separated.

Annex 4:

Paragraph 2.1.4.

Improves the wording of the requirement.

Paragraph 2.2.3.

Run flat warning signal and run flat malfunction signal may be separated.

Paragraph 12.1.

Industry needs extended transitional provisions.

- - - - -