

GRRF/TPM/TF/D-Prop-Revision Meeting

Paris, 31 March 2008

(11:00 am – 06:30 pm)

DRAFT REPORT

Chairman: Dr. K.F. Zastrow (OICA – PSA)
Secretariat: Mr. O. Fontaine (OICA Secretariat)
Venue: OICA offices, 4 rue de Berri, F-75008 Paris

1. Introduction

GRRF agreed in its 61st meeting on the need to establish an informal group on Tyre Pressure Monitoring System. This informal group decided at its second meeting to create a task force with the objective to develop and to improve the German proposal GRRF-63-23. This task force is called GRRF/TPM/TF/D-Prop-Revision.

2. Roll-call of delegates

The list of participants can be found in Annex 1.

CLEPA/Schrader made the following clarification: *“From the list of documents, the only one that can be considered as a CLEPA document is “GRRF TPM TF NReg 10 CLEPA Schrader position”. Some documents have “CLEPA” in their name but were not approved by, nor circulated within the association before their distribution. In addition, Dunlop, BERU and NIRA are currently not members of CLEPA”.*

3. Adoption of agenda

The group adopted the following agenda:



Agenda GRRF TPM
new reg.doc

4. List of documents

Document: Annex 2

All documents were available in hard copy. The list of documents and their names were updated according to the CLEPA clarification of item 1. All the documents presented during the meeting will be available on the UNECE website.

5. Objective of the TF: establish provisions for TPMS into the UNECE framework, based on the D proposal GRRF-63-23 – taking into account the results of the TF data/cost/benefits

The group was reminded that the results of the two Task-Forces, namely GRRF/TPM/TF/D-Prop-Revision and GRRF/TPM/TF/Data, were to be synchronized before the informal group can produce a proposal for GRRF.

CLEPA requested:

- that the group does not fully re-define the TPMS, rather takes over the existing definitions;
- that the group addresses both safety and CO₂ emissions as this is the objective of the European Commission.

A debate took place on whether to include in the proposal systems based on time reminder. Some delegates challenged the efficiency of such systems for CO₂ emissions. However the Task-Force received the clear mandate from the Informal Group to improve the German proposal GRRF-63-23 in a very limited time frame (see official report ECE/TRANS/WP.29/GRRF/63, paragraph 36), where time reminders are explicitly included.

Conclusion: produce a draft text acceptable to GRRF in due time for its September 08 session.

6. Structure of regulatory provisions

The group agreed to copy the structure of a regular UNECE regulation.

7. Content of each chapter of regulatory provisions

Document: Annex 3

Scope:

M1 with no limit of load. GRRF to confirm need for pressure limit and exclusion of special purpose vehicles.

Definitions:

- TPMS: general consensus on a non design-restrictive definition
- Minimum cold tyre inflation pressure: kept pending.
- Recommended cold inflation pressure: reference to vehicle placard and/or owner's manual is pending.
- Categories of TPMS: J keen to differentiate direct and indirect TPMS. Debate on necessity for defining different system. All contributions to the meeting included at least two systems; the group agreed to proceed with 2 systems.

General Requirements:

- Agreed to propose two options in the regulation, at the choice of the vehicle manufacturer, i.e.:
 - Option 1: TPMS of category B for both Safety and CO2 (all wheels are monitored) based on FMVSS138 with updated test procedure.
 - Option 2: TPMS of category A for Safety (at least one wheel underinflated related to the others) with TPRS for CO2 (all wheels).
- Thresholds: see annex 3.
- The group debated on:
 - Accuracy of the TPMS threshold, based on a filtering on a very long mileage/time period
 - Reliability of direct TPMS data transmissions
 - Accuracy of the pressure gauge currently available to the public (+/- 0,3 bar)

Note of the Secretariat:

- *Schrader, Beru and ETRTO challenge the CO2 benefits of a time based warning system.*
- *ETRTO challenges the categorization of the TPMS.*

8. Next steps

Draft text to be distributed before 5 May 2008.

Deadline for submission of new documents/comments is 16 May 2008.

Next meeting: 30 May, 8:30 – 16:00, OICA offices (4 rue de Berri 75008 Paris).
