

Informal document No. **GRRF-60-19**
(60th GRRF, 18-22 September 2006
agenda item 5.3.)

UNECE-Regulation No. 64

Tyre Pressure Monitoring Systems (TPMS)

Heavy Concerns about ECE-R 64 with TPMS

- **The ECE R64 is about temporary use spare wheels / tires. It is not made to specify TPMS.**
- There are two approaches to specify a TPMS:
The FMVSS 138 and the ISO 21750. It took several years to define each of these two regulations.
- Even with those regulations there are heavy concerns from different parties about them (e.g. the tire manufacturers could not accept the warning limit which is defined in the FMVSS 138, the EMC measurement which is specified in the ISO 21750 is different from the ECE-R 10, no data telegram is defined, ...).

Heavy Concerns about ECE-R 64 with TPMS

- The proposed requirements in ECE –R 64 for a TPMS are absolutely different from the FMVSS138 and ISO standard. The requirements in ECE-R 64 are not customer friendly (e.g. malfunction within 5 minutes, calibration yes / no?). How and where should we test “any speed above 25 km/h”? In almost all countries there is a speed limit at max. 130 km/h.
- It is impossible to define a TPMS within a standard for spare tires.
- **If there is a need to define TPMS in a standard, it would require to create an own TPMS regulation.**