



70th GRBP
11-13 September 2019

***Study on requirements and test
procedures for TPMS for vehicle
categories M2, M3, N2, N3, O3 and O4***

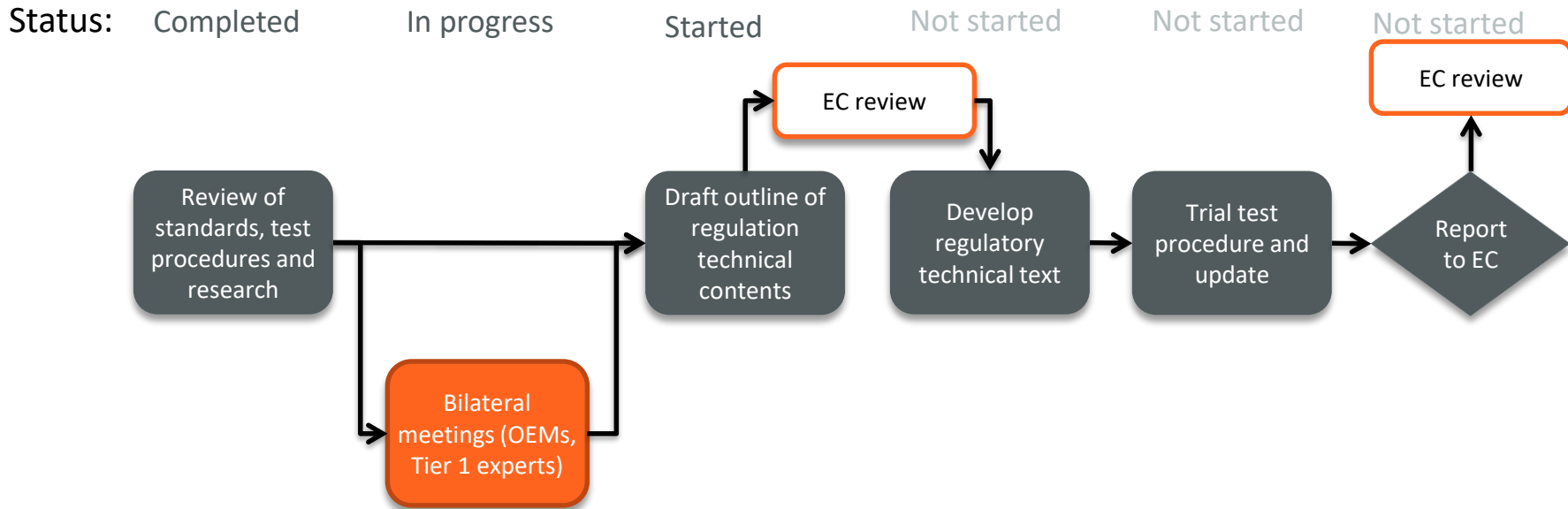
The political mandate for TPMS

- Remit for the General Safety Regulation is set by the European Parliament's legislative resolution of 16 April 2019: http://www.europarl.europa.eu/doceo/document/TA-8-2019-0391_EN.html
- Required functionality:
 - 'tyre pressure monitoring system' means a system fitted on a vehicle which can evaluate the pressure of the tyres or the variation of pressure over time and transmit corresponding information to the user while the vehicle is running;
 - *The TPM system shall:*
 - *Be capable of working with environmental conditions in all Member States*
 - *Provide an appropriate warning to the driver*
 - *Be designed to avoid resetting or recalibrating at a low tyre pressure*

Task and relevant timelines

- TRL's task is to:
 - Draft requirements and test procedures for type-approval of Tyre Pressure Monitoring (TPM) Systems
 - Trial the draft procedures
 - *To be based on physical test (e.g. test track-based) based on the procedure as defined by UN R141 under additional consideration of the proposals submitted by third parties*
- Implementation:
 - Vehicle categories: M2, M3, N2, N3, O3, O4
 - New types 05/2022, Existing types 05/2024 (actual dates defined relative to date of entry into force, currently assumed to be November 2019)

Technical approach and delivery status



Timelines TRL TPMS workstream

- Stakeholder consultation in parallel with development of requirements/testing plan: April 2020
- Testing of draft method: April/May 2020
- Interim report: June 2020
- Review of interim report : during June/July 2020
- Finalise work: November 2020

Vehicle Categories

- **1. Extracted from 2007/46/EC as last amended by 385/2009)**
- Vehicle categories are defined according to the following classification: (Where reference is made to "maximum mass" in the following definitions, this means "technically permissible maximum laden mass" as specified in item 2.8 of Annex I of the above Directive.)
- **Category M: Motor vehicles with at least four wheels designed and constructed for the carriage of passengers.**
- Category M1: Vehicles designed and constructed for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat.
- Category M2: Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.
- Category M3: Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes.
- The types of bodywork and codifications pertinent to the vehicles of category M are defined in Part C of this Annex paragraph 1 (vehicles of category M1) and paragraph 2 (vehicles of categories M2 and M3) to be used for the purpose specified in that Part.
- **Category N: Motor vehicles with at least four wheels designed and constructed for the carriage of goods.**
- Category N1: Vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3,5 tonnes.
- Category N2: Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 3,5 tonnes but not exceeding 12 tonnes.
- Category N3: Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 12 tonnes.
- **Category O: Trailers (including semi-trailers).**
- Category O1: Trailers with a maximum mass not exceeding 0,75 tonnes
- Category O2: Trailers with a maximum mass exceeding 0,75 tonnes but not exceeding 3,5 tonnes.
- Category O3: Trailers with a maximum mass exceeding 3,5 tonnes but not exceeding 10 tonnes.
- Category O4: Trailers with a maximum mass exceeding 10 tonnes.



**Thank you for your
attention**

DG GROW – Unit C4

Further information:

http://ec.europa.eu/growth/sectors/automotive/index_en.htm



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