

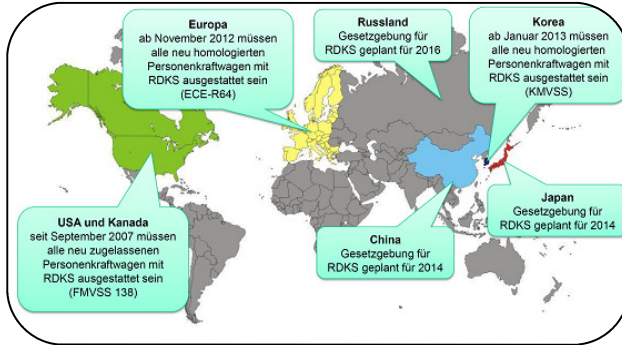


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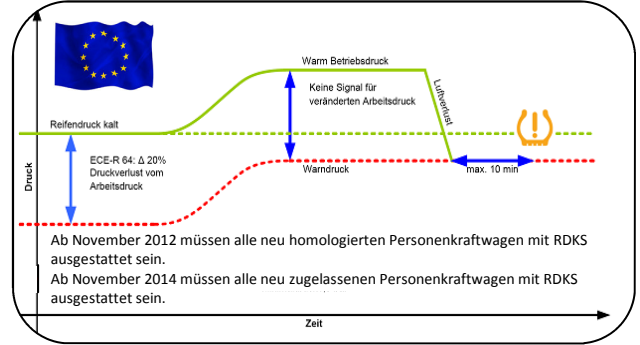


Tire pressure monitoring system

Global Legislation



ECE R64 Legislation



PRINCIPLES OF RDK SYSTEMS

Basically, we distinguish two RDK measurement systems.

- Direct control system
- Indirect Control Systems

The indirect tire pressure monitoring system uses the wheel speed as the basis for determining a tire pressure loss. It will be constantly compared all four wheel speeds. When tire pressure loss is reduced, the tire radius and consequently increases the wheel speed.

In direct-measuring tire pressure monitoring systems, a sensor is in the tire that can be measured depending on the functionality of tire pressure and temperature. At low line systems, the teaching of the sensors is done manually by the tire fitter, Highline versions can automatically detect the wheel position.

FREQUENTLY ASKED QUESTIONS ABOUT TPMS SYSTEM!

- F: *These systems work well when tires of different types, different age or condition to be used?*
 A: **After a successful training period, both systems are working properly.**
- F: *Is in the European ECE R64 regulatat which type of sensors is to be used ? Directly or indirectly!*
 A: **No, there is only the presence of a suitable system required**
- F: *These systems can ascertain a simultaneous loss of pressure in all four tires?*
 A: **Yes.**
- F: *How much cost this systems ?*
 A: **Indirect measuring systems are a standard part of the vehicle equipment, sometimes it is to pay be a small surcharge. For direct measuring systems on new vehicles, the average, costs is between € 200 - € 300. It is expensive of an extra set of wheels for example winter tires. In addition to the wheels the TPMS sensors costs between € 300 - € 450.**
- F: *Such this systems can be break down?*
 A: **Indirect measuring systems are integrated with ABS and ESP systems. These systems are very reliable. Direct connected systems are also very reliable, however, the sensor has a battery life of a maintenance of 3-6 years. Then, the sensor must be replaced.**
- F: *Can a mistake of the sensor or a pressure less of the tyre interrupt the drive?*
 A: **If the driver have a tire sealant such TLS on board, he can continue in most cases the trip. Until he can check the tyre from a professional tyre dealer. **Attention tire sealant can destroy the TPMS Sensor.** When he has Run-Flat tires mounted, he can usually drive up directly home or directly to a tyre shop.**
- F: *If indirect warning systems as well as direct, but are incomparably cheaper, why they are there still expensive directly systems in the markt?*
 A: **Some customers require that the tire air pressure value is displayed on the dashboard, or that a tire air pressure is measured, even when the car is not moving. These supplementary services are not yet fulfilled by an indirect system.**
- F: *Which system is more reliance?*
 A: **Usually, both systems work well.**