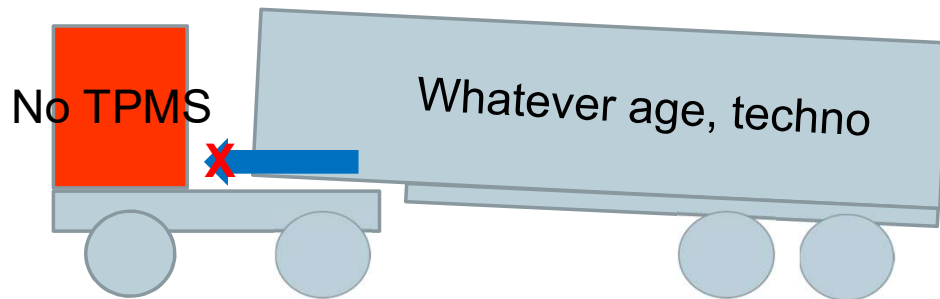




**Tyre Pressure Monitoring
Amendment to R141
Illustration of communication cases**

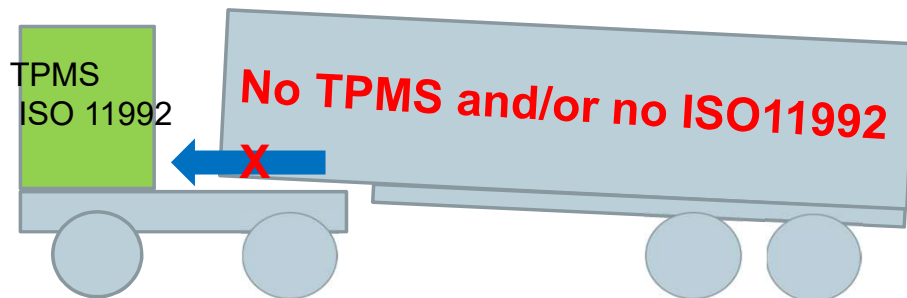
Volvo Group- Product regulation. D.Caux October 2020

1 - Tractor too old for TPMS regulation



Driver information	Legal aspect
No	OK

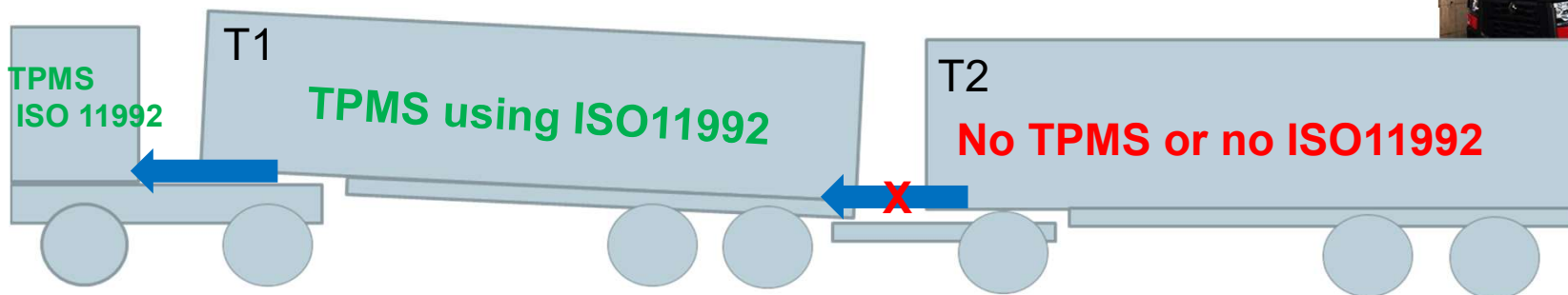
2 - Tractor with TPMS / ISO 11992



Driver info	Legal aspect (§ 5.4.3, 5.5.5)
a- No	Trailer too old, no TPMS : OK *
b- No	Trailer under TPMS /no 11992 Not OK
c- Yes	Trailer under TPMS with 11992 OK

- * No information to the driver that the case is OK.
- Malfunction warning?

3 – 2 trailers+ dolly, 1st with TPMS using ISO 11992

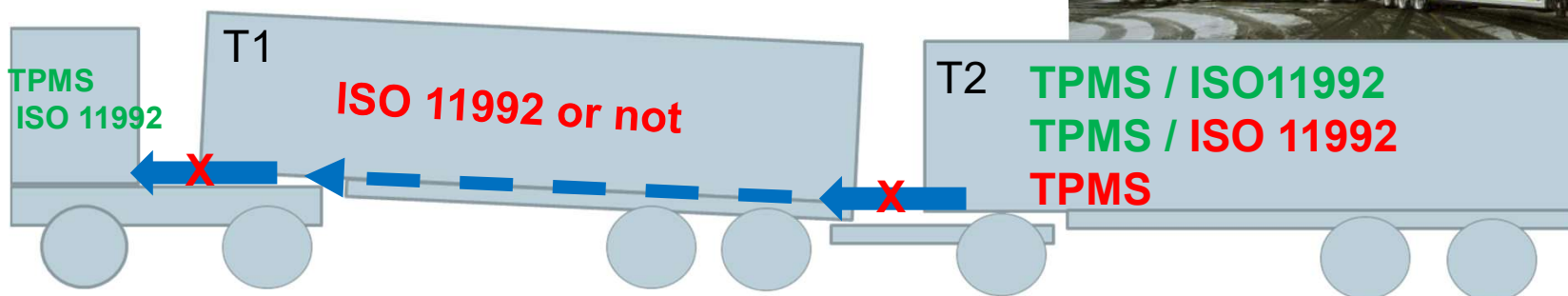


Driver information	Legal aspect
a- Yes, from T1	If no TPMS in Trailer 2 too old : OK *
b-Yes, from T1	If T2 is under TPMS reg. but no ISO 11992 : Not OK *

* **Warning** : the driver has no idea about the status of Trailer 2: he receives info from T1

Warning 2: check the status of the dolly

4 – 2 trailers+ dolly, 1st trailer without TPMS and/or without ISO11992



Driver info	T1		Legal aspect
a- No	No 11992	T1 old. T2 old	OK *
b- No	No 11992	T1 old. T2 under TPMS reg	No transmission. Not OK *
c- No	No 11992	T1 under TPMS reg	No transmission. Not OK *
d- Yes	11992 / no TPMS	T1 old .T2 with TPMS and 11992	Messages for T2. OK
e- No	11992 / no TPMS	T2 TPMS with no 11992	No messages. Not OK *

* **Warning** : In case the driver has no info, he has no idea if the situation is legal or not

Questions and remarks



- What info should the driver (the truck) have when he receives no info in a legal context (no TPMS from trailer(s) due to their age) ?
 - not a malfunction
 - 5.4.3 does not apply but the truck cannot « guess » the legal status of the trailer
- Should (how) the driver be informed of a non – legal situation (a trailer not delivering §5.5.5 despite its certification) when he receives correct info from 1 of the trailers ?
 - § 5.5.5 respected for 1 trailer only

Remarks from other regulations

- 2019/1213 (OBW) for stage 1 considers that each trailer is equipped with ISO11992.
 - no other cases: can 2019/1213 make ISO 11992 be mandatory?
 - *(2019/1213 §5.2.1: each trailer or semi-trailer shall be assigned a position within the vehicle combination in the frame of a dynamic adress assignment as set out in ISO 11992-2:2014)*
- GRVA7 is introducing 11992 as mandatory for trailers used in combinations of trailers
 - When? (alignment with TPMS reg.?)
 - Main difficulties would be solved for TPMS / several trailers