

## **Proposal for a corrigendum to ECE/TRANS/WP29/GRRF/2009/10**

### **(TPMS)**

Amendments to the current proposal are indicated in **bold** and ~~strike-out~~ characters

#### **A. PROPOSAL**

Paragraph 6.2.5.4., amend to read:

“6.2.5.4. In both cases above, a tolerance of [5 per cent] of ~~P<sub>test</sub>~~ **P<sub>warm</sub>** shall be added to the deflation percentages for the actual test.]”

#### **B. JUSTIFICATION**

In working document TPM\_04\_02, the definition of P<sub>test</sub> was the same as the current definition of P<sub>warm</sub>. This document served as the base for discussion at the final meeting.

"2.8. Test Pressure (P<sub>test</sub>) means the actual pressure of the tyre(s) **selected** to be deflated **during** the test procedure."

For this reason, at the final meeting of the GRRF informal group, it was decided to refer the additional tolerance of 5% with respect to P<sub>test</sub>. However, the definition of P<sub>test</sub> was changed in the final proposal doc GRRF/2009/10:

"2.5. "Test Pressure (P<sub>test</sub>)" means the actual pressure of the tyre(s) selected for each tyre position **after deflation** during the test procedure."

There is an impact of this change to the tolerance which was not intended by the informal group. In order to keep the same value for the tolerance, the 5% tolerance should continue to relate to P<sub>warm</sub> (which is the former " P<sub>test</sub> ").

In addition, for scientific reasons, it is convenient that the test pressure and its tolerance refer to the same value. The whole test method is constructed taking P<sub>warm</sub> as the reference pressure for testing. It is hence consistent that the tolerance is calculated relative to this same reference pressure P<sub>warm</sub>.

For the above reasons it is recommended to refer the tolerance mentioned in paragraph 6.2.4.5. to P<sub>warm</sub> rather than P<sub>test</sub>.

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