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TPMS snap-in valves —

Part 1: Identification

Valves TPMS snap-in —

Partie 1: Identification

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: www.iso.org/iso/foreword.html.

This document was prepared by ISO/TC 31, *Tyres, rims and valves*, Subcommittee SC 9, *Valves for tube and tubeless tyres*.

A list of all the parts in the ISO 18885- series, can be found on the ISO website.

TPMS snap-in valves —

Part 1:
Identification

1 Scope

This document defines the characteristics of the tyre pressure monitoring system (TPMS) snap-in valve. Methods for identification and traceability of the valve are recommended. These parameters are defined to facilitate the snap-in valve TPMS application and identification in different countries.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

There are no normative references in this document.

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

— IEC Electropedia: available at http://www.electropedia.org/

— ISO Online browsing platform: available at http://www.iso.org/obp

3.1
identifier bead
raised positive protrusion on the rubber part of weather/external side of the valve

3.2
snap-in valve
tyre valve having a metal inner insert adhered to a resilient elastomeric body designed to retain and seal the valve in the valve hole of the rim

3.3
stem
metallic part of the valve (usually in brass material) designed to be matched with inner core, cap and usually TPMS sensor

3.4
tyre pressure monitoring system (direct)
TPMS
system fitted on a vehicle, able to perform a function to evaluate the inflation pressure of the tyres or the variation of this inflation pressure over time and to transmit corresponding information to the user while the vehicle is running

Note 1 to entry: For the purposes of this document the sensible part of the system is mounted on the tyre valve.

3.5
traceability
alphanumeric code referring to production or assembly date

4 Identification

4.1 Visible identification from tire external side

One of the following identification methods in Figures 1, 2 and 3 below is recommended. More than one or all identification methods can be used.

A raised identifier bead is on the rubber part of the valve (circular on Figure 1 or longitudinal on Figure 2).

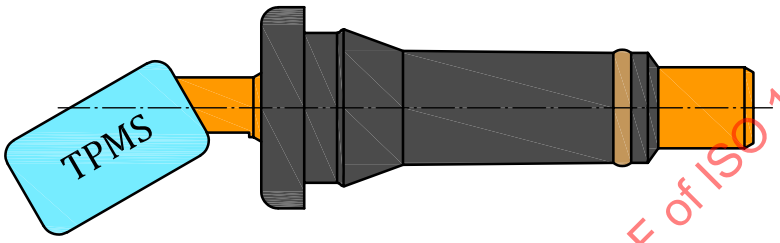


Figure 1 — Example of raised circular bead

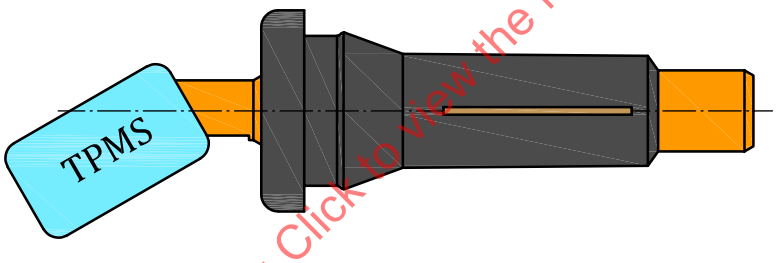


Figure 2 — Example of raised longitudinal bead

The use of an extended brass shoulder for TPMS identification is in the market but not recommended for a new product.

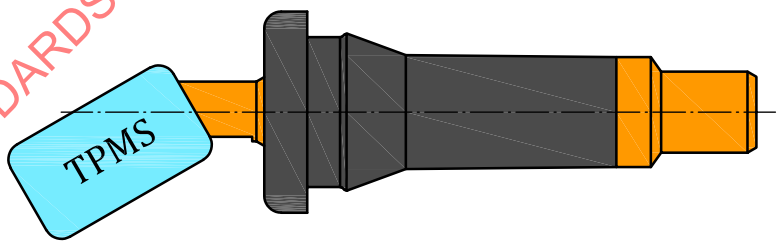
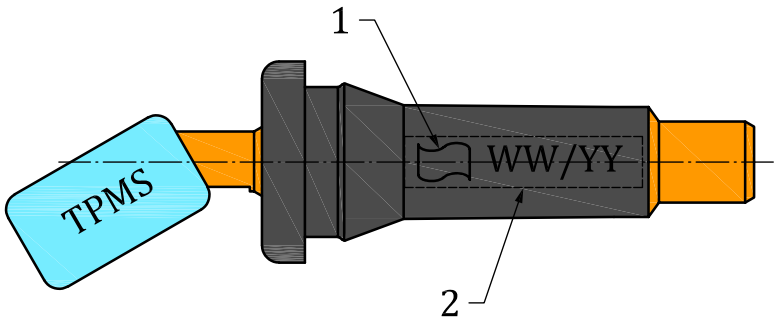


Figure 3 — Example of identification with extended brass shoulder

4.2 Traceability

It is recommended to have production date information marked on the valve, visible on the brass or on the rubber part of the valve, preferably on the external/weather side of the valve (Figure 4), e.g. day/year, week/year, month/year. Any logo on the valve is optional.



Key

1 optional logo

2 example for marking zone and data

Figure 4 — Example for production date code

4.3 Visible identification on the valve

The letters “TPMS” should be added on the bottom of the valve. A minimum height of 1,5 mm for the letters is recommended.

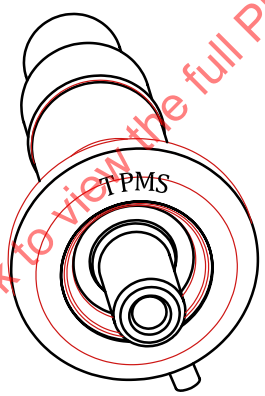


Figure 5 — Identification on the valve

The name or logo of the valve manufacturer should be added on the valve body on the internal or external side.

Bibliography

[1] ISO 9413, *Tyre valves — Dimensions and designation*

[2] ISO 3877-2, *Tyres, valves and tubes — List of equivalent terms — Part 2: Tyre valves*

