

21 E65 Tire Pressure Control

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Advanced Measurement and Test X
Blowout Resistant Tire Study for Commercial Highway Vehicles
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Canadian Automotive Trade Paul Arthur Grygier Juan Ren Yanwen Wu Z. Bareket, D.F. Blower, C. MacAdam Hilmi Mohd Zahidi Sravanthi Goparaju Miguel Serrano Bautista Robert Bosch GmbH The Editors at Edmunds.com David Cebon

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tyre pressure monitoring system tpms is an electronic system that monitors the air pressure of an automobile tire and alerts the driver by displaying the real pressure or just

a warning light this project is focused on designing and developing a direct tpms which the measurement of the air pressure is taken directly using pressure sensor suitable components are researched to design the prototype main components needed are pressure sensor voltage to frequency converter transmitter receiver and frequency to voltage converter to power the prototype piezoelectric method is chosen instead of using lithium battery however due to limitations and problems faced piezoelectric method will be discussed by assuming the design of power generator main components need to be calibrated to ensure the consistency and precision of the prototype in reporting the pressure calibration for pressure sensor is performed by simply applying a known value of pressure and the output voltage is measured for voltage to frequency and frequency to voltage converters a known value of voltage or frequency is applied and the output is monitored using voltmeter and oscilloscope the results show promising data by proving the relationship between the input and output for each component piezoelectric method is also discussed but in terms of the design of the circuit as for the conclusion although there are many problems and limitations faced this prototype is a promising product in real world application

power management is considered to be an important aspect in designing battery operated tire pressure monitoring systems tpms as it helps to prolong the lifespan of the battery there are several methods that can be used to design a low power tire pressure and service monitoring system one of the most common methods for power reduction is the duty cycle method this thesis suggests an idea of implementing the tpms in combination with a separate radio frequency identification rfid circuit especially a very low power active or passive rfid whose sole purpose is to detect the interrogating signal this rfid circuit which can operate at a typical frequency of 125 khz is used to turn on a higher power transmitter which is initially in sleep state and soon after entering the active state performs the communication updating etc once the desired task is completed the high power transmitter returns to sleep state or is turned off until the next interrogation the implementation of sleep mode to minimize power consumption is discussed in detail and the currents consumed by the microcontroller in sleep and active modes are measured and recorded the microcontroller in sleep mode consumed a current of 17 μ A which reduced the overall average current consumed by the microcontroller and the pressure sensor furthermore this method promises an improvement in the battery life and the calculations showing this improvement are discussed with the example of an aa battery with 2800mah battery life abstract

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looks at the civil engineering and mechanical engineering aspects of the heavy vehicle infrastructure system the state of the art in research and implementation on issues such as highway geometry traffic management enforcement technologies and safety are reviewed

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