



ETV Corporations VisiTyre Battery-less Tire Pressure Monitoring System and NHTSA Legislation are Hot Topics at SAE 2005 in Detroit

ETV Corporation applied serious pressure to its competitors with its "real time" display of their VisiTyre Tire Pressure Monitoring System at SAE 2005 World Congress in Detroit Michigan. Automotive Engineers showed intense interest in the system's battery-less sensors and immediate reporting capability on ignition.

Sydney, Australia ([PRWEB](#)) June 3, 2005 -- As one of the few interactive displays at this years SAE World Congress and the only TPMS technology company in attendance, VisiTyre drew a continuous stream of industry delegates to their Australian Trade Delegation booth, where a real time demonstration system highlighted the system's ability to immediately report pressures and temperatures of all four wheels plus the spare continuously from the moment of ignition, whether the tires were stationary or rotating.

"The VisiTyre Inductive Coupling Technology provides a real solution for many of the contentious safety issues of the Final Rule of the TREAD ACT," commented Phil Cohen, ETV's Chief Technical Officer, "TPMS disablement by tire replacement is just not an issue with VisiTyre technology, it is inherently transparent to all replacement tires regardless of ferrous or carbon content."

VisiTyre utilises electromagnetic inductive coupling to create a "power in - data out" non contact communication channel to each of the vehicles wheel sensors, dispensing with the need for wheel module batteries and the unsatisfactory Radio Frequency communication channel of alternative systems. It is this use of RF technology with its limited power density due to the sensor batteries and associated radio path interference problems that creates the inability for these systems to operate through the vehicle's metallic components whilst the vehicle is stationary.

"The consensus of comments from engineers stopping at our SAE display, in regards to the Final Ruling, was that allowing up to 20 minutes after the vehicle has moved off into the traffic for the TPMS systems to report to the driver, couldn't possibly be regarded as a safety system," said ETV Chief Operating Officer Gregg Eichhorn, "particularly as they were seeing our VisiTyre TPMS working in front of them on all five tyres, with and without wheel motion and as soon as the ignition powered up the system. Clearly NHTSA has got it wrong if this is to be a safety system."

With the availability of the VisiTyre inductive coupling technology, life should become much easier for the OEM and body electronics companies who are currently having to assess the most appropriate systems for implementation and compliance with the TREAD Act 2000 TPMS Mandate. NHTSA's Final Ruling, which if unchallenged, will come in to force in October 2005, requiring 20% of MY 2006 passenger vehicles to be integrated with TPMS.

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