bf1systems IRTPTMS V3 System Description

1 Modifications

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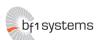


Table of Contents 2

Table of Figures	1		odifications	
4 Conformity to FCC-Rules	2			
4.1.1 United States of America				
4.1.1 Statement FCC 15.19: Labelling requirements.			,	
4.1.2 Statement FCC 15.21: Information to the user 2.5 5 System and Functional Description 5.5 5.1 System Description 6 6 Warning Algorithm 6 6.1 Warning Limit "Minimum pressure" 6.1 6.2 Warning Limit "Nominal pressure minus relative deviation" (Nominal Pressure – 25%) 6.6 7 System Components 7 7.1 Motorsport DigiTyre ECU (MDE) 7 7.1.1 Installation Area 7 7.1.2 Temperature Range 7 7.1.3 Voltage Range 7 7.1.4 Current Consumption 7 7.1.5 MDE Pin Description 7 7.1.6 CAN Bus Connection 8 7.2 Wheel Electronics 8 7.2.1 Installation Area 8 7.2.2 Versions 8 7.2.3 Temperature 8 7.2.4 Pressure 8 7.2.5 Environmental Requirements 6 7.2.6 Mechanical specification 9 7.2.7 Measurement specification 9 7.2.9 Specification for HF transmitter 10 7.2.1 Transmission 11 7.2.2.1 Installation area 11 7.	4			
5 System Description 5.1 5.1 System Description 6 6 Warning Algorithm 6 6.1 Warning Limit "Minimum pressure" 6 6.2 Warning Limit "Morninal pressure minus relative deviation" (Nominal Pressure – 25%) 6 7 System Components 7 7.1 Motorsport DigiTyre ECU (MDE) 7 7.1.1 Installation Area 7 7.1.2 Temperature Range 7 7.1.3 Voltage Range 7 7.1.4 Current Consumption 7 7.1.5 MDE Pin Description 7 7.1.6 CAN Bus Connection 8 7.2 Wheel Electronics 8 7.2.1 Installation Area 8 7.2.2 Versions 8 7.2.2.1 Pressure 9 7.2.2.2 Versions 9 7.2.3 Temperature 9 7.2.5 Environmental Requirements 9 7.2.5 Environmental Requiremen			g i	
5.1 System Description 5.5 5.2 Functional Description 6 6 Warning Limit "Minimum pressure" 6.1 6.1 Warning Limit "Minimum pressure" 6.6 7.5 System Components 6.7 7.1 Motorsport DigiTyre ECU (MDE) 7.7 7.1.1 Installation Area 7.7 7.1.2 Temperature Range 7.7 7.1.3 Voltage Range 7.7 7.1.4 Current Consumption 7.7 7.1.5 MDE Pin Description 7.7 7.1.6 CAN Bus Connection 8.7 7.2 Wheel Electronics 8.7 7.2.1 Installation Area 8.7 7.2.2 Versions 8.7 7.2.3 Temperature 8.7 7.2.4 Pressure 9.7 7.2.5 Environmental Requirements 9.7 7.2.6 Mechanical specification 9.7 7.2.7 Messurement specification 9.7 7.2.9 Specification for HF transmitter 9.7 7.2.1 Transmission <td></td> <td></td> <td></td> <td></td>				
5.2 Functional Description 6 6 Warning Algorithm 6.1 6.1 Warning Limit "Monimal pressure minus relative deviation" (Nominal Pressure – 25%) 6.2 7 System Components 7 7.1 Motorsport DigiTyre ECU (MDE) 7 7.1.1 Installation Area 7 7.1.2 Temperature Range 7 7.1.3 Voltage Range 7 7.1.4 Current Consumption 7 7.1.5 MDE Pin Description 7 7.1.6 CAN Bus Connection 8 7.2.1 Installation Area 8 7.2.2 Versions 8 7.2.1 Installation Area 8 7.2.2 Versions 8 7.2.3 Temperature 8 7.2.4 Pressure 9 7.2.5 Environmental Requirements 9 7.2.6 Mechanical specification 9 7.2.7 Measurement specification 9 7.2.9 Prequency 9 7.2.1 Block diagram wheel electronics 11	5	•	·	
6 Warning Algorithm 6.1 6.1 Warning Limit "Minimum pressure" 6.2 6.2 Warning Limit "Nominal pressure minus relative deviation" (Nominal Pressure – 25%) 6.2 7 System Components 7 7.1 Motorsport DigiTyre ECU (MDE) 7 7.1.1 Installation Area 7 7.1.2 Temperature Range 7 7.1.3 Voltage Range 7 7.1.4 Current Consumption 7 7.1.5 MDE Pin Description 7 7.1.6 CAN Bus Connection 8 7.2.1 Installation Area 8 7.2.2 Versions 8 7.2.3 Temperature 8 7.2.4 Pressure 9 7.2.5 Environmental Requirements 9 7.2.6 Mechanical specification 9 7.2.7 Measurement specification 9 7.2.8 Specification for HF transmitter 10 7.2.9.1 Frequency 10 7.2.10 Transmission 11 7.2.1.1 Block diagram wheel electronics 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage	_		,	
6.1 Warning Limit "Minimum pressure"			·	
6.2 Warning Limit "Nominal pressure minus relative deviation" (Nominal Pressure – 25%)	6			
7 System Components.	6		· · · · · · · · · · · · · · · · · · ·	
7.1.1 Installation Area 7 7.1.2 Temperature Range 7 7.1.3 Voltage Range 7 7.1.4 Current Consumption 7 7.1.5 MDE Pin Description 7 7.1.6 CAN Bus Connection 8 7.2 Wheel Electronics 8 7.2.1 Installation Area 8 7.2.2 Versions 8 7.2.3 Temperature 8 7.2.4 Pressure 9 7.2.5 Environmental Requirements 9 7.2.6 Mechanical specification 9 7.2.7 Measurement specification 9 7.2.8 Byte format 10 7.2.9 Specification for HF transmitter 10 7.2.9.1 Frequency 10 7.2.10 Transmission 11 7.3.1 Istallation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 <td< td=""><td>6</td><td>5.2</td><td>Warning Limit "Nominal pressure minus relative deviation" (Nominal Pressure – 25%)</td><td>6</td></td<>	6	5.2	Warning Limit "Nominal pressure minus relative deviation" (Nominal Pressure – 25%)	6
7.1.1 Installation Area .7 7.1.2 Temperature Range .7 7.1.3 Voltage Range .7 7.1.4 Current Consumption .7 7.1.5 MDE Pin Description .7 7.1.6 CAN Bus Connection .8 7.2 Wheel Electronics .8 7.2.1 Installation Area .8 7.2.2 Versions .8 7.2.3 Temperature .8 7.2.4 Pressure .9 7.2.5 Environmental Requirements .9 7.2.6 Mechanical specification .9 7.2.7 Measurement specification .9 7.2.9 Specification for HF transmitter .9 7.2.9 Specification for HF transmitter .10 7.2.9.1 Frequency .10 7.2.1.0 Transmission .11 7.2.1 Installation area .11 7.3.1 Installation area .11 7.3.2 General dimensions and values .11 7.3.3 Temperature ranges .11	7	Syst	·	
7.1.2 Temperature Range 7.1.3 Voltage Range. 7.1.4 Current Consumption 7.1.5 MDE Pin Description 7.1.6 CAN Bus Connection 7.2.1 Installation Area 7.2.1 Installation Area 7.2.2 Versions 7.2.3 Temperature. 7.2.4 Pressure 7.2.5 Environmental Requirements 7.2.6 Mechanical specification 7.2.7 Measurement specification 7.2.8 Byte format 7.2.9 Specification for HF transmitter 7.2.10 Transmission 7.2.11 Block diagram wheel electronics 7.3 Digital antenna 7.3.1 Installation area 7.3.2 General dimensions and values 7.3.3 Temperature ranges 7.3.5 Current consumption	7			
7.1.3 Voltage Range		7.1.2	.1 Installation Area	7
7.1.4 Current Consumption 7.1.5 7.1.5 MDE Pin Description 7.7.1.6 7.2 Wheel Electronics 8.8 7.2 Wheel Electronics 8.8 7.2.1 Installation Area 8.8 7.2.2 Versions 8.8 7.2.3 Temperature 8.8 7.2.4 Pressure 9.8 7.2.5 Environmental Requirements 9.8 7.2.6 Mechanical specification 9.8 7.2.7 Measurement specification 9.8 7.2.8 Sybe format 9.8 7.2.9 Specification for HF transmitter 9.8 7.2.10 Transmission 9.8 7.2.11 Block diagram wheel electronics 9.8 7.3.1 Installation area 9.8 7.3.2 General dimensions and values 9.8 7.3.3 Temperature ranges 9.8 7.3.4 Voltage supply 9.8 7.3.5 Current consumption 9.8 7.3.6 Environmental conditions 9.8 7.3.7 LIN communication		7.1.2	.2 Temperature Range	
7.1.5 MDE Pin Description 7.7.1.6 CAN Bus Connection 8.8 7.2 Wheel Electronics 8.8 7.2.1 Installation Area 8.8 7.2.2 Versions 8.8 7.2.3 Temperature 8.8 7.2.4 Pressure 9.8 7.2.5 Environmental Requirements 9.7 7.2.6 Mechanical specification 9.7 7.2.7 Measurement specification 9.7 7.2.8 Byte format 10 7.2.9.1 Frequency 10 7.2.9.1 Frequency 10 7.2.10 Transmission 11 7.2.11 Block diagram wheel electronics 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12		7.1.3	.3 Voltage Range	
7.1.6 CAN Bus Connection 8.8 7.2 Wheel Electronics 8.8 7.2.1 Installation Area 8.8 7.2.2 Versions 8.8 7.2.3 Temperature 8.8 7.2.4 Pressure 9.2 7.2.5 Environmental Requirements 9.2 7.2.6 Mechanical specification 9.2 7.2.7 Measurement specification 9.2 7.2.8 Byte format 10 7.2.9 Specification for HF transmitter 10 7.2.9.1 Frequency 10 7.2.10 Transmission 11 7.2.11 Block diagram wheel electronics 11 7.3 Digital antenna 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna EC		7.1.4	.4 Current Consumption	
7.2.1 Installation Area .8 7.2.2 Versions .8 7.2.3 Temperature .8 7.2.4 Pressure .8 7.2.5 Environmental Requirements .9 7.2.6 Mechanical specification .9 7.2.7 Measurement specification .9 7.2.8 Byte format .10 7.2.9 Specification for HF transmitter .10 7.2.10 Transmission .11 7.2.11 Block diagram wheel electronics .11 7.3.1 Installation area .11 7.3.2 General dimensions and values .11 7.3.3 Temperature ranges .11 7.3.4 Voltage supply .11 7.3.5 Current consumption .11 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit .12 7.3.8 Connection occupancy, sleeve strip .12 7.3.9 Block diagram .12 7.3.1 Temperature .12 7.3.2 Mechanical requirements .13 7.4.1 Temperature .12 7.4.2 Mechanical requirements .13		7.1.5	.5 MDE Pin Description	
7.2.1 Installation Area 8.8 7.2.2 Versions 8.8 7.2.3 Temperature 8.8 7.2.4 Pressure 9.8 7.2.5 Environmental Requirements 9.9 7.2.6 Mechanical specification 9.9 7.2.7 Measurement specification 9.9 7.2.8 Byte format 10 7.2.9 Specification for HF transmitter 10 7.2.10 Transmission 10 7.2.11 Flour Endower 11 7.2.10 Transmission 11 7.3.1 Installation area 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.10 <t< td=""><td></td><td>7.1.6</td><td>.6 CAN Bus Connection</td><td>3</td></t<>		7.1.6	.6 CAN Bus Connection	3
7.2.2 Versions 8 7.2.3 Temperature 8 7.2.4 Pressure 9 7.2.5 Environmental Requirements 9 7.2.6 Mechanical specification 9 7.2.7 Measurement specification 9 7.2.8 Byte format 10 7.2.9 Specification for HF transmitter 10 7.2.9.1 Frequency 10 7.2.10 Transmission 11 7.2.11 Block diagram wheel electronics 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.10 Assembly 12 7.3.10 Assembly 12 7.4.1 Temperature<	7	'.2	Wheel Electronics	3
7.2.3 Temperature 5 7.2.4 Pressure 5 7.2.5 Environmental Requirements 5 7.2.6 Mechanical specification 5 7.2.7 Measurement specification 10 7.2.8 Byte format 10 7.2.9 Specification for HF transmitter 10 7.2.9.1 Frequency 10 7.2.10 Transmission 11 7.3.1 Block diagram wheel electronics 13 7.3 Digital antenna 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.1 Assembly 12 7.4.1 Tem		7.2.2	.1 Installation Area	3
7.2.4 Pressure 7.2.5 Environmental Requirements 7.2.6 Mechanical specification 7.2.7 Measurement specification 7.2.8 Byte format 7.2.9 Specification for HF transmitter 7.2.9.1 Frequency 7.2.10 Transmission 7.2.11 Block diagram wheel electronics 7.3 Digital antenna 7.3.1 Installation area 7.3.2 General dimensions and values 7.3.3 Temperature ranges 7.3.4 Voltage supply 7.3.5 Current consumption 7.3.6 Environmental conditions 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 7.3.8 Connection occupancy, sleeve strip 7.3.10 Assembly 7.4.1 Temperature 7.4.2 Mechanical requirements <td></td> <td>7.2.2</td> <td>.2 Versions</td> <td>8</td>		7.2.2	.2 Versions	8
7.2.5 Environmental Requirements 9 7.2.6 Mechanical specification 9 7.2.7 Measurement specification 9 7.2.8 Byte format 10 7.2.9 Specification for HF transmitter 10 7.2.9.1 Frequency 10 7.2.10 Transmission 11 7.2.11 Block diagram wheel electronics 11 7.3 Digital antenna 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.10 Assembly 12 7.3.10 Assembly 12 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.2.3	.3 Temperature	3
7.2.6 Mechanical specification 9.5 7.2.7 Measurement specification 9.5 7.2.8 Byte format 10 7.2.9 Specification for HF transmitter 10 7.2.9.1 Frequency 10 7.2.10 Transmission 11 7.2.11 Block diagram wheel electronics 11 7.3 Digital antenna 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 12 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4.1 Temperature 12 7.4.1 Temperature 12 7.4.2 Mechanical requirements 13		7.2.4	.4 Pressure	
7.2.7 Measurement specification 9 7.2.8 Byte format 10 7.2.9 Specification for HF transmitter 10 7.2.9.1 Frequency 10 7.2.10 Transmission 11 7.2.11 Block diagram wheel electronics 11 7.3 Digital antenna 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.2.5	.5 Environmental Requirements	<u>C</u>
7.2.8 Byte format 10 7.2.9 Specification for HF transmitter 10 7.2.9.1 Frequency 10 7.2.10 Transmission 11 7.2.11 Block diagram wheel electronics 11 7.3 Digital antenna 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.2.6	.6 Mechanical specification	
7.2.9 Specification for HF transmitter 10 7.2.9.1 Frequency 10 7.2.10 Transmission 11 7.2.11 Block diagram wheel electronics 11 7.3 Digital antenna 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.2.7	.7 Measurement specification	<u>C</u>
7.2.9.1 Frequency 10 7.2.10 Transmission 11 7.2.11 Block diagram wheel electronics 11 7.3 Digital antenna 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.2.8	.8 Byte format	10
7.2.10 Transmission 11 7.2.11 Block diagram wheel electronics 11 7.3 Digital antenna 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.2.9	.9 Specification for HF transmitter	10
7.2.11 Block diagram wheel electronics. 11 7.3 Digital antenna. 12 7.3.1 Installation area. 13 7.3.2 General dimensions and values. 11 7.3.3 Temperature ranges 12 7.3.4 Voltage supply. 13 7.3.5 Current consumption. 12 7.3.6 Environmental conditions. 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit. 12 7.3.8 Connection occupancy, sleeve strip. 12 7.3.9 Block diagram. 12 7.3.10 Assembly. 12 7.4.1 Trigger transmitters. 13 7.4.1 Temperature. 13 7.4.2 Mechanical requirements. 13		7.	7.2.9.1 Frequency	10
7.3 Digital antenna 11 7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.2.2		
7.3.1 Installation area 11 7.3.2 General dimensions and values 11 7.3.3 Temperature ranges 12 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.2.2	.11 Block diagram wheel electronics	11
7.3.2 General dimensions and values	7	' .3	Digital antenna	11
7.3.3 Temperature ranges 11 7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.3.2	.1 Installation area	11
7.3.4 Voltage supply 11 7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.3.2	.2 General dimensions and values	11
7.3.5 Current consumption 11 7.3.6 Environmental conditions 12 7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.3.3	.3 Temperature ranges	11
7.3.6Environmental conditions127.3.7LIN communication with MDE/Combined Antenna ECU control unit127.3.8Connection occupancy, sleeve strip127.3.9Block diagram127.3.10Assembly127.4Trigger transmitters137.4.1Temperature137.4.2Mechanical requirements13		7.3.4	.4 Voltage supply	11
7.3.7 LIN communication with MDE/Combined Antenna ECU control unit 12 7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.3.5	.5 Current consumption	
7.3.8 Connection occupancy, sleeve strip 12 7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.3.6	.6 Environmental conditions	12
7.3.9 Block diagram 12 7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.3.7	.7 LIN communication with MDE/Combined Antenna ECU control unit	12
7.3.10 Assembly 12 7.4 Trigger transmitters 13 7.4.1 Temperature 13 7.4.2 Mechanical requirements 13		7.3.8	.8 Connection occupancy, sleeve strip	
7.4Trigger transmitters137.4.1Temperature137.4.2Mechanical requirements13		7.3.9	.9 Block diagram	12
7.4.1 Temperature		7.3.2	.10 Assembly	12
7.4.2 Mechanical requirements	7	' .4	Trigger transmitters	13
7.4.2 Mechanical requirements		7.4.2	.1 Temperature	13
7.4.3 Voltage range		7.4.2	.2 Mechanical requirements	13
		7.4.3	.3 Voltage range	13
7.4.4 Current consumption13		7.4.4	.4 Current consumption	13



	7.4.5	Frequency	14
	7.4.6	Modulation	14
	7.4.7	Physical link	14
	7.4.8	Protocol	
	7.4.9	Diagnostics	14
	7.4.10	Connector	
	7.4.11	Environmental qualification	
	7.4.12	Schematic representation of the trigger transmitters	14
3	Table	of Figures	
Figu	ure 2: Wh	eel electronics block diagram	11
Figi	ure 3: Ant	enna pinout	12
Figi	ure 4: RF /	Antenna structure	12
Figu	ure 5: RF /	Antenna dimentions	13
Figi	ure 6: LF S	Satellite Trigger	15



4 Conformity to FCC-Rules

Electronic wheel sensors within the IRTPTMS system contains Transmitter Module FCC ID: xxx-xxxxxxxxx

4.1 United States of America

4.1.1 Statement FCC 15.19: Labelling requirements

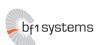
This device complies with Part 15 of the FCC Rules.

Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) This device must accept any interference received, including interference that may cause undesired operation.

4.1.2 Statement FCC 15.21: Information to the user

The user manual or instruction manual for an intentional or unintentional radiator shall caution the user that changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.



5 System and Functional Description

5.1 System Description

The Infrared Tyre Pressure & Temperature Monitoring System (IRTPTMS) monitors vehicle tyre pressures and temperatures.

A typical system is comprised of the following components:

- 1 Motorsport DigiTyre ECU (MDE)
- Up to 4 wheel electronics including mounting system
- Up to 4 digital antennas
- Up to 4 trigger transmitters

The wheel electronic mounted on the wheel rim measures tyre pressure ambient temperature and tyre carcass temperature at regular intervals and transfers the values wirelessly to the reception antenna(s). The current pressure and temperature values can be requested specifically via the LF trigger function. In the digital antenna, the radio data telegram is decoded and transferred to the ECU unit as a digital signal. The ECU unit evaluates the received data and forwards the information as required.



5.2 Functional Description

The wheel electronic is mounted on the wheel rim and measures tyre pressure, temperature and wheel electronic status. The measured data is sent from the wheel via a transmit stage in the wheel electronics. A system with relatively seldom-measured data transfer is adequate for tyre pressure monitoring, provided it features the additional option of detecting sudden pressure loss. This enables the electronics in the wheel to be designed for minimal power draw and thus maximize battery life.

All wheel electronics have a unique ID code that is forwarded along with data at each transfer. The HF transfer occurs in the 433MHz range, referred to as the ISM range. The trigger functionality is achieved by the use of a 125 kHz LF channel.

The control unit calls up the wheel electronics via the trigger transmitters when power is supplied to the MDE. When a pressure loss > 0.2 bar on the previously measured pressure value is detected, the wheel electronics switch immediately to fast-transmit mode. In this situation, the wheel electronics measure and transmit every 0.8 seconds.

The IRTPTMS measures and transfers considerably more data than is necessary to ensure reliable basic function. It can therefore use a data transfer path this is not assigned for the error-free transfer of each individual data protocol. Using the trigger function, an implausible and/or non-received data message can be requested again from the corresponding wheel electronics.

The data sent by the wheel electronics is received via the digital antenna and is subsequently decoded. The decoded data is transferred onwards to the MDE unit via a digital interface (LIN interface). The MDE unit evaluates the received data and forwards the information to the driver information system as required. This provides the driver with information on the necessary tyre pressure or temperature.

The main functional characteristics of the control unit are:

- A central warning algorithm and an algorithm for the wheel manager.
- The vehicle-specific connection for the power supply system and manufacturer-specific operation and display philosophy.

6 Warning Algorithm

The system monitors a nominal pressure, which is set automatically when the tyre speed exceeds 30kph, and a fixed set minimum warning pressure. The higher value in each case is used to generate the deflation warning.

6.1 Warning Limit "Minimum pressure"

At this warning limit, a check is made against the minimum warning pressure Abs_{Pressure} Minimum, which is programmed into the system as a fixed value.

The corresponding warning bit is set, if the measured pressure lies below this threshold twice in succession.

6.2 Warning Limit "Nominal pressure minus relative deviation" (Nominal Pressure – 25%)

This warning limit is calculated from the nominal pressure less a relative deviation of 25% of the nominal pressure. The nominal pressure is specified by the driver. An accuracy reserve of 0.1 Bar is added to the warning limit.

The corresponding warning bit is set if the measured pressure lies below this threshold twice in succession.



7 System Components

The system components of the IRTPTMS are described in the following sections.

7.1 Motorsport DigiTyre ECU (MDE)

The MDE control unit consists of a printed circuit board with a microcontroller and interfaces for CAN, RS232 and TPMS-LIN.

The tyre information received from the digital antennae is recorded and evaluated in the control unit. The pressure information and, if applicable, the warning information, is forwarded via the CAN bus to the display systems in the vehicle.

The information from the digital antennae is transferred to the control unit via a LIN bus communication link. The control unit is the master here, while the antennae and/or the trigger transmitters work as slaves. The control unit interrogates the digital antennae at set intervals with respect to radio messages. The trigger transmitters are contacted in sequence. The control unit also provides the supply voltage to the trigger transmitters and the antennae. The most important details of the control unit are described below.

7.1.1 Installation Area

The control unit is intended to be installed in the interior of the vehicle. If not stated otherwise, the values stated in the following chapters relate to a temperature of 25°C and to the current sample control units based on the HCS12 processor.

7.1.2 Temperature Range

Operating temperature: -40°C to +80°C Storage temperature: -40°C to +85°C

7.1.3 Voltage Range

Nominal voltage: 12V Operating voltage: 9V to 16V

Maximum voltage: 0 to +18V, with polar protection

Under voltage switch off: The control unit is switched off when $V_{batt} < 7.5V$

No. of Antennas / triggers that can be supplied: 6

7.1.4 Current Consumption

Normal operation: < 200 mA @ 12V (without antennae or trigger)

7.1.5 MDE Pin Description

System Connection (8STA2-10-35PN, Male, Circular)							
Pin	Description	Pin	Description				
1	Protected Ignition, +12 V	8	CAN L (DASH), BLUE				
2	GND, LIN GND, RS232 GND	9	RS232 DATA TX / Configure Input A				
3	LIN V RL TRIGGER Switched	10	RS232 DATA RX / Configure Input B				
4	LINV TRIG FR/RR ANT FRT/REAR	11	LIN DATA RL TRIG/FRT ANT				
5	LIN V FL TRIGGER Switched	12	LIN DATA FL TRIG/REAR ANT				
6	LIN DATA FR TRIGGER	13	LIN DATA RR TRIGGER				
7	CAN H (DASH), RED						



Secondary Connection (8STA2-10-35SA, Female, Circular)						
Pin	Description	Pin	Description			
1	Configure Input C	8	N/C			
2	Configure Input A / RS232 DATA TX	9	N/C			
3	Configure Input B / RS232 DATA RX	10	N/C			
4	Daughterboard Out 2	11	N/C			
5	GND Sense	12	N/C			
6	RS232 GND	13	N/C			
7	N/C					

7.1.6 CAN Bus Connection

Vehicle bus: High speed CAN, transfer rate 1Mbits/sec TPMS bus messages: Programmable to customer requirements

Start-up behaviour: Power applied to the MDE

CAN interface data:

Driver module: TJA1050T

CAN H / CAN L – line: Resistant to short circuits against GND and +V_{batt}

7.2 Wheel Electronics

The wheel electronics measure the pressure, the air temperature inside the tyre, plus the tyre carcass temperature and transmit this data via a HF radio route, together with its residual battery life and ID code to the digital antenna.

7.2.1 Installation Area

The wheel electronics are mounted on the inside of the wheel rim.

During assembly, the bf1systems assembly guidelines must be noted.



7.2.2 Versions

The working frequency of 433MHz is used exclusively.

7.2.3 Temperature

	Min	Max	Units
Working temperature	0	+125	°C
Storage temperature > 50°C max. 30 days	+50	+70	°C
Storage temperature (6 months)	0	+50	°C
Temperature gradient in the working temperature range	-16	+16	K/s



7.2.4 Pressure

Pressure overload	Maximum 2000 kPa		
Measurement range	50 kPa to 732.5 kPa		

7.2.5 Environmental Requirements

Vibration with overlying temperature				
Temperature profile	0°C to 125°C			
Vibration profile 1 20Hz to 2000Hz: 2 g²/Hz to 0.035 g²/Hz				
Acceleration				
Static acceleration (vertical to PCB)	12 x half sine shock pulses of 80g pk acceleration, pulse width 6ms			
Evaluation criteria	No malfunction during and after the test			

7.2.6 Mechanical specification				
Dimension	70.1mm x 33.4 x 26.8mm			
Wheel Sensor Assembly Weight	45g ±1g			

7.2.7 Measurement specification							
Pressure	Comment	Min	Nom	Max	Units		
Measurement range	Nominal	0.882	-	4.631	bar		
Accuracy	0°C to +50°C	-29.4	-	+29.4	mbar		
Resolution	LSB	-	14.7	-	mbar		
Pressure Sensor Temperature	Comment	Min	Nom	Max	Units		
Measurement range	-	-40	-	215	°C		
Accuracy	0°C to +50°C	-1	-	+1	°C		
Resolution	LSB	-	1	-	°C		
IR Sensor Temperature	Comment	Min	Nom	Max	Units		
Measurement range	-	-2	-	125	°C		
Accuracy	-	-0.5	-	0.5	°C		
Resolution	LSB	-	0.125	-	°C		



	Comment			Min	Nom	Max	Units
Measurement Range	-			-40	-	215	°C
Resolution	10-bit			-	0.25	-	°C
	Ambient temp of 0 - 50° 0 - 60°C	C and target te	mp of	-	±0.5	-	°C
	Ambient temp of 0 - 50° 61 – 180°C	'C and target te	mp of		±2	-	°C
Accuracy (Under isothermal	Ambient temp of 0 - 50°C and target temp of 181 – 215°C			-	±3	-	°C
(Under isothermal conditions)	Ambient temp of 0 - 100°C and target temp of $0 - 120$ °C			-	±1	-	°C
	Ambient temp of 0 - 125°C and target temp of $0 - 180$ °C			-	±2	-	°C
	Ambient temp of 0 - 12 of 181 - 215°C	5°C and target	temp	-	±3	-	°C
Acceleration Comment Min N			N	om	Max		Units
Recognition threshold	-40°C to +90°C	2		11	20		g
for turning wheel (RS == 1)	> 90°C	2		14	26		g
Recognition threshold for	-40°C to +90°C	1	:	10	19		g
resting wheel (RS == 0)							

7.2.8 Byte format

Start bit	None	
Data bits	8, MSB first	
Stop bit	None	
Code specification	Conditioned diphase code	
Description	 flank at the start of a bit interval no flank in the middle of a "1" interval flank in the middle of a "0" interval 	
Data format	Binary	
Transmission rate	9.6 kbps +/- 10%	

7.2.9 Specification for HF transmitter		
7.2.9.1 Frequency		
433 MHz Version		
Modulation		Frequency shift keying (2-FSK)
Frequency f _{nom} @ 25°C		433.920 MHz ± 35 kHz
Frequency drift overall (aging, temperature)		$f_{nom} \pm 85 \text{ kHz}$
Logic levels	Data = 0	f_{nom} - $\Delta f/2$
	Data = 1	$f_{nom} + \Delta f/2$



7.2.10 Transmission		
Marking for type approval	433 MHz Version	
Tolerance transmitted power		+/- 3 dB @ 25°C
Tolerance transmitted power over lifetime		- 3 dB
Tolerance transmitted power over working temperature range		- 5 dB

7.2.11 Block diagram wheel electronics

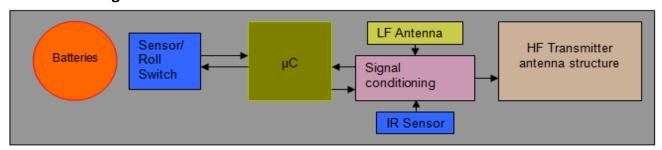


Figure 1: Wheel electronics block diagram

7.3 Digital antenna

The digital antenna has integrated signal conditioning (decoding processor) to receive and decode the HF signal sent by the wheel electronics. The conditioned information is transferred to the MDE control unit via a LIN communication.

7.3.1 Installation area

The digital antennae are mounted on the outside of the vehicle. The area directly subject to being hit by stones from the road must be avoided. The antennae should therefore be installed in a protected position behind a plastic trim (wheel housing shell, or similar).

7.3.2 General dimensions and values

Dimensions: See Chapter on "Assembly" Frequency range of the receiver: 550kHz @ -85dBm / 20°C

Type of modulations:

Sensitivity within bandwidth @ 25°C

Reduction of Sensitivity over frequency

Reduction of Sensitivity over temp

Reception to wake-up:

FSK, hard keyed

>5nT <8nT

max. 1nT

max. 1nT

5 dB +/-1dB

RSSI signal: Start of climb typically $16dB\mu V @ 25^{\circ}C$

Saturation typically 56dBμV @ 25°C 9.6kBaud + /- 10%

Radio data rate: 9.6kBaud +/- 10% Radio reception frequency: 433.92 MHz +/-200kHz

7.3.3 Temperature ranges

Operating temperature: $0^{\circ}\text{C to} + 125^{\circ}\text{C}$ Storage temperature: $0^{\circ}\text{C to} + 70^{\circ}\text{C}$

7.3.4 Voltage supply

Supply line: Two wire circuit, V_{batt}, GND

for each digital antenna
Supply voltage: > (V_{batt} – 2V)
Switch type: High side switch
7.3.5 Current consumption

Supply current, digital antenna: At HF reception < 30mA permanently



7.3.6 Environmental conditions

Protection class: IP 69K in line with test according to DIN 40050

Salt spray: 144h in line with test according to DIN 50021-SS

Pressure balance: Climate membrane 2 mm Ø

7.3.7 LIN communication with MDE/Combined Antenna ECU control unit

The LIN communication of the antennas with the MDE/Combined Antenna ECU control unit fulfils the specification of the LIN Consortium Version 1.1. The MDE control unit is in master operation here, while the antennas are in the slave condition.

The following details apply:

LIN bit rate: 10k Baud +/-2%
LIN driver: Infineon TLE 6259-2G
Bus coupling: EMC network
Signal reference: Ground

7.3.8 Connection occupancy, sleeve strip

Manufacturer: Tyco electronics AMP GmbH

Type, plug connector: MQS in line with Tyco drawing 114-18063-014

Contact system: Micro-Quad-Lock

Version: Pin shell Number, contact pins: 4 Pins

Pin version: Sealed, gold-plated

(sealed; selectively gold-plated),

Sealing system: Primary sealing: Lamellar sealing in the housing

Secondary sealing: Individual seam sealing

Distance between pins (Pitch): 2.54x2.54mm

Pin:	Signal:	Description:
1	LIN_GND	LIN Ground
2	LIN_V1	LIN Supply voltage
3	LIN_DATA	LIN Data
4	SCREEN_GND	Ground for Screen Connection (optional)

Figure 2: Antenna pinout

7.3.9 Block diagram

The basic electrical structure of the antenna electronics is outlined below.

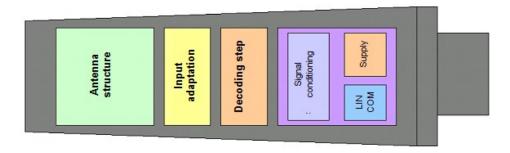


Figure 3: RF Antenna structure

7.3.10 Assembly

The digital antenna can be mounted in the vehicle in line with the following sketch.



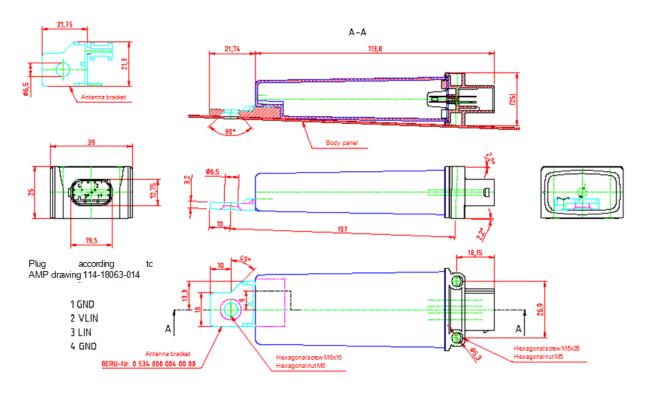


Figure 4: RF Antenna dimentions

7.4 Trigger transmitters

7.4.1 Temperature	
Operating temperature	-40°C to +105°C
Storage temperature	-40°C to + 90°C
7.4.2 Mechanical requirements	
Dimensions	90.5mm x 65.0mm x 27mm
4 vibration loading capacity	3533 41 202 001 C
Shock loading capacity	3533 41 202 001 C
Free fall	1000 mm falling height, concrete (EN 60068-2-32)
Plug push thru strength	≥ 55N
Soundness	IP 69K
Pressure balance	Climate membrane 2 mm Ø

7.4.3 Voltage range	
Static voltage strength	+20V / -2.8V limited by control unit
Dynamic voltage strength	Interference pulses Type 3a, 3b via coupling clamp
ESD strength	8 kV (human body model)
Operating voltage	+7.0V to +18V
7.4.4 Current consumption	
Passive operating current	≤ 10 mA @ 12V
Active operating current (transmitting)	≤ 230 mA @ 12V



Ground current	< 230 mA @ 12V
Ground current	<u>< 230 IIIA @ 124</u>

7.4.5 Frequency	
Fraguency	125 kHz +/-5 kHz @ -40°C to +105°C
Frequency	(In condition installed in vehicle)
Field strength	<21 dBμV/m @ 3m, 16V
Duration of transmission	< 10 s
Keying ratio	< 0.1
Field orientation	Field of a magnetic dipole, symmetrical axis transverse to the
rield offertation	housing
7.4.6 Modulation	
Modulation	Duration of impulse
Baud rate	< 0.5 kBaud
Report	See specification for the corresponding WE

7.4.7 Physical link	
Data interface	LIN specification Rev. 1.1
7.4.8 Protocol	
	LIN specification Rev. 1.1
Data report	LIN_SPDPS.doc
	LIN_Master.doc
	LIN_Slave.doc

7.4.9 Diagnostics	
Current monitor in the antenna circuit	$V_M \ge 0.5 \text{ V}$ (in the transmission impulse)
Diagnostics response	Set diagnostics status (see LIN_Slave.doc)
7.4.10 Connector	
Туре	Mini-timer, 4-pole
Pin 1	LIN_GND
Pin 2	LIN_V1 (Voltage supply)
Pin 3	LIN_DATA
Pin 4	SCREEN_GND
7.4.11 Environmental qualification	
	3533 41 202 001 C

7.4.12 Schematic representation of the trigger transmitters



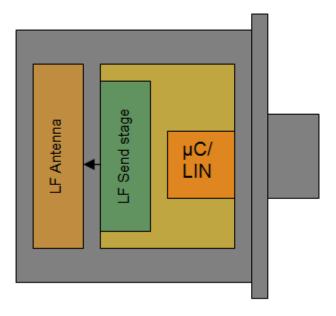


Figure 5: LF Satellite Trigger