

It seems that as a nation we have adopted a policy of trying to regulate commercial goods so that consumers use good judgement. Not only is this policy futile but it increases the costs of goods to the public.

This is an attempt to encourage people to perform an act of maintenance that they should already be doing on their automobile. The means are available for every person in this country to check and maintain the proper inflation for their vehicle's tires without the addition of a high-tech device that will add hundreds of dollars to the cost of an automobile.

Regularly checking and maintaining proper inflation on an automobile's tires will cost a person far less than the cost of the proposed sensor system. Even with the new sensor warning system, people will still need to manually check their tire inflation periodically. Thus the new sensors don't save anything in maintenance costs but DO add to the initial cost of the vehicle.

Finally, how does the sensor warning system know for what purpose the vehicle is being used or the specific requirements of the currently mounted tire?

As tire construction varies widely by manufacturer, it would seem that the system would not truly be functional unless the consumer replaced the vehicle's original equipment tires with tires of an identical brand, size and model.

If the consumer does not replace the tires with tires that exactly match the manufacturer's original equipment, the consumer could have the vehicle's replacement tires over or under-inflated and be led to believe that the inflation is adequate because the sensor warning system was only programmed with values for the original equipment tires. If the proposed rule is to increase safety, it can not allow a system that can lead consumers to falsely believe their vehicle is in a safe state of operation. This would be potentially more dangerous than not having a sensor warning system at all.

I disagree with the proposed rule for many reasons, but primarily because the rule only adequately addresses the state of the vehicle when it is initially purchased from the automobile manufacturer. At any time after the initial purchase, the consumer could change the use or configuration of the vehicle and its tires and once such a change is made, the feedback provided by the proposed system could be misleading to the consumer. This misinformation serves no useful purpose to the motoring public.

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