

Lamborghini selects BERU F1 Systems to supply digital tyre pressure monitoring system

Prestigious Italian car manufacturer uses F1-derived technology for Gallardo and Murciélago vehicles.

Automotive engineering specialists BERU F1 Systems has announced that it is supplying its award-winning digital tyre pressure monitoring system (TPMS) DigiTyre to Lamborghini for the Gallardo and Murciélago platforms. The safety feature, developed using BERU F1 Systems' extensive motorsport experience, is standard fit on US Gallardo and Murciélago models to comply with the TREAD act. (The TREAD act makes it mandatory for passenger vehicles and light trucks sold in the USA to be fitted with a pressure monitoring system).

Specialist and niche vehicle manufacturers rightly demand robust and integrated solutions," says BERU F1 Systems' managing director John Bailey. "The higher speeds, higher cornering forces and demands experienced by performance cars rule out many solutions currently available. Our system is robust, light yet still retains all the integration features such as end of line testing and dealer diagnostics that OEMs require."

DigiTyre's components comprise wheel electronics, an ECU, two antennae and four LF satellite triggers. The wheel electronics contain a battery, absolute pressure sensor, temperature sensor, accelerometer, micro controller and radio transmitter/receiver housed in a robust wheel housing. By mounting this onto the rear of a modified valve there are no rim modifications and the installation becomes very straightforward. The four LF satellite triggers allow the wheels on the car to be swapped or changed; the system instantly learns the wheels when the ignition is switched on, providing immediate warnings to the driver.

The flexibility of the system allowed Lamborghini engineers the opportunity to fit the system onto the cars without costly modifications to the existing platforms. "Our system is highly configurable," continues Bailey. "We can adjust software, diagnostics and CAN messaging whilst retaining the proven hardware. This allows us to integrate our components within an existing vehicle architecture, a feature that is attractive to low volume manufacturers."

The requirement for TPMS is being driven by legislation and tyre construction. Modern rigid tyre walls mean that any drop in pressure will only lead to slight increased flexing of the wall when the vehicle is stationary making it difficult to visibly spot pressure loss. Under inflation can lead to increased loading on the tread shoulders, leading to difficult vehicle handling and loss of control on wet surfaces. The TREAD act makes it mandatory for passenger vehicles and light trucks sold in the USA to be fitted with a pressure monitoring system.



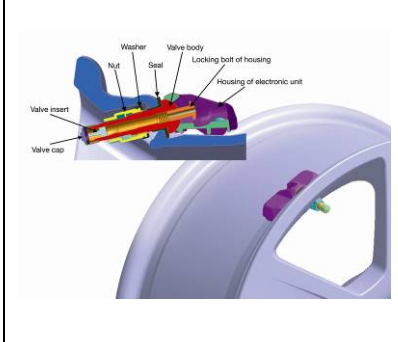
TPMS is fitted as standard on US specification MY08 Gallardo and Murciélago vehicle lines and is an option in other markets.

About BERU F1 Systems

Founded in 1993 and, since 2001, a specialist division of BERU AG, BERU F1 Systems offers advanced design and manufacturing facilities for vehicle electrical systems, tyre pressure monitoring, stress measurement and composites. Supplied to world championship winning cars in every major formula including Formula 1, components from BERU F1 Systems are now available in military, road car, aerospace and nautical applications. In January 2007, BERU F1 Systems won the prestigious Autosport International Innovation of the Show Award for its Wire in Composite technology as used on Jaguar's C-XF concept car.

Photographs

Available from Nick Bailey by email (see below) or www.Autopresspoint.com

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