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**Radio frequency identification (RFID)  
tyre tags**

*Tags d'identification de pneumatiques par radiofréquence (RFID)*

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## Foreword

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The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see [www.iso.org/directives](http://www.iso.org/directives)).

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This document was prepared by Technical Committee ISO/TC 31, *Tyres, rims and valves*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at [www.iso.org/members.html](http://www.iso.org/members.html).

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## Introduction

This document applies to radio frequency identification (RFID) enabled tyres using passive RFID tags. Tyre manufacturers consider the use of RFID during the tyre's life cycle.

There are two main technology families of RFID:

- Passive system: the tag backscatters information to the interrogator, without featuring an internal power source.
- Active system: the tag has a radio frequency transmitter on board and requires an internal power source.

This document has been developed to offer tyre manufacturers the possibility to use RFIDs throughout tyre life. Therefore, the passive tag solution without batteries has been adopted.

Three technologies are considered to obtain an RFID tag to the tyre: the embedding, the patch and the sticker.

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