

Informal Document No. **GRRF-56-14**
56th GRRF, 20-22 September 2004,
agenda items 6.3. and 6.4.
(Original: RUSSIAN / ENGLISH)

PROPOSED AMENDMENTS TO REGULATIONS Nos. 30 AND 54
REGARDING MANUFACTURER'S INFORMATION
ON ROLLING RESISTANCE COEFFICIENT

Transmitted by the experts from Russian Federation

Note: This document has been prepared in accordance with TRANS/WP.29/GRRF/55, para. 36 and contains elaboration of the text of the document TRANS/WP.29/GRRF/2003/30.

BACKGROUND

The GRRF request to the experts from Russian Federation and ISO to start working on the tyre rolling resistance problem as soon as possible resulted in Russian proposal to develop a new item "***Revision of the ISO 18164 partition concerned deceleration method of tyre rolling resistance measuring***", submitted to the ISO TC 31. This proposal is based on preliminary consultations of the specialists of Russia, ISO TC 31 WG 6 and ETRTO. The preparatory theoretical and experimental work for justification has been done already. These materials are available through the ISO website at www.iso.org/tc. It is a further development of the documents, considered at the 54th and 55th sessions of GRRF as the informal documents for the agenda items 6.3 and 6.4.

According to ETRTO, it will soon finish its development work concerning recommendations for reference rolling resistance measurement method.

The Working Group WG 6 of ISO TC 31 is to complete the work on the new ISO 18164 standard, uniting 3 documents existed before.

It makes clear the mid-range perspectives for the parties concerned with this problem and allows them to return to the short-range task of introducing additions to the ECE Regulations Nos. 30 and 54.

The proposals concerns the amendments, initially presented by the document TRANS/WP.29/GRRF/2003/30.

The following corrected wording of the complements to the Regulations Nos. 30 and 54 are introduced for consideration at the 56th session of GRRF.

PROPOSAL

Regulation No. 30

Insert new paragraph 4.1.15., to read:

"4.1.15. rolling resistance coefficient in accordance with ISO 8767 (ISO 18164 after its issuance). If a different method of determination was used, its equivalence shall be proved."

Regulation No. 54

Insert new paragraph 4.1.14., to read:

"4.1.14. rolling resistance coefficient determined in accordance with ISO 9948 (ISO 18164 after its issuance). If a different method of determination was used, its equivalence shall be proved."

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JUSTIFICATION

Taking into consideration the importance of the consumer information about tyre rolling resistance as a parameter directly connected with safety, it is expedient to utilize the potential of the measurement methods abilities, provided by ISO 8767 and ISO 9948 standards and in the near future ISO 18164, which will replace them.

It is worth noting that the international standardization process in this field can be divided into 3 stages:

1. Initial stage. The proposed additions will be introduced into the Regulations Nos. 30 and 54. The tyre manufacturers are not limited in the choice of the testing methods from ISO standards they approved and therefore are not handicapped with its adaptation.

2.

The ETRTO recommendations regarding referred rolling resistance measurement method from the ISO approved list can be adopted at this stage. It is expected a wider coverage of the tyre rolling resistance data in technical publications.

The progress reached by tyre manufacturers is provided by using equipment and methods they have got. Therefore it is logical to place at the tyre manufacturers disposal an opportunity to announce in the homologation documents the data obtained by the traditional methods used by those manufacturers. The vehicle manufacturers working with the particular tyre suppliers will have got the full opportunity to monitor the tyre quality changes by such stable methods. Comparison of the data obtained by the different tyre manufacturers using the different methods can be made by vehicle manufacturers by using indoor bench and road vehicle tests.

The tyre manufacturers at this stage are protected from incorrect comparison of tyre rolling resistance data by the preambles (scope 1) of the above-mentioned ISO standards as well as by confidentiality of homologation documents as it follows from the 1958 Geneva Agreement, Article 5.

3. Mid-range stage (after 2007). At this stage the tyre manufacturers and consumers should reach agreement on the globally unified standard of tyre rolling resistance measurement and formalize a joint vision of acceptable values for this coefficient or its combinations with adhesion coefficient of the same tyre.

4. The draft standards for the rolling resistance road measurement methods may appear at this stage and correlation data of the "road-test machine" type can be collected.

5. **Long-range stage.** The experience gathered during the two previous stages would be used to produce stricter recommendations and regulations for the rolling resistance coefficient in the test bench and road environments.
