

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 117 (Tyre rolling sound)

Note: The text reproduced below was prepared by ETRTO to consider only the required amendments regarding the wet grip definitions, testing procedure and requirements of Annex5) as per document TRANS/WP29/GRRF/2005/11. ETRTO comments relative to the insertion of new paragraphs 5.3.1., 5.3.1.1., 5.3.1.2., 5.3.2., amendment of paragraph 5.4.2 and the markings for the tyre will be considered separately.

**ETRTO Proposition:**

Paragraph 2.15, item (v), amend to read:

2.15. "Wet grip index ("W" "G")" means the ratio between the performance of the candidate tyre and the performance of the standard reference test tyre.

**Reasons:** *Coherency with the paragraphs 2.1.2.15 page 18 and 2.2.2.15 and page 19.*

2.1.2.15. *The wet grip index (G) shall be calculated as:*

$$G = \text{pbfc of candidate tyre} / \text{pbfc of SRTT}$$

2.2.2.15. *The wet grip index (G) shall be calculated as:*

$$G = \text{average mfdd of candidate tyre} / \text{mfdd of SRTT}$$

Paragraph 1.1, page 13, amend to read:

1. General Test Conditions

1.1. Track Characteristics

The track shall have a dense asphalt surface with a gradient in any direction not exceeding 2 per cent. It shall be of uniform age, composition, and wear and shall be free of loose material or foreign deposits. The **max** chipping size shall be between 8 13 mm and the sand depth measured as specified in ASTM E-965 shall be 0.7 +/- 0.3mm. => To amend

Paragraph 2.1.2.2 page 16, amend to read:

2.1.2.2. The test tyre shall be mounted on the test rim declared by the tyre manufacturer in the approval application and shall be inflated to 180 kPa in the case of the SRTT and standard load tyre or ~~210~~ **220** kPa in the case of a reinforced or extra load tyre.

**Reason:** *Amend as per ISO*

Paragraph 2.1.2.13. page 17, amend to read:

2.1.2.13. The average value of peak brake force coefficient (pbfc) shall be calculated over at least [~~four~~] **six** valid results

**Reason:** *Amend as per ISO wet grip experts' recommendations.*

Paragraph 2.2.2.10. page 19, amend to read:

2.2.2.10. Each SRTT will be discarded when irregular wear or damage results from tests, or when wear influences the test results, the use of the tire shall be discontinued.

**Reason:** *To request that each SRTT set of tyres used for the test shall be discarded after a maximum of 60 braking test runs is not necessary. We consider it extremely strict and very expensive to practically satisfy.*

Paragraph 2.2.2.13. page 20, remove the before last sentence:

~~The results shall be invalid if the initial and repeat tests of the SRTT are not within 2,5 per cent of each other.~~

**Reason:** *Is not an ISO testing requirement.*

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