

## **Draft Minutes for UNECE gtr for Tyres Ad-Hoc Working Group Meeting September 28, 2007 Geneva**

### **1. Welcome and organisational matters**

The meeting of the GRRF working group on the development of a gtr on tyres (TYREgtr) was held on 28 September 2007 under the Chairmanship of Mr. I. Yarnold (United Kingdom).

Mr. Yarnold welcomed all the participants.

Attendance: see attachment.

The documents presented during the session are posted on the UNECE web site under the references TYREgtr-04-01 to 08.

### **2. Approval of Agenda**

The agenda was adopted as posted on the website under reference TYREgtr-03-06.

### **3. Approval of Draft report from last meeting, 05 February 2007**

The report of the last meeting was agreed as per document TYREgtr-03-05.

### **4. Discussion of Scope of gtr for Tyres**

The remaining point of discussion was to decide whether to consider tyres for vehicle weight up to 10000 lbs or to follow the scope of UNECE Reg. 30 that covers new pneumatic tyres designed primarily, but not only, for vehicles in categories M1, O1 and O2.

The expert from ETRTO presented a proposal to focus the work on a specific category of tyres (radial passenger car tyres) in order to remain within one Regulation. The scope could, later, be extended to other tyre categories falling under other regulations in a second step. (See TYREgtr-04-1).

The extent of the tyre radialisation over the world was also presented. It shows that within a few years, most of the major countries around the world will be 100% with radial PC tyres.

#### Comments and questions:

The expert from India confirmed the figures from ETRTO and confirmed they could agree to adopt the proposal for the scope.

The expert from Canada reported that they are in the process of aligning their national regulations with the US FMVSS regulation and therefore do not have specific comments.

The expert from the USA explained that the Federal tyre standards apply for vehicles having a weight below 10000lbs whatever tyres are fitted on those vehicles. Therefore, he would prefer not to narrow the scope.

The expert from Germany found interesting the idea to focus the scope on radial tyres but had questions on limiting it to PC tyres. He would prefer to consider light vehicles (defined by max speed and max load). He added that the tyre performance should be the criteria for defining the category and not the vehicle. He recommended following the market needs.

The expert from the European Commission mentioned that the gtr should help increase trade between different areas of the world. Bias ply tyres do not represent significant volume and therefore it would be questionable to develop such global standards for this category of tyres. Bias ply tyres could remain under national or regional regulations.

GRRF agreed that the Special Resolution No. 1 (S.R. 1) concerning the common definitions of vehicle categories, masses and dimensions should remain the reference point.

The expert from NL would support the proposal of the expert from Germany to adopt a market approach on tyre use. Indeed, Type Approval authorities would appreciate some help to define which tyre could be fitted on which vehicle.

The expert from OICA believed that focusing on radial tyres would help to speed the process of the gtr. On the other hand, to limit the scope to PC tyres category would be questionable and therefore proposed to adopt the same definition as presented for the proposed modification to the scope of R30 (see doc GRRF 62-18) which would be then in line with the SR1 standard:

*This regulation would cover new [radial] pneumatic tyres designed primarily for vehicles in category 1-1\**

*\*As defined in the Special Resolution Number 1*

*This regulation defines requirements for a tyres as a separate [technical unit] [Item of motor vehicle equipment] component. It does not limit the installation on any categories of vehicle*

The expert from UK mentioned that tests under UNECE Reg. 54 are completely different from those in Reg. 30. Adopting the vehicle category 1-1 could create problems as there is no maximum weight associated with this category (M1). Therefore, it is needed to limit the vehicle weight.

The expert from ETRTO clarified that the maximum load index for a Passenger Car tyre is 116 (vehicle weight around 5000kgs). This load is not very different from the maximum vehicle weight considered under FMVSS139.

The expert from USA suggested adopting vehicle category 1-1, 1-2 and 2 but having a weight limit on the vehicle.

*This regulation would cover new [radial] pneumatic tyres designed primarily for vehicles in category 1-1. [1-2 and 2, all with a mass limit of 4.536 kg]\**

*\*As defined in the Special Resolution Number 1*

*This regulation defines requirements for tyres as a separate [technical unit] [Item of motor vehicle equipment] component. It does not limit the installation on any categories of vehicle*

The expert from France suggested using the Load Index as a way to categorize tyres to be fitted on vehicle.

The Chairman summarised the discussion and considered that the text proposed by the USA including that in [ ]'s (Doc. TYREgtr-04-08) looked reasonable and is the closest to what the Contracting Parties (CP) could agree upon. Because these are crucial points for the future of the gtr, he requested the CP to confirm this proposal with their delegate in AC3 before the next GRRF session in February 2008.

## 5. Updates from Task Group Leaders

- **TYRE SIDEWALL MARKINGS** (size designation, service description, tyre identification number, type approval markings, etc.)  
See Doc. TYREgtr-04-02.

The expert from JATMA gave an update on the current status where the following points were also addressed:

- a. Current Marking Requirements analysis.
- b. Merits of not marking the word Radial
- c. Merits of not marking the word Tubeless

### Comments and questions:

The Chairman questioned about the importance of the maximum inflation pressure and maximum load markings. The latter is also covered by the load index; moreover the speed rating is also present. Both markings are considered as important information to the user in US and therefore the Tyre Industry consider the need for further discussion before deciding to remove these markings. The same applies for the markings “Rayon” (US specific) and “Temporary use spare tyres” (Full Size).

The expert from ETRTO clarified that “full size” tyres are not T-Type temporary use spare tyres but are specially designed for temporary use and are identified as such by the marking and bear a sticker to indicate the reduced maximum speed of these tyres when used as spare tyre. Those tyres are also regulated by FMVSS 139 when tyres are radial.

The expert from USA confirmed that maximum inflation pressure and maximum load markings are part of the FMVSS139 as safety requirements.

Consideration was given to the proposal of removing the marking of “Radial” and “Tubeless”. The expert from India explained that he would prefer to keep the Radial and Tubeless markings at least for a transition phase because the awareness of the user on the Indian market is not good enough for the time being.

d. Comparison of Tyre Identification Number (TIN) and Vehicle Identification Number (VIN)

The expert from ETRTO presented a detailed comparison of both systems (See TYREgtr-04-03).

Comments and questions:

It was confirmed that VIN is used by all the major countries over the world. Each country is charged to have the right to use the numbering system but the fee is rather low.

It was also suggested to ask either WP29 or ISO TC31 to take the ownership of the factory code that is part of the TIN numbering system. This is currently managed by NHTSA, but could be managed by an independent party. The expert from RMA volunteered to check with ISO.

The expert from India also supported the idea to increase the number of digits for the TIN factory code, from current two digits to three digits, due to the increasing number of factories all over the world.

The expert from UK clarified that the UNECE certification number will in any case not be replaced by the TIN. This is complementary, as the TIN is an identity mark, not a certification mark.

- **DIMENSIONS TEST**

Presentation of a formal draft for CP approval (See TYREgtr-04-04).

The expert from ETRTO presented a first draft of the test method and tolerances for submission to the agreement of the CP. He underlined the main changes compared to existing regulations:

1. Number of measurements around the tyre.
2. Measurement to be done on one approved rim in one of the international standards.
3. Room temperature during the measurement.

Comments and questions:

It was agreed that CP will need time to evaluate the proposal. In order to save time, it was decided that the document will be posted on the UNECE website just after the current meeting. All of the CP are requested to give their comments by first week of January 2008 at the latest.

- **HARMONIZED HIGH SPEED TEST**

Update of a meeting held with some GRRF Contracting Parties in Brussels, July 11, 2007.

The expert from ETRTO presented a summary of the subjects discussed and conclusions (See TYREgtr-04-05).

Comments and questions:

The expert from RMA reported that additional work is in progress to explore the possibility to use the tyre surface temperature or a tyre thermographic analysis to discriminate the severity between the 2 tests.

The expert from India requested also to consider tyres with speed symbol below S to cope with their local requirements.

The expert from ETRTO indicated that these tyres will have to pass the FMVSS 139 but should probably be considered as LT tyres. The scope definition for the gtr should clarify the point raised by India.

The Chairman reported that AC3 agreed on the hybrid approach (see doc. GRRF 62-04)

- **ENDURANCE/LOW PRESSURE TEST**

The expert from RMA reported on the actual status. (See TYREgtr-04-06)

Comments:

The expert from USA clarified that what was presented relates to PC tyres only. Applicable tests for LT tyres must be considered separately.

The expert from India commented in the same way because of existing tyres with speed rating L, M and Q.

The expert from ETRTO clarified that if LT tyres are to be included in the endurance and low pressure test, then the harmonization with the UNECE Reg. 54 endurance test would need to be considered as well.

The Chairman requested ETRTO to clarify this point and to make a proposal for ways to go forward before the next meeting.

- **PLUNGER ENERGY TEST (BREAKING ENERGY)**

The expert from RMA updated the delegates on the actual status of the work and on activities from ASTM.

(See TYREgtr-04-06)

- **BEAD UNSEATING TEST**

The expert from RMA updated the delegates on the actual status of the work and on activities from ASTM.

(See TYREgtr-04-06)

Comments:

The expert from India confirmed that, in their opinion, plunger energy is not necessary for radial tyres but only for bias tyres and bead unseating would be necessary for tubeless tyres whether radial or bias.

The expert from USA says that he would be open to follow the same opinion and is open for consideration.

## 6. Timetable and action plan

The expert from the Tyre industry presented a road map and mile stones considering that some additional tasks requested during the meeting may require some changes.

(See TYREgtr-04-07)

## 7. Next steps

The Chairman summarised the discussion and reminded the participants of the following list of actions agreed during the discussion:

- The draft proposal for the dimensional test should be posted on the UNECE web site soon after the meeting. All of the CP are requested to reply with their comments by first week of January at the latest.
- Sidewall marking: radial and tubeless marking to be clarified with the expert from India.
- TIN – factory code to be explored in terms of management. The expert from RMA volunteered to check with ISO.
- High Speed test: speed ratings T and L, M and N to be clarified. In addition, if test results are available for the validation of the test to be performed for speed category T, an ad-hoc meeting should be organized with the CP.
- Endurance - Low pressure test: clarify speed ratings L, M and N versus UNECE Reg. 54 tests. The Tyre Industry proposal to clarify the LT tyres test structure is to be circulated to the experts of India, EC, France and USA by January.
- Plunger Energy / Bead unseating: follow-up ASTM - NHTSA to take the lead.

## 8. Any other business

No other business was proposed.

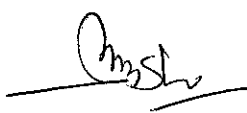
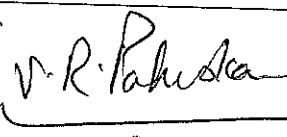
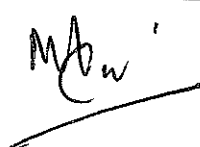
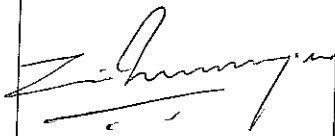
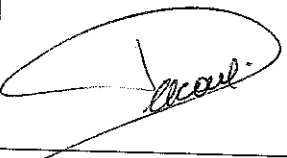


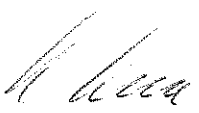
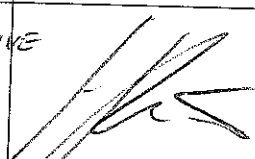
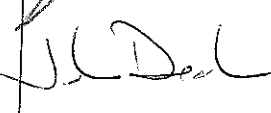
## 9. Close of meeting

Next meeting will take place on Monday February 4, 2008 (as provisional date).

The Chairman expressed his gratitude for all the work done and thanked all the participants for their contribution during the discussion.

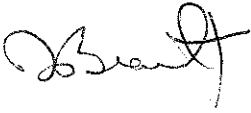


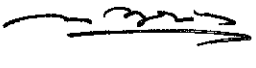


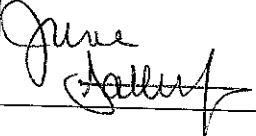


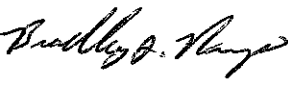
**TYRE GTR MEETING WITH CONTRACTING PARTIES  
GENEVA, 28 September 2007**

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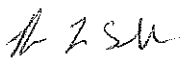
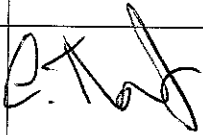



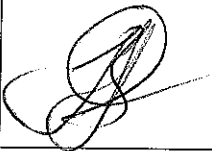

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