

**Minutes for UNECE qtr for Tyres Ad-Hoc Working Group Meeting**  
**Geneva - September 15-16, 2008**

1. Welcome and organisational matters

Mr. Yarnold, Chairman, opened the meeting and welcomed all delegations.

2. Approval of Agenda

The agenda was approved as shown on the UNECE website. The informal document No. GRRF-64-23 from India will be added to the list of TYRE gtr documents.

3. Approval of Draft report from last meeting, 4 February 2008

The report from the last meeting was adopted as circulated.

4. Discussion of Scope of gtr for Tyres (PC and /or LT tyres)

The definition of the scope agreed so far is according to document Tyregtr-04-08:

*This Regulation covers 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 component [technical unit] [item of motor vehicle equipment]. It does not limit the installation on any categories of vehicles.*

It was underlined that the proposal of the Tyre Industry in the draft gtr is slightly different.

The Chairman reported on the discussion in AC.3 and WP.29 meeting of March and June 2008 on this issue, and added that some inputs are expected from the GRRF for the next WP.29 meeting in November to explain the challenges we face with the GTR, and to receive from us advice on possible options to proceed.

He suggested the options are:

- To consider radial PC tyres only, or
- To add LT and C tyres to the scope in order to harmonise with vehicles up to 10000lbs (4536 kg) as per FMVSS139.

Decision of the ad-hoc WG members:

It was agreed by CPs, to have only radial tyres in the scope of the gtr.

Discussion continued on the scope with respect to the differences between the high speed tests contained within FMVSS139, Reg. 30 and 54 in UNECE.

The Tyre Industry informal document on complexity of including Light Truck and "C" tyres in the gtr for tyres (See Working Paper **TYREgtr-06-01e**) was presented and discussed.

After a long exchange between CPs and Tyre Industry, the chairman summarised 3 options at the end of the 1<sup>st</sup> day meeting:

- gtr on PC tyres with harmonised HS test
- gtr on PC and LT/C tyres with fully harmonised tests
- gtr on PC with harmonized HS test with extension of the scope to LT/C tyres with the possibility for the CPs to select from FMVSS139 or Reg. 54 which test they want to apply. Is a commitment to have harmonised existing tests within a certain time needed?

However, as option 3 is considered a temporary compromise a harmonised high speed test for LT/C should be developed by the tyre industry in a reasonable time; i.e. 3 years.

China sought clarification whether it would be possible, in the third option, for other national standards to be used instead of the FMVSS or UN-ECE for LT/C tyres? The group felt that as the preliminary compendium of tests had highlighted these standards as the most developed, and were used as the basis for the GTR, then these would be the minimum requirements for the GTR.

After a lengthy and animated discussion, with participation from all the CPs, it was considered that the only solution which may be acceptable to all parties was Option 3. Although some CP's would need to fully discuss implications with their policy makers at home.

The following proposal from the Chairman was submitted to CPs for approval:

**This Regulation covers 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 Special resolution Number 1.**

Footnote/preamble:

This regulation includes harmonized requirements for new radial pneumatic passenger car tyres. The regulation also includes non-harmonized provisions for light truck / commercial type tyres as a first step toward full harmonization. The time table for completing the full harmonization of requirements for all tyres covered by this gtr is [three] years from [?]

The proposal would be discussed with WP.29/AC.3 in November.

5. Review of the draft TYRE gtr and discussion on the following specific points:

a. Definitions (3)

Most of the definitions are copied either from Reg. 30 or from the FMVSS139 or from ISO.

Nonetheless, the following definitions were published in the draft gtr with square brackets:

- Basic tyre function
- Deflected section height
- Flat running mode
- Nominal section width
- Run flat system or extended mobility system
- Section width
- Section height

and comments were requested from the CPs.

Comment from India: page 5, bias belted tyres and bias ply tyre might be out of the scope and definitions might be taken out if the scope is limited to Radial.

India requested to receive an updating on the ASTM project for the flat – curve correction factor to be considered for upgrading the FMVSS 139 tests.

Comment from UK about the definition of run flat tyres as proposed. Does this tyre reflect the tyre fitted in an extended mobility system with support ring or is it a self supporting tyre with reinforced sidewall? Should we have a separate definition for self supporting tyres?

ETRTO clarified that there are 2 definitions: one for run flat tyres (self supporting tyres) and one for run flat systems (assembly of tyre with other components). Both give the same performance and can be submitted to the same test. This issue is already considered in Reg. 30. Therefore, there is no need for an additional definition.

US: should the test for run flat tyres be included in the gtr? Should it be mandatory?

UK explained that the test is an additional test to the high speed test and has the purpose to check the run flat tyre under deflated conditions. The tests can be performed on two different tyres.

ETRTO explained that Reg. 30 is in the compendium of candidates and run flat test is part of Reg. 30. Therefore for the Tyre Industry, this test should be compulsory when a tyre is marked as Run Flat.

US agreed to keep the test in the mandatory module but requested improvements to the test definition and process to be more generic to suit the self certification process.

NL comments on snow tyres. Tyre manufacturers are defining which tyre will be snow tyres and there might be some abuses of the marking. NL is requesting, for the future, a clear definition for this category of tyres.

ETRTO clarified that there is already an improvement in the gtr proposal, with the definition of snow tyres for use in severe conditions. However, the TI agreed there is a need to improve the definition of snow tyres. Work is in progress.

The Chairman asked if there is a need to introduce a definition for traction tyres.

ETRTO clarified that this question is discussed in the frame of the draft regulation for tyres proposed by the EC for tyre categories C2 and C3 but not for passenger car tyres.

CAN: if tyres are 10% better than the reference tyre (ASTM F1136) performing the ASTM F1805 test, they are allowed to be marked with the snowflake symbol in US and CAN. The Chairman suggested completing the text of the definition by adding the reference to the test.

ETRTO clarified that, in Europe, the test is different (ETRTO test). Reference to these tests was not done in the draft gtr to avoid confusion.

US commented that there might be a need to harmonize those tests.

**Action item** for TI, US and Canada: collaboratively, to find a solution to get the text right both for completeness and to make sure there is a clear self certification assessment route.

- b. Plant Code Registration (4.1)  
Not discussed

- c. Marking (4.2): Global/Regional as a replacement of National/Local Markings from Tyre Sidewall

The Tyre Industry briefly presented the concept of the gtr marking.

Comments from Mr. Ramos:

- If the E approval mark would disappear what will happen with countries signatory to the 1958 Agreement but not of the 1998 Agreements? Is the 1998 Agreement going under the 1958 Agreement? This would not be acceptable from the administrative point of view.
- 1998 Agreement does not have administrative provisions but only technical provisions. What is needed for the type approval (mutual recognition) is not covered by 1998 Agreement nor what is needed for self certification.
- Providing identification tracing code to new candidates under 1998 Agreement might also give problems of coordination.
- To have a global mark, it would be required that technical prescriptions in 1958 and 1998 Agreements are exactly the same and must be implemented at the same time. If, during implementation, the technical prescriptions are modified by a CP under 1998 Agreement (as it is allowed), the global mark cannot work.

Mr. Ramos undertook to provide additional comments following a thorough analysis of the Tyre Industry proposal.

The USA representative presented the work in progress with the TIN format re-definition.

The representative from India insisted on keeping the tubeless marking. He also mentioned the wish to see the wet grip test moved to optional module due to the fact that there are no test facilities in India.

The Tyre Industry underlined that, originally, one of the targets of the gtr, besides harmonization of tests, was to stop proliferation of sidewall marks and administrative prescriptions. (See Working Paper **TYREgtr-06-02e**). If there is no solution for this second part, then we have covered only a proportion of the gtr objective.

Due to a shortage of time items d through n below were not discussed.

- d. Tread wear Indicators (4.3)
- e. Physical Dimensions of Radial Pneumatic Tyres (4.4)
- f. Strength Test (4.5)
- g. Tubeless Tyre Bead Unseating resistance Test (4.6)
- h. Endurance Performance Test (4.7)
- i. Low Inflation Pressure Performance test (4.8)
- j. High Speed Performance Test (4.9)
- k. Tyre Rolling Sound Emission Test (4.10)
- l. Tyre Wet Grip Test (4.11)
- m. Run-flat System Assessment (4.12)
- n. Appendixes

The Tyre Industry expressed the wish to have comments from CPs on this draft gtr by the beginning of November at the latest.

6. European Commission input on module 2 including Noise (and possibly Rolling Resistance as a midterm requirement).

EC will request including RR prescription in the gtr at least as an option. EC will require also introduction of RR technical prescriptions for tyres to measure RR in one of the UNECE regulations. There is no intention to introduce limits on RR for the time being.

7. Impact assessment on the TYRE gtr: progress report.  
Not discussed

8. Timetable and action plan  
Not discussed

9. Next steps

The chairman summarised that the next issue for the group would be to secure agreement from AC3 on the scope of the GTR. He felt this would be essential to ensure the next steps were worthwhile for the informal group and to avoid unnecessary work.

10. Any other business  
Nothing to report

11. Close of meeting

Mr. Ian Yarnold, Chairman, closed the meeting and thanked all the participants for their contribution to the discussion.

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