

**Draft Minutes for UNECE gtr for Tyres Ad-Hoc Working
Group Meeting
February 2, 2009 (10:00 – 17:30)
Geneva**

1. Welcome and organisational matters.
Mr. I. Yarnold, Chairman, opened the meeting and welcomed all the attendees.
2. Approval of Agenda
The Chairman expressed his wish to confirm, as much as possible, the content of current GTR.
The agenda was approved as shown in doc. GTR 06-04.
3. Approval of Draft report from last meeting, 15-16 September 2008
The report of the last meeting (doc. GTR 06-03) was adopted as circulated.
4. Discussion of Scope of gtr for Tyres (PC and /or LT tyres)

The scope as written in the minutes of the last meeting was presented to AC3 in order to get guidance on which way the gtr should go forward.

Tyre industry made a presentation to AC3 (informal document WP29-146-29). The TYRE gtr project is proposed using a two phase approach: the first would include PC harmonized tests plus prescriptions for LT/C as written in R54 and FMVSS139, and the second would include harmonized tests for PC and C/LT tyres. The presentation did not discuss the modular approach for simplification of the discussion.

Mr. Yarnold hopes that a decision will be made in March 2009.

An alternative option would be to wait for all harmonisation to be completed before adopting a gtr.

Chairman asked if the tyre industry, considering current economic crisis, is willing to commit resources to this project (LT/C harmonization, 3 years work). ETRTO replied that a decision has yet to be made but, companies will need to see economic advantages to continue.

EC mentioned that the second step of the TYRE gtr project will have to include provisions for RR.

India indicated that wet grip test should not be mandatory but optional because there are countries where this test is not needed (arid regions).

The Chairman was reluctant to make any changes to the elements in the core module as AC.3 had agreed to re-invigorate the previously stalled TYRE gtr on that basis. Moreover both contracting parties and industry were content with that approach.

The document TYRE gtr 06-01 about complexity to include LT/C tyres in the gtr was, once more, reviewed for a better understanding. In the tyre industry, there is a consensus to go with Load Index (LI) and phase out the load range concept. According to the USA representative, there would be no objection from NHTSA. All other CP's, including CAN, agreed that LI is the best way to go forward. Tyre industry indicated that, in addition, there will be a reduction of inflation pressure levels. TI clarified that, anyhow, harmonization will be done for new developments and will not be retroactive.

The Chairman felt it would be helpful for the discussion in AC.3 if the main GRRF group endorsed the informal group's decision. He will therefore propose to GRRF to endorse this proposal using a 2 step approach and to present it to AC3.

5. Comments on the draft gtr with place holders for LT/C tyres:

The scope was once more discussed, at the request of India informal document GTR 06-06). UK and EC were not in agreement with the Indian proposal. The proposal to change "mass" to "Gross vehicle mass" was agreed.

Definitions:

USA indicated that some definitions are copied from UNECE regulations or from ISO or even from NHTSA. A detailed review should be done to understand what has been changed and why. USA said they needed time to sign off and get explanations. The Chairman hoped this could be done quickly given the definitions should be mostly harmonised already.

EC asked if there is a need to introduce, in the gtr, the concept of C1, C2 and C3 tyres as per Reg. 117. In this case definitions would have to be added to the list of definitions in the gtr.

Tread wear indicator: definition are almost the same in UNECE and FMVSS. CP's agreed that definitions for LT/C will have to be introduced.

Run Flat tyres: Need to rework the definitions. Also need to rewrite section 4.12 to remove the expression "type approval".

Snow tyres: Better definition.

EC wants performance based definitions if allowances are given for RR and noise. (Which links into wider consideration in GRRF of a snow tyre.)

Plant code:

The question of delivering the code through the existing NHTSA system was discussed. Some CP's expressed their wish to do it preferably through UNECE.

India underlined the need to have a global system accessible from anywhere in the world with an answer received within a few weeks.

CP's were requested to evaluate the proposal from NHTSA and confirm by next meeting.

Modules:

Japan and India were asking to move the wet grip test to an optional module either B or a new one C.

The EC did not want to undo the agreement that have been done 3 years ago and supported the view of the Chairman to keep modules as defined today.

China and Russian Federations were also supporting the need to move the wet grip test to the optional module B. In addition, they claimed that Run flat test should also be in a separate module.

Identification with country code:

The TI reminded delegates of their proposal for a global mark ('G' for the purpose of discussion) and a Regional mark ('R'). Some contracting parties to the 1958 agreement sought clarification on how type approval and 'G' mark would interact. During the discussion the issue of 'E' and DOT was raised. The USA indicated that it was possible for the 'G' to be given equivalence to DOT in the FMVSS rules. The 'E' however presented greater difficulties as it also carries a country identifier e.g. E2 for France.

Chairman asked for clarification about 1998 Agreement countries receiving country codes. He wanted to know what other countries would do with that number and how it could be interpreted. Assigning a number to USA does not mean that the US has signed a mutual recognition agreement.

India had suggestions on approval marking (informal document GTR 06-06): to use ISO 3166 codes. In this way every country would be able to mark tyres and resolve the type approval issue.

CP's expressed their views on this proposal. Most agreed that this proposal from India will be difficult in practice and would prefer the option proposed by the TI with maybe clarification on the 3rd system (Countries like India, China ... signatory of 98 Agr. and adopting TA).

The Netherlands proposed a compromise to address the type approval issue where the 'G' could have added the E mark – e.g. G_{E4}. This would demonstrate "Global" compliance for the 1998 agreement and provide evidence of mutual recognition for the 1958 agreement.

The Chairman proposed to change our text to have recommendation for the gtr marking rather than compulsory requirement as it is written. EC thinks it can be a way to avoid trade barriers.

France, as technical sponsor said that the TI proposal covers the need but may give some difficulties with the 98 Agreement.

GRRF secretary: the country code should only be the one from country that are signatory of the 58 Agreement because of the need for mutual recognition.

Testing:

Run Flat tyres:

Canada indicated that, in §4.12.1.4, tests can be performed on 2 alternative wheel diameters and asked why. Industry were requested to provide technical data to compare the 2 wheels. Canada proposes to specify the 2 m drum, but wanted assurance that it passes on a 2m drum it will also pass on a 1.7m.

6. Road map LT/C tyres harmonization

Mr. Robinson from RMA presented the proposal from the TI, explaining that it would require a further 2 years research.

No observation from the CP's on the time line.

Subject to GRRF's comments this proposal should be presented to the WP29.

7. Flat/curve presentation: updating on the ASTM project for the flat – curve correction factor to be considered for upgrading the FMVSS 139 tests.

Mr. Robinson from RMA presented the outcome of the ASTM project for the flat – curve correction factor and stated he was 95% confident that PC tyres will not need any correction.

No question from CP's.

Mr. Knowles from the European Commission raised the general question of whether it would be possible to refer to ASTM in a gtr. UNECE secretariat confirmed the possibility. There is already a gtr for testing braking for MC vehicles in a gtr. The Chairman indicated that the reference to the standard should be done with an accurate reference, adding at least the date of publication of the standard.

8. Impact assessment on the TYRE gtr: progress report.

No updating available because clarification on the scope and marking were needed to make progress on this issue.

9. Timetable and action plan

One of the key issues is the marking.. The TI will explore the possibilities of creating a marking which would be acceptable for both the 1958 and 1998 agreements.

Outcome from WP29 on the legal issue of marking is also expected.

10. Next steps

Issues to be finalized:

1. **Scope** for LT/C tyres should be presented to AC3 for advice and approval. Some judgement should be done by GRRF to decide on how to present it.

2. **Marking:** to have a meeting in summer time to look on the decision from AC3 on the scope and to study the marking more in details.
3. **Modules** and test content may need to be re-considered because at this very late stage 4 CP's have suggested changes. CPs need to think about flexibility within existing structure so that changes would not be needed.
4. **Draft text** should be published in "word" in order to allow CP's to make comments easier. France, as tech sponsor was requested to take ownership of the draft proposed gtr document. The Chairman explained that it would need to be presented to WP29/AC.3 by the technical sponsor.
5. **Impact assessment:** Hoping that in March or June we'll have clarity, then TI needs to work on it to get a chance to sign off on it in 2010.

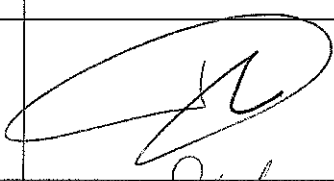
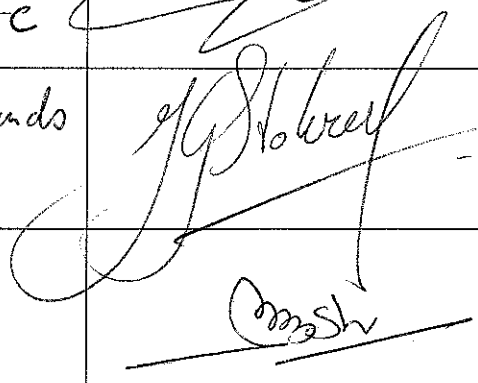
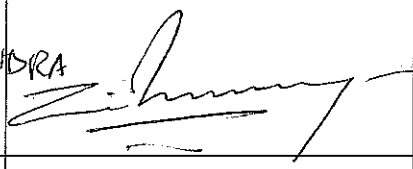

11. Any other business: nothing else to consider.



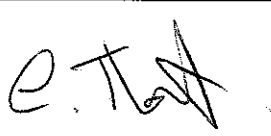
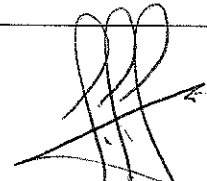

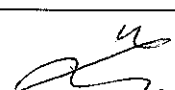
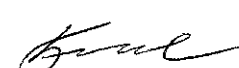



12. Close of meeting

The Chairman closed the meeting and thanked all the participants for their constructive contribution during the discussion.

GRRF AD-HOC WORKING GROUP ON GTR FOR TYRES
Geneva, 2 February 2009
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