

Minutes of UNECE gtr for Tyres Ad-Hoc Working Group Meeting

**June 4, 2009 (9:00 – 17:30)
Hotel Carrefour de l'Europe, Brussels**

Participants:

Chairman - Ian Yarnold
UK
JAPAN
EC
Russian Federation
USA

France
Spain
Germany
RMA
JATMA
ETRTO

See attached list of participants.

1. Welcome and organisational matters

The Chairman welcomed all the participants to the informal meeting in Brussels. Minutes of last meeting, 2 Feb 2009 approved as written and posted on UNECE web site (document gtr07-04e).

2. Approval of Agenda

Approved as stands (with points 5 and 6 inverted, as shown below)

The Chairman proposed deferring discussion of the scope due to possible change in the general approach to the GTR. Instead, the meeting agreed to consider the one step / two step approach.

3. One step / two step approach

During previous discussions the majority view the informal group was to adopt a 2 step approach and this recommendation had been endorsed by GRRF. In step one the provisions for passenger car tyres would be fully harmonized. However, the tyre provisions for light trucks (LT) and for commercial (C) vehicles not exceeding 4,536 kg would be aligned with those of the corresponding Federal Motor Vehicle Safety Standard (FMVSS No. 139) and of UNECE Regulation No. 54 respectively. The second step would seek to fully harmonise the testing procedures for LT and C tyres for vehicles not exceeding 4,536 kg within the next 4 years. Following representations at November 2008 and March 2009, AC3 tended to support a 2 step approach although the US and one or 2 other CPs could not commit to the idea at that time.

ETRTO on behalf of the TI presented reasons to change their position from a two step approach to one step and fully harmonise the high speed tests, however this would mean delaying the GTR until 2013 (see Annex 1).

The Chairman asked the EC to explain the current activity regarding COM 2008/316 and its impact on the GTR and UN ECE Regulations in general. The

EC delegate explained how the revised requirements evolved during the discussions of the GSR by the Commission, Council and European Parliament which have led to the consequential work that needs to be discussed in a common GRRF and GRB working group. EC confirmed that this will require additional substantial input from the industry and the CPs.

The Chairman surveyed the CPs on the question of a one step approach and following lengthy discussion an agreement was reached within the group whereby a one step approach seemed a pragmatic solution. The decision was based on the evidence supplied by the industry, the general feeling of the group and it would be illogical to implement a gtr with the knowledge that it would need to be amended to take into account all of the changes which will be required by the GSR.

Timetable: The former timetable as shown in document gtr0702e showed Feb 2013 as final draft presented to GRRF. The industry confirmed its intention to work to the same timeframe and present a final draft gtr to GRRF in Feb 2013, ready to be presented to AC3 at their March 2013 session. The group agreed to this proposal.

During the discussion the US mentioned their intention to introduce a rolling resistance grading. Even though this was intended to be consumer information and such a grading may not be part of the GTR, the group urged the US and the EU to work together to have a harmonized RR test.

The Chairman summarised by accepting the TI views but reminded the group of the strong support both he and France (as Technical sponsor) had committed in AC.3 to secure the previous TI position. This reversal of approach was regrettable and would require careful handling in Geneva to avoid the informal group losing credibility.

4. Scope of gtr for Tyres (Passenger Car and /or Light Truck tyres)

The Chairman presented the current scope.

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.

- This regulation will include harmonized requirements for new radial pneumatic passenger car tyres.
- The regulation will also include non-harmonized provisions for light truck / commercial type tyres as a first step towards full harmonization. The time table for completing the harmonization of requirements for all tyres covered by this gtr is at least 3years from [?]

The group agreed to remove the 2 bullet points (because not needed in a one phase approach, see point 4 below) and refer to "Category 1" instead of "Categories 1.1" and "1.2". Agreement was also reached to remove the square brackets around the word "primarily". The proposed scope now reads:

"This regulation covers requirements for new radial pneumatic tyres designed primarily for vehicles in Categories 1 and 2, all with a mass limit of 4.536 kg."

The TI requested that only Q and above rated LT/C tyres be considered for harmonisation of technical requirements. This would simplify and speed up the harmonisation process, since only the high speed tests would have to be harmonised, rather than both high speed and endurance tests. For information, Q and above LT/C tyres in Europe and the US represent over 90% of the market. In Japan the numbers are not available. The question will be discussed in the next ad hoc working group session on Friday 18th September following the next session of GRRF.

5. Module (Structure of tyre GTR)

During the last ad hoc meeting in Geneva (Feb. 2009) 4 CPs (Japan, India, China, Russian Federation) requested that the wet grip test be moved to optional module 2.

A presentation from India was shown ((tyregtr-07-07e) India was unfortunately unable to attend) and considered. Although the tyre industry agrees with the proposal from India, the data supporting their proposal is not known to the tyre industry members present in the ad hoc working group.

The Russian Federation made a presentation showing that the structure of the GTR would be simplified (tyregtr-07-06e) by moving the wet grip test and the endurance/low pressure endurance tests out of the mandatory requirement.

The Chairman and the group were sympathetic to moving the wet grip requirements to a non-compulsory module. This suggestion would be presented to AC3 for their consideration.

Regarding the issue of endurance/low pressure endurance test, the Russian Fed presented their proposal which rearranges the content of the modules based on which regime originated the test; i.e. UN ECE or FMVSS. They also explained how it would impact on implementing the amendments to 1958 Agreement regulations (R30, R54 and R117).

The Chairman reminded the group that the agreement in 2006 with AC.3, Contracting Parties and the TI was to include the endurance/low pressure endurance test as a core requirement, and any attempt to alter that agreement could cause some CP's great difficulty and require a complete restructuring of the proposed GTR.

This, he felt, was a fundamental issue and sought delegation views on how to proceed. As no new approaches were forthcoming this meeting concluded to continue with the existing structure but with wet grip moved to module 2.

In conclusion, the majority of delegates present at the meeting agreed that the endurance/low pressure endurance test should remain in the core requirements as per the agreement. Although, Japan requested more time to consider the

proposal and report back to GRRF. It was requested that Japan make their intentions clear at the next WP29 meeting.

6. Marking

The presentation from the Russian Federation on module structure also made a proposal for marking. The tyre industry presented a summary of the proposal found in the current draft gtr text (see Annex 2).

The global marking issue has raised some difficulties associated with mutual recognition for those countries which do not apply type approval under the 1958 agreement.

The Chairman explained that marking was a wider issue for the 1998 agreement (GTR's). However, if the one step approach is accepted by AC.3 it will permit additional time to develop a solution as markings are a generic problem for all gtr's of the 1998 Agreement, and not limited to tyres. Other examples of problem areas are glazing, lighting, etc. Therefore, it is a question for AC3.

Some members think that assigning numbers for 1998 Agreement countries (non '58 Agreement) can not be accepted, because it creates confusion as to which tyres are acceptable in 1958 Agreement countries.

7. Other points left from the February session

No other points were discussed during the meeting.

8. Any other business

There was no other business discussed.

9. Close of the meeting


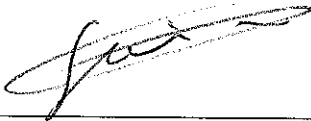
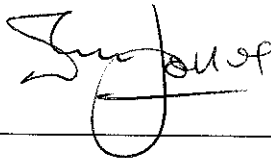
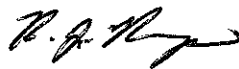


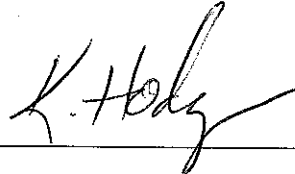

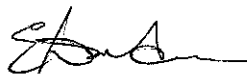

The meeting was adjourned at around 17:00 and the Chairman thanked all the participants.

10. Next meeting

The next meeting will be on the Friday (18 September 2009) of the week of the GRRF session in Geneva

GRRF TYRE GTR AD-HOC WG MEETING
Brussels, 4 June 2009

ATTENDANCE LIST

Name	Country / Company	Signature
BRIES Nicolas	Goodyear S.A. Luxembourg	
GUILAUME Paschal	Goodyear S.A. Lux.	
Malcolm Jones	ETRT/Cooper Tires	
Bravo Rump	RMA - Cooper Tires	
Steve Butcher	RMA	
Marco SPINETTO	PIRELLI	
Keith HODGES	MICHELIN	
NOIRKONNE	ETRT	
EZANA WONSIMWEH	US DOT NHTSA	
IAN KNOWLES	EUROPEAN COMMISSION	

GRRF TYRE GTR AD-HOC WG MEETING
Brussels, 4 June 2009

ATTENDANCE LIST

Name	Country / Company	Signature
Ian YARNOLD	UK - DfT.	
Lawrence Thatcher	UK - DfT	
Jose M ^a Lopez	JASIA (SPAIN)	
Hiroynuki NONAKA	JASIA JAPAN - JASIA (JATMA)	
Hidenobu KUBOTA	Jasic Geneve	
Koichi Fujimura	JATMA	
Andrei Bocharov	RUSSIA NAMI Institute SATR-Fund Homologation Body	
LESCAIL Dominique	FRANCE / UTAC	
DONALD D. AMOS	CONTINENTAL TIAF NORTH AMERICA	
JJ Draumhöfer	Continental AG	

ATTENDANCE LIST

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Tyre GTR

Tyre Industry Arguments for a
One Phase Approach

EU General Safety Regulation

- The new GSR must be transposed in UN ECE
- Some modifications to R30 and R54 definitions are required
- It requires a complete reworking of R117 before end 2010
 - New definitions (snow tyres, special use, etc.)
 - New noise limits
 - New rolling resistance test and limits
 - New snow tests and markings (R117 or R30, R54 ??)
 - Confirmation of wet grip test

EU General Safety Regulation

- It requires all TI members to apply it for ALL existing and future tyres starting from 2012 in 58 Agreement countries
 - Industry will be engaged in GSR comitology process until end of 2010
 - Industry will be fully engaged from end of 2010 in making the modifications to material (moulds, etc.) and tyre specifications to comply with new requirements
 - Also engaged in performing the type approval process for all products (C1, C2 and C3 classes) for application in 2012
- All of these modifications must, of course, be taken into the GTR as well

Economic Situation

- The worldwide economic downturn has had a serious impact on the global tyre industry
- The GTR for PC tyres, with the current module organisation, will require more testing for 58 Agreement countries than today
 1. Additional investment for new machines
 2. Additional resources to run the tests

Conclusions

- The TI now feels it would be better to wait for the complete GTR, including harmonized requirements for LT/C tyres, before implementing anything new
- This will give the industry time to adapt to the new GSR and its multiple new requirements
- This will allow for an orderly adoption of the GSR requirements into the GTR
- Work will continue on the LT/C requirements

Tyre Industry gtr Marking Proposal

**Summary of Proposal Included
in gtr Text**

Cases to be Covered

- Self-certification (1998 Agreement CPs, but not 1958 Agreement CPs)
 - No country number needed
 - No approval number needed
- Third party Type Approval with Mutual Recognition (1958 Agreement CPs)
 - Country number required
 - Approval number required
- Regional Type Approval with no Mutual Recognition (1998 Agreement CPs)
 - Country number could be assigned by WP.29

Combine "modified" TIN and TA Number

TIN = Tire ID Number

1	2	3	4	5	6	7	8	9	10	11	12
Factory Code		Tyre Size Code		Tyre Type Code (Optional)				Date Code			
Managed by NHTSA		Managed by manufacturer		Managed by manufacturer				No management required			

Increase to 3 digits

Combine and increase to 8 digits

+

Type Approval Number

E4 021234

- Replace letter E by a global symbol (G?)
- Fix type approval number to 7 digit length

=

Proposed Global Mark

XXXXXXX_G₄YYY_MMMMMMMM_DDDD

Module Nomenclature

Compulsory <ul style="list-style-type: none">• Physical dimensions• Required markings• High-speed Test• Endurance Test/Low Pressure Test• Wet Grip Test• Run flat assessment test for RF marked tyres	Module A <ul style="list-style-type: none">• Bead Unseating Test• Plunger Energy Test
	Module B <ul style="list-style-type: none">• Rolling Sound Emissions Test

Use superscripts associated with the global symbol (G?) to indicate module compliance

Format

GTR Identification Format

XXXXXXXX_G₄_YYY_MMMMMMMM_DDDD

XXXXXXXX

Type Approval Number *[7 digits]*

G₄ (R₄)

New GTR Global or Regional Pictograms

With optional country code subscript

[Actual pictograms TBD]

YYY

Plant Code *[increased from 2 to 3 digits]*

MMMMMMMM

Manufacturer's Code

[Combines current size and type codes]

DDDD

Four Digit Date Code

—

Space *[6mm – 19mm]*

Examples

GTR Identification Format						
	Type Approval Number	Pictogram	Plant Code	Manufacturer Code	Date Code	Global or Regional
<i>Self Certification</i>	0000000	G	YYY	MMMMMMMM	DDDD	Global Tyre (All Modules)
	0000000	R	YYY	MMMMMMMM	DDDD	Regional Tyre – Mandatory Only
	0000000	R ^A	YYY	MMMMMMMM	DDDD	Regional Tyre – Mandatory + A
	0000000	R ^B	YYY	MMMMMMMM	DDDD	Regional Tyre – Mandatory + B
<i>Type Approval</i>	1234567	G ₄	YYY	MMMMMMMM	DDDD	Global Tyre (All Modules)
	1234567	R ₄	YYY	MMMMMMMM	DDDD	Regional Tyre – Mandatory Only
	1234567	R ^A ₄	YYY	MMMMMMMM	DDDD	Regional Tyre – Mandatory + A
	1234567	R ^B ₄	YYY	MMMMMMMM	DDDD	Regional Tyre – Mandatory + B

Difficulties

- Only covers self-certification and 3rd party TA with mutual recognition
- Does not cover type approval without mutual recognition
- Thus, a "global tyre" (acceptable in all 58 and 98 Agreement countries) would still have to bear marks in addition to the GTR mark (e.g. CCC for China).

Thank you for your attention

Any questions?