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Item 4.8.7 of the provisional agenda

**1958 Agreement – Consideration of draft amendments
to existing Regulations submitted by GRB****Proposal for Supplement 8 to the 02 series of amendments to
Regulation No. 117 (Tyre rolling resistance, rolling noise and
wet grip)****Submitted by the Working Party on Noise and by the Working Party
on Brakes and Running Gear***

The text reproduced below was adopted by the Working Party on Noise (GRB) at its sixty-first session (ECE/TRANS/WP.29/GRB/59, paras. 14 and 16) and by the Working Party on Brakes and Running Gear (GRRF) at its seventy-ninth session (ECE/TRANS/WP.29/GRRF/79, paras 29 and 30). It is based on Annexes V and VI to ECE/TRANS/WP.29/GRB/59 as well as on ECE/TRANS/WP.29/GRRF/2015/9 as amended by Annex II to ECE/TRANS/WP.29/GRRF/79. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration.

* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Insert new paragraph 12.8., to read:

"12.8. Until 13 February 2019 (60 months after the entry into force of Supplement 4 to the 02 series of amendments of this Regulation) Contracting Parties applying this Regulation may continue to grant type approvals according to the 02 series of amendments to this Regulation, based on the provisions of Annex 4 to this Regulation."

Annex 3, paragraph 2.1., second indent, amend to read:

"2.1. ...
 The test track shall be such that the conditions of a free sound field between the sound source and the microphone are attained to within 1 dB(A). These conditions shall be deemed to be met if there is no large sound reflecting objects, such as fences, rocks, bridges or building within 50 m of the centre of the measuring section. The surface of the test track and the dimensions of the test site shall be in accordance with ISO 10844:2014. Until the end of the period indicated in paragraph 12.8. of this Regulation the specifications for the test site may be in accordance with Annex 4 to this Regulation.
 ..."

Annex 3, Appendix 1, Part 2, item 3.1., replace "ISO 10844:2011" with "ISO 10844:2014".

Annex 4, the title, footnote 1, replace "paragraph 12.8." with "paragraph 12.9."

Annex 6,

Appendix 1, paragraph 4, subparagraph (d) amend to read:

"4. Control accuracy
 ...
 (d) Time:
 (i) ±0.02 s for the time increments specified in Annex 6, paragraph 3.5.(b) for the data acquisition in the deceleration method in $\Delta\omega/\Delta t$ form;
 (ii) ±0.2 per cent for the time increments specified in Annex 6, paragraph 3.5.(a) for the data acquisition in the deceleration method in $d\omega/dt$ form;
 (iii) ±5 per cent for the other time durations specified in Annex 6."

Appendix 1, paragraph 5, amend to read:

"5. Instrumentation accuracy
 The instrumentation used for readout and recording of test data shall be accurate within the tolerances stated below:

Parameter	Load Index ≤ 121	Load Index > 121
Tyre load	±10 N or ±0.5 % ^(a)	±30 N or ±0.5 % ^(a)
Inflation pressure	±1 kPa	±1.5 kPa
Spindle force	±0.5 N or ±0.5 % ^(a)	±1.0 N or ±0.5 % ^(a)
Torque input	±0.5 Nm or ±0.5 % ^(a)	±1.0 Nm or ±0.5 % ^(a)

<i>Parameter</i>	<i>Load Index ≤ 121</i>	<i>Load Index > 121</i>
Distance	±1 mm	±1 mm
Electrical power	±10 W	±20 W
Temperature	±0.2 °C	
Surface speed	±0.1 km/h	
Time	±0.01 s - ± 0.1 % - ± 10 s ^(b)	
Angular velocity	±0.1 %	

^(a) Whichever is greater.

^(b) ±0.01 s for the time increments specified in Annex 6, paragraph 3.5.(b) for the data acquisition in the deceleration method in $\Delta\omega/\Delta t$ form
±0.1 per cent for the time increments specified in Annex 6, paragraph 3.5.(a) for the data acquisition in the deceleration method in $d\omega/dt$ form
± 10 sec for the other time durations specified in Annex 6."