

5 February 2016

Agreement

Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions*

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 116 – Regulation No. 117

Revision 3 - Amendment 4

Supplement 8 to the 02 series of amendments – Date of entry into force: 20 January 2016

Uniform provisions concerning the approval of tyres with regard to rolling sound emissions and/or to adhesion on wet surfaces and/or to rolling resistance

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2015/65 (as amended by paragraph 66 of the report ECE/TRANS/WP.29/1116).



UNITED NATIONS

* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

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.

..."

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

Annex 4,

The title, footnote 1, replace "paragraph 12.9." with "paragraph 12.8."

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."

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:

<i>Parameter</i>	<i>Load Index ≤ 121</i>	<i>Load Index > 121</i>
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)
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."