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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on Noise and Tyres

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Item 4 (c) of the provisional agenda

Tyres: UN Regulation No. 117 (Tyre rolling resistance, rolling noise and wet grip)**Proposal for Supplement 14 to the 02 series of amendments
to UN Regulation No. 117****Submitted by the by the International Organization for
Standardization***

The text reproduced below was prepared by the experts from the International Organization for Standardization (ISO) to bring the latest ISO 10844 standard test surface into the Regulation. This document is identical to Informal document GRBP-75-02-Rev.1 for UN Regulation No. 117 presented at the seventy-fifth session of GRBP, where GRBP invited ISO to submit a working document on this subject. The proposed changes are based on Supplement 13 to the 03 series of amendments to UN Regulation No. 117. The modifications are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (Sect.20), para 20.76), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Paragraph 12., add a new subparagraph 12.13. to read:

"12.13. From the entry into force of Supplement 14, ISO 10844:2021 shall be accepted for all approvals granted under this Regulation. Until five years from the entry into force of Supplement 14, ISO 10844:2014 shall be accepted for all approvals granted under this Regulation."

Annex 3, paragraph 2.1., replace "ISO 10844:2014" by "ISO 10844:2021".

II. Justification

ISO has updated the 10844 standard to improve clarity. The primary objective is to reduce track-to-track variability caused by differing interpretations and implementations of the technical requirements. The following table includes other improvements that have been made.

<i>Third edition ISO 10844:2014 technical method</i>	<i>Improvements in ISO 10844:2021</i>	<i>Effect of improvements</i>
Measurement of irregularity	Permit more modern and accurate methods of measurement (e.g. laser methods) in addition to straightedge	Improved practicality and accuracy of irregularity measurement
Periodic check criteria for irregularity of tracks exclusively for testing heavy vehicles	Irregularity requirement changed to 10 mm in consideration of permanent deformation caused by heavy vehicles, and through acoustical analysis of potential shielding found negligible impact	Improved durability of tracks used exclusively for heavy vehicles without impacting acoustical measurement
Step requirement	Implement a step requirement that includes allowance for a step-up of maximum 5 mm to harmonize with irregularity requirement	Improved constructability while maintaining same surface geometric tolerances
Sieving curve	Replace sieving curve figure with equivalent tabulation of sieve values defining an aggregate grading envelope	Reduced track-to-track variability caused by subjective interpretation of sieving curve figure
Expected Noise Due to Texture (ENDt) method	Replace optional calculation of ENDt with optional calculation of texture skewness, shape factor (g-factor), and texture spectrum	Skewness, shape factor (g-factor), and texture spectrum reported to correlate with measured pass-by noise, and are proposed for track correlation methods
Sampling for aggregate grading	Sampling of loose asphalt mixture as alternative to coring for evaluating aggregate grading	Sampling of loose asphalt mixture is more practical and representative compared to the small sample extracted from four cores
Examples of track construction	Examples have been removed	Avoided conflicts and confusion in interpretation of the technical requirements in the standard