## List of priorities of GRs’ work for 2023-2024

Subjects under consideration by the Working Party on Noise and Tyres (GRBP)

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<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Tasks / Deliverables</th>
<th>References</th>
<th>Allocations / IWGs</th>
<th>Timeline</th>
<th>Chair/Initiator</th>
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| Priority | Real Driving Additional sound emission Provisions (RD-ASEP) | Real driving sound emissions and the extended work of IWG ASEP such as manipulation-safe active components and software, anti-tampering, ASEP NORESS | UN-R41 | IWG RD ASEP | UN-R41 2nd step:  
- GRBP-80 (Sept.2024): Informal doc.  
- GRBP-81 (Jan./Feb.2025): Working doc. | Chair: Germany  
Secretariat: IMMA | The 2nd step for UN-R41 (L-cat.) still in progress and to be restarted with the group in 2023. NORESS for L3 should be worked in parallel under GRBP. |
Secretariat: OICA | Collection of data | Further work to be started in 2024 after the one-year monitoring period. NORESS for M1/N1 should be worked in parallel under GRBP after the one-year monitoring period in UN-R51 from 2024. |
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<td></td>
<td>Measurement Uncertainties</td>
<td>Application to UN-R117</td>
<td>UN-R117</td>
<td>IWG-MU</td>
<td>GRBP-78 sept 2023 Working doc for UN-R117 (step 1)</td>
<td>Chair: Norway</td>
<td>Secretariat: OICA. Target is to introduce MU in relevant documents for all technical services</td>
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| Priority| Revision of UN-R138- AVAS | Review of UN-R138 for AVAS (technical, language, consistency, interpretation, operation range) Ensure compatibility/ consistency between UN R138 and Draft UN R51.03 RD-ASEP Ramp-up max. sound level curve under any driving condition to establish a handshake between UN R138 maximum sound and RD-ASEP of UN-R51. | UN-R138 Draft UN-R51-03 (including RD-ASEP) | TF QRTV | 1st step:  
- GRBP-78 (Sept.2023): Informal doc.  
2nd step:  
- GRBP-82 (Sept.2025): Informal doc.  
- GRBP-83 (Jan./Feb.2026): Working doc. | Chair: Germany | Secretariat: OICA | To be considered:  
- US FMVSS 141 & UN-R138 AVAS.  
- Review sound specifications & test conditions.  
- ISO 16254 Technical results expected  
2nd step switched to IWG RD-ASEP from UN-R51. |
| Priority| Wet Grip on Worn Tyres (WGWT) | Additional prescriptions regarding performances on Wet Grip of Worn Tyres to be added in UN-R117. | UN-R117    | IWG WGWT          | GRBP-79 (Feb.2024): Informal document  
GRBP-82 (Sept.2025): Informal doc  
GRBP -83 (Jan./Feb. 2026) Working document | Co-Chairs: France & EC | Secretariat: ETRTO | Test precision improvement on water depth measurement  
Test precision procedure |
### GRBP

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|         | Tyre Abrasion        | Microplastics from tyres, including: Method for rating tyres based on their abrasion performance. Enabling the quantification of microplastic emissions from tyres. Investigating correlation between abrasion rate and durability of tyres. | Current regulation or new regulation Task Force TF-TA (in cooperation with GRPE) | For C1 tyres        | • GRBP-78 (Sept 2023) Informal doc. with test methods description (status report to 89th GRPE in June 2023).  
• GRBP-79 (Jan./Fev. 2024) Working doc. with test methods description (submitted for feedback to the 90th GRPE in January 2024).  
• GRBP-81 (Jan-Feb. 2025) Informal doc. With characterization of “relative mileage potential calculated performance” (status report to GRPE-92).  
• GRBP-82 (Sept 2025) Working doc. with tyre abrasion limits (submitted for feedback to the GRPE-93).  
For C2 tyres  
• GRBP-82 (Sept 2025) Informal doc. with test methods description (status report to GRPE-93).  
• GRBP-83 (Jan./Fev. 2026) Working doc. with test methods description (submitted for feedback to GRPE-94).  
• GRBP-86 (Sept 2027) | Co-Chairs: EC & France  
Secretariat: ETRTO | C1 Taken into account through (EU) 2020/740 Regulation.  
Introduction in current UN regulations and/or new regulation under GRBP? Market assessment and threshold definition in a later step.  
C2, C3 at a later stage  
The feasibility of characterizing tyres with respect to their “relative mileage potential calculated performance” e.g. through an abrasion-based index will be evaluated by TFTA  
For C2 tyres, should the test method established for C1 tyres proves to be suitable also for C2 tyres, or a subset (e.g. LI separation at LI 107), the defined deadlines will be advanced by one year. The proposed timeline for C2 tyres will be discussed again by the end |
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<tr>
<th>Priority</th>
<th>Special Interest Group on Autonomous vehicles</th>
<th>Recommendations for optimizing the relevant GRBP regulations</th>
<th>GRBP-77-19 GRBP UN-R</th>
<th>TF-AVRS</th>
<th>GRBP-78 (Sept.2023): Report GRBP-80 (Sept.2024): Informal doc. (Status report)</th>
<th>Chair: NL Secretary: OICA</th>
<th>for 2024 when more data will become available.</th>
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| Recurrent | Small group on retreated tyres regulations | To amend UN-R108 and R109 by addressing the provisions for snow tyre for use in severe snow conditions in a new UN-Regulation | UN-R108 UN-R109  | GRBP               | GRBP-78 (September 2023): Informal Doc.  
GRBP-79 (Jan./Feb. 2024): Working Doc. | ETRTO | new-UN-Regulation                                                                 |
| Recurrent | Reference test track                  | Influence of surfaces on real sound emissions of the vehicles vs. ISO test track for exchange of information | All regulations concerned | GRBP               |                             |                | To take into account the test surfaces and see how to manage these road surfaces. Other parties are invited to be involved in this topic. |