

IWG WGWT: GRBP-80-11 replacing GRBP/2024/23 (1/2)

- Aim of the document: improve the test method precision for the WGWT measurement of C1 tyres
 - Starting point: same method as for the wet grip of new tyres (modulo the buffing process). Weighted standard deviation (2019-2021 test campaign): 0.079 for normal tyres and 0.097 for 3 PMSF (compared to respectively 0.065 and 0.060 for the wet grip of new tyres method)
 - First change introduced: molded SRTT (to replace the buffed SRTT initially introduced by the 03 series of amendments) in supplement 1 to the 03 series of amendments as well as in the 04 series of amendments.
 - Changes introduced by this new document:
 - Reduction of the track friction range, from [0.40 ; 0.65] to [0.42 ; 0.64] for normal tyres and from [0.45 ; 0.80] to [0.50 ; 0.75] for 3PMSF
 - Recommendations regarding the water depth measurement (uniquely for external watering), see Annex 9 2.3.1.6.
- 1• Next step: upcoming test campaign to assess the impact of those three changes on the improvement of the test method precision.

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- Other changes introduced
 - Switch to ISO recommended wordings:
 - “less than”, “less than or equal”, “greater than”, “greater than or equal”
 - Use of “should” for a recommendation and of “shall” for a requirement.
 - Transitional provisions (12.27. and 12.28.)
 - Reformulation to respect technological neutrality (windscreens and windshields are no longer referred to) and ensure the requirements can realistically be respected
 - For the wetting of the surface: replacement of “the wind conditions shall not interfere with wetting of the surface (windshields are allowed).” by “The wetting of the surface shall be performed in such a way that the wind does not affect the outcome of the test.”
 - For the water depth measurement, a “shall” was kept (Annex 9, 2.3.1.6.): “The measurement shall be performed without wind interference”.