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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### Working Party on Brakes and Running Gear

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Item 7(b) of the provisional agenda

#### Tyres – Regulation No. 117

### **Proposal for corrigendum to Regulation No. 117 (Tyres, rolling resistance, rolling noise and wet grip)**

#### **Submitted by the experts from the European Tyre and Rim Technical Organisation\***

The text reproduced below was prepared by the experts from the European Tyre and Rim Technical Organisation (ETRTO) in order to correct ECE/TRANS/WP.29/2012/54. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, 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.

## I. Proposal

*Annex 7*

*Paragraph 3.1.1.*, amend to read:

"3.1.1. Test course

The braking tests shall be done on a flat test surface of sufficient length and width, with a maximum 2 per cent gradient, covered with packed snow.

The snow surface shall be composed of a hard packed snow base at least 3 cm thick and a surface layer of medium packed and prepared snow about 2 cm thick.

The air temperature, measured about one meter above the ground, shall be between -2 °C and -15 °C; the snow temperature, measured at a depth of about one centimetre, shall be between -4 4 °C and -15 °C."

*Appendix 2*

*Paragraph 2.1.*, amend the table to read:

"

	<i>At start of tests</i>	<i>At end of tests</i>	<i>Specification</i>
weather			
ambient temperature			-2 °C to -15 °C
snow temperature			-4 4 °C to -15 °C
CTI index			75 to 85
other			

"

## II. Justification

The snow temperature range for the snow grip test in the document ECE/TRANS/WP.29/2012/54 e is prescribed as 4°C to -15°C.

This is not the correct range.

As a reference, in ASTM 1805-06 (Standard Test Method for Single Wheel Driving Traction in a Straight Line on Snow- and Ice-Covered Surfaces) the range is -4°C to -15°C.

Amendments as shown in documents ECE-TRANS-WP29-GRRF-2011-29 are correct:

*Annex 7, paragraph 3.1.1.*, amend to read (footnote 1 remains unchanged):

"3.1.1. Test course

The braking tests shall be done on a flat test surface of sufficient length and width, with a maximum 2 per cent gradient, covered with packed snow.

The snow surface shall be composed of a hard packed snow base at least 3 cm thick and a surface layer of medium packed and prepared snow about 2 cm thick.

~~Both~~ The air temperature, measured about one meter above the ground, shall be between -2°C and -15°C; ~~and the~~ snow temperature, measured at a depth of about one centimetre, shall be between ~~-2-4~~°C and -15°C.

It is recommended to avoid direct sunlight, large variations of sunlight or humidity, as well as wind.

The snow compaction index measured with a CTI penetrometer <sup>1</sup> shall be between 75 and 85.

<sup>1</sup> See appendix of ASTM standard F1805-06 for details."

Annex 7, Appendix, the title, amend to read:

**"Test Reports and Test Data for C1 and C2 tyres"**

Paragraph 2.1., amend the table to read:

"

	<i>At start of tests</i>	<i>At end of tests</i>	<i>Specification</i>
weather			
ambient temperature			-2 °C to -15 °C
snow temperature			<del>2-4</del> °C to -15 °C
CTI index			75 to 85
other			

"