

TYRES

Regulation No. 117

**(UNIFORM PROVISIONS CONCERNING THE APPROVAL OF TYRES WITH REGARD TO  
ROLLING SOUND EMISSIONS AND TO ADHESION ON WET SURFACES  
AND TO ROLLING RESISTANCE)**

*Proposal for draft amendments to Regulation No. 117- Rev. 1*

Submitted by the expert from France

The text reproduced below was prepared by the expert from France in order to amend the proposal of amendment TRANS/WP.29/GRB/2010/63e. The modifications to the existing text of the Regulation are in **bold** characters.

A. PROPOSAL

Paragraph 6.4.1, amend to read:

“6.4.1 Tyre snow performance ~~and design~~ requirements.”

Paragraph 6.5.1, amend to read:

“6.5.1. The tyre shall have a tread pattern with minimum two circumferential ribs, each containing a minimum of 30 block-like elements, separated by grooves and/or sipe elements the depth of which has to be minimum ½ of the tread depth, ~~or~~ **The use of an alternative option of a physical test will only apply at a later stage following a further amendment to the Regulation including a reference to an appropriate test methods and limit values.**”

Annex 7

Paragraph 2, modify to read:

“2. Spin traction method for Class C1 and C2 tyres

The test procedure of ASTM standard F1805-06 shall be used to assess snow performance through spin traction values **on medium packed snow (The snow compaction index measured with a CTI penetrometer <sup>1</sup> shall be between 70 and 80).**”

Paragraph 3.1.1, modify to read:

“3.1.1. Test course

The braking.....

The snow compaction index measured with a CTI penetrometer <sup>1</sup> shall be [~~between 70 and 90, preferably~~] between 75 and 85.”

B. JUSTIFICATIONS

Paragraph 6.4.1

The term “design” is not relevant.

Paragraph 6.5.1

To introduce a possible amendment to use a test method as an alternative applicable at a further stage in addition to the geometrical requirements.

Annex 7

Paragraph 2

The standard ASTM standard F1805-06 describes several kinds of snow. Therefore, type of snow used has to be defined, as well as the related compaction index value.

Paragraph 3.1.1

The range 75 and 85 shall be the unique range retained to avoid any confusion.

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