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Working Party on Noise (GRB)
(Forty-third session, 21-23 February 2006,
agenda item 1.5.3.)

PROPOSAL FOR DRAFT CORRIGENDUM 2 TO REGULATION No. 117

(Tyre rolling noise)

Transmitted by the expert from the European Commission (EC)

Note: The text reproduced below was prepared by the expert from the EC. It proposes the optional representation of a type-approval authority if the tyre type-approval tests are carried out in the laboratories and test facilities of a tyre manufacturer. The current text into force requires the mandatory presence of representatives from a type-approval authority during all tests carried out as from 1 January 2006.

Note: This document is distributed to the Experts on Noise only.

A. PROPOSAL

Page 7, insert a new paragraph 3.5., to read:

"3.5. The laboratories and test facilities of a tyre manufacturer may be designated as an approved laboratory and the type-approval authority shall have the option of being represented during any tests."

Page 13, paragraph 12.4., should be deleted.

B. JUSTIFICATION

The current wording of paragraph 12.4. would require that, from 1 January 2006, any tests carried out in the laboratories and test facilities of a tyre manufacturer must be overseen and witnessed by the type approval authority. However, due to the increasing sophistication and variety of tyre types, and the specialist expertise required to carry out these tests, it is increasingly necessary that all tyre tests be carried out by the manufacturer, and it is not always feasible for a representative from the type approval authority to be available to witness these tests. Because of this, it is now considered impractical to implement the proposed changes required in paragraph 12.4., and the current regime, which allows the type approval authority the option of witnessing the test, should be allowed to continue.

If this proposal is accepted, this requirement will no longer be affected by the introductory provisions, so it is not appropriate to include it in paragraph 12. Therefore, it is proposed that the amended sub-paragraph be moved to paragraph 3.5.

In order not to cause unnecessary disruption to manufacturers obtaining approval for new tyre types, it is necessary that this change should be effected as quickly as possible. Therefore, it is suggested that the proposal should be put forward as a corrigendum to the Regulation.
