

Transmitted by the expert from ETRTO

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Agenda item 19)

North American All-Season Tyre Pre-meeting

Ottawa, Canada

June 11, 2018

Background

- At its November 2016 meeting, WP.29 voted to amend GTR No. 16 on Tyres.
 - One change updated the wet grip test to the most recent version of the United Nation's Regulation No. 117 (UNECE R117).
- The U.S. voted yes to this amendment, even though it had abstained when the GTR was originally established.
 - However, the U.S. asked that the following sentence be added to paragraph 44 of the Technical Rational for the GTR - "Following additional technical evaluation of the adhesion performance on wet surfaces (section 3.12), a future additional category of use might be necessary for certain tyre types typical in the North American market."

Tyre Types

- The GTR currently includes two tyre designations:
 - “normal tyre” means a tyre intended for normal on-road use; and,
 - “snow tyre” means a tyre whose tread pattern, tread compound, or structure is primarily designed to achieve in snow conditions a performance better than that of a normal tyre with regard to its ability to initiate or maintain vehicle motion.
- In a market where these two tyre types is common, operators would typically use a normal tyre on their vehicle in warmer months and switch to a snow tyre for colder months.
- An all-season tyre is designed to blend dry, wet and wintertime traction.
- In a market where operators expect to only encounter cold temperatures, light or limited snowfall, or live in municipalities that do a good job of snow plowing, all-season-tyres are often used year-round instead of either normal or snow tyres.

Meeting Presentations

- “Testing to Benchmark the Wet Traction Performance of Tire Models For Sale in the U.S.” (United States; TYREGTR-18-20)
- “Environmental and Safety Performance of Commercially Available Light-duty Tire Models in North America” (Canada; TYREGTR-18-28)
- “Wet Grip Test Method Improvement for Passenger Car Tires (C1)” (ETRTO; TYREGTR-18-21)
- “USTMA Temperature Sensitivity Analysis and Surface Validation Data” (USTMA; TYREGTR-18-22)

Conclusions

- Future amendment of the GTR to include a new category for the North American all-season tyre is needed.
- Clear definitions for the different tyre types is needed.
 - Reference slide 16 of the ETRTO presentation.
- Work to amend the GTR should be considered at a future date after the completion of Phase 2.
 - The United States is currently engaged in updating its national regulations which limits its current involvement.
 - Amendment of the ISO standard based on the ETRTO research should be complete.