

**Proposal for amendments to the 02 series of amendments to Regulation 117**

**Note:** The text below is prepared by the expert from the Netherlands following the discussion on informal document GRB-61-03 in GRB61 (ECE/TRANS/WP.29/GRB/59 par 18). Modifications to the text are marked in **bold characters for new** or as ~~strikethrough for deleted text~~.

**I. Proposal**

*Paragraph 6.1, insert three new tables marked "stage 3", amending to read:*

- 6.1. Rolling sound emission limits, as measured by the method described in Annex 3 to this Regulation.
- 6.1.1. For Class C1 tyres, the rolling sound emission value shall not exceed the values pertinent to the applicable stage given below. These values refer to the nominal section width as given in paragraph 2.17.1.1. of Regulation No. 30:

<i>Stage 1</i>	
<i>Nominal section width</i>	<i>Limit dB(A)</i>
145 and lower	72
Over 145 up to 165	73
Over 165 up to 185	74
Over 185 up to 215	75
Over 215	76

The above limits shall be increased by 1 dB(A) for extra load tyres or reinforced tyres and by 2 dB(A) for "special use tyres".

<i>Stage 2</i>	
<i>Nominal section width</i>	<i>Limit dB(A)</i>
185 and lower	70
Over 185 up to 245	71
Over 245 up to 275	72
Over 275	74

The above limits shall be increased by 1 dB(A) for "snow tyre for use in severe snow conditions" , extra load tyres or reinforced tyres, or any combination of these classifications.

<b>Stage 3</b>	
<b><i>Nominal section width</i></b>	<b><i>Limit dB(A)</i></b>
<b>185 and lower</b>	<b>67</b>
<b>Over 185 up to 245</b>	<b>68</b>
<b>Over 245 up to 275</b>	<b>69</b>
<b>Over 275</b>	<b>71</b>

6.1.2. For Class C2 tyres, the rolling sound emission value with reference to its category of use (see paragraph 2.1. above) shall not exceed the values pertinent to the applicable stage given below:

<i>Stage 1</i>	
<i>Category of use</i>	<i>Limit dB(A)</i>
Normal tyre	75
Snow tyre	77
Special use tyre	78

<i>Stage 2</i>			
<i>Category of use</i>		<i>Limit dB(A)</i>	
		<i>Other</i>	<i>Traction tyres</i>
Normal tyre		72	73
Snow tyre		72	73
	Snow tyre for use in severe snow conditions	73	75
Special use tyre		74	75

<i>Stage 3</i>		
<i>Category of use</i>	<i>Limit dB(A)</i>	
	<i>Other</i>	<i>Traction tyres</i>
<b>Normal tyre</b>	<b>70</b>	<b>71</b>
<b>Snow tyre for use in severe snow conditions</b>	<b>71</b>	<b>73</b>
<b>Special use tyre</b>	<b>72</b>	<b>73</b>

6.1.3. For Class C3 tyres, the rolling sound emission value with reference to its category of use (see paragraph 2.1. above) shall not exceed the values pertinent to the applicable stage given below:

<i>Stage 1</i>	
<i>Category of use</i>	<i>Limit dB(A)</i>
Normal tyre	76
Snow tyre	78
Special use tyre	79

<i>Stage 2</i>			
<i>Category of use</i>		<i>Limit dB(A)</i>	
		<i>Other</i>	<i>Traction tyres</i>
Normal tyre		73	75
Snow tyre		73	75
	Snow tyre for use in severe snow conditions	74	76
Special use tyre		75	77

<i>Stage 3</i>		
<i>Category of use</i>	<i>Limit dB(A)</i>	
	<i>Other</i>	<i>Traction tyres</i>
<b>Normal tyre</b>	<b>69</b>	<b>71</b>
<b>Snow tyre for use in severe snow conditions</b>	<b>71</b>	<b>72</b>
<b>Special use tyre</b>	<b>71</b>	<b>73</b>

*Insert two new paragraphs 12.10 and 12.11, amend to read:*

- 12.10. As from 1 November 2020, Contracting Parties applying this Regulation shall refuse to grant approval if the tyre type to be approved does not meet the requirements of this Regulation as amended by the 02 series of amendments, and shall, in addition, refuse to grant approval if the stage 3 rolling sound requirements set out in paragraphs 6.1.1. to 6.1.3. of this Regulation are not complied with.**
- 12.11. As from 1 November 2024, any Contracting Party applying this Regulation may refuse to allow the sale or entry into service of a tyre which does not meet the requirements of this Regulation as amended by the 02 series, and which does not meet the stage 3 rolling sound requirements set out in paragraphs 6.1.1. to 6.1.3. of this Regulation.**

## **II. Justification**

1. A further reduction of tyre noise levels would increase the level of environmental protection. Doing so has a very profitable cost/benefit ratio. The proposed limits are technically achievable, as in 2013 already around 20% of the new tyres met the limits proposed for Stage 3.
2. Indicating future limits well before 2020 allows industry to anticipate such developments well in time and to incorporate the necessary design changes in future new tyre types at reasonable costs.
3. References: informal docs GRB60-3, GRB60-8, GRB60-12, GRB60-13, GRB60-14, GRB61-3 and GRB62-9.