Tyre Rolling Resistance.

ETRTO activity.
Considering that:

- It is not possible to build any regulation or international cooperation on tyres’ rolling resistance without having got the definition of an agreed measurement method beforehand.
- There is not any International Standard for tyre rolling resistance measurement allowing direct precise comparisons. (*)

In March 2004, a working group (WG) was created by ETRTO.

(*) ISO 18164 allows a lot of degrees of freedom, which make results differ significantly according to the selected options.
• The main objectives of this WG are:
  – To define a Reference Method for Rolling Resistance Measurement based on ISO 18164 norm, in particular for regulation and international cooperation purposes.
  – To specify how the other existing methods will correlate.
  – To establish a state of the art for passenger car and truck tyres’ rolling resistance in Europe.

This WG has to work in close relationship with
  – ISO/TC31 who is building ISO 18164 norm on RR measurement.
  – The Russian Federation who is proposing an amendment to ISO 18164.
## Action Plan

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<td>Kick-off meeting.</td>
<td>31/03/2004</td>
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<td>Draft proposal for a Reference Method.</td>
<td>12/05/2004</td>
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<td>Round-Robin test results and analysis.</td>
<td>08/10/2004</td>
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<td>Final proposal for a Reference Method and state of the art in Europe</td>
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Results available on January 2005

- A first round robin test was carried out by the participating tyre companies’ laboratories on 5 tyre sizes.
- Although some experimental conditions were still to be made uniform, the alignment statistical treatment showed a precision of ± 5%.
- A second round robin was launched with 10 specifically chosen tyre sizes and an improved methodology.
- Results expected by April 7th, 2005. Target precision : ± 2%.