

**Minutes of the UNECE gtr for Tyres Ad-Hoc Working Group
Meeting
February 1, 2011 (9:30 – 17:30)
Geneva**

1. Welcome and organisational matters:

The Chairman, Mr. I. Yarnold welcomed all the participants.

2. Approval of the Agenda:

The agenda as shown in document TYREGTR-10-03 was adopted.

3. Approval of the minutes of last meeting:

The minutes of the 9th meeting on September 24th, 2010 were agreed.

4. Forward Plan for GTR Mark by special committee of AC.3:

Mr. Yarnold reminded that one of the items the group is struggling with is the marking. Different ways to move forward were proposed but none could really satisfy all the parties. This subject was handed over to the global agreement management committee (AC3). During the November 2010 session, AC3 decided to suspend the discussion on this subject because no substantive progress had been made in the 2 years the issue had been under discussion. He appreciated this might be very disappointing for the tyre industry and some CPs given the amount of work and preparation that had underpinned their contributions, but we have to accept the decision.

5. Review of the document TYREGTR-10-02 for the validation of changes:

GRRF reviewed the draft GTR technical document TYREGTR-10-02 to discuss, and agree (where possible) the issues that were raised at the previous meeting following the discussion of document TYREGTR-09-02.

The following changes were discussed and implemented in the new revision of the regulation (TYREGTR 11-xx).

- Scope of the regulation:
The exemption list will contain only T-Type tyres, tyres having a nominal rim diameter code below or equal to 10 and LT/C tyres with tread depth of greater than 14.3 mm if data are provided by RMA for justification.
- Clarification of some definitions:

- ✓ “Deflected section height”: add the date after the ISO reference.
- ✓ “Load capacity index” should read “Load index” everywhere it appears as per ISO.
- ✓ “Load capacity variation with speed”: add missing paragraphs 6.2.4 and 6.2.5 from Reg.54.
- ✓ “Load range” definition to be added from FMVSS139.
- ✓ “T-Type tyres” definition to be added to understand what is exempted.
- Marking:
 - ✓ Administrative problem to obtain plant code from NHTSA should be clarified (permanent representative in USA)
 - ✓ Maximum inflation pressure (FMVSS139): add 250 and 290 kPa as reference pressure. Clarify the meaning of maximum pressure.
 - ✓ Marking “XL” in addition to “Extra Load” and “Reinforced”.
 - ✓ “Tubeless”: confirmation that this marking is not needed.
- Physical dimension of tyres:
 - ✓ Paragraph 3.5.5.1. replace approved rim by measuring rim; tyre industry to clarify what to do in case the measuring rim is not available.
 - ✓ “Overall width” tolerance in § 3.5.6.1.1. - the text needs to be simplified.
 - ✓ Paragraph 3.5.2.1: exclusion of rim protectors from overall width definition in UNECE but included in FMVSS139; need to be checked carefully and why not a tolerance of 8 mm, as in Reg 30 is required.
 - ✓ Paragraph 3.5.3 and 4: remove “theoretical”.
- Strength test:
 - ✓ Paragraph 3.6.1: simplification of the table maximum inflation pressure to indicate only Standard Load and Extra Load. The same must be done in all similar tables. Tyre industry to confirm there are no concerns.
 - ✓ Paragraph 3.6.2.5: confirmation for the changes in the text is needed from NHTSA.
- Plunger test:
 - ✓ Tables and pictures: either to refer to ASTM and remove the text or UNECE secretariat to contact ASTM to get permission to include the text and drawings in the regulation.
- Rolling Sound:
 - ✓ Paragraph 3.8.1: add the exclusion of tyres with rim code equal or above 25 as per UNECE Regulation 117. Agreement from CPs on the proposed limits.

The revision of the text starting at paragraph 3.9 (endurance test) needs to be done at the next meeting.

6. The outstanding points from September meeting were covered during revision of document TYREGTR-10-02 (see paragraph 5 of this report).
7. Proposal to include Rolling Resistance test: additional justifications from the EU Commission.
Next meeting.
8. Wet grip test requirement from the core module to an optional module? CP's position required.
Next meeting.
9. Harmonisation of LT / C tyres follow-up – Tyre industry
Next meeting.
10. Next step.
The review of the last part of the regulation needs to be finalized in order to get final approval from GRRF's CP.
11. Any other business
Nothing to report.
12. Close of the meeting
The date of the next meeting of the informal WG on TYREgtr will be in conjunction with the next GRRF meeting in September 2011.
The Chairman closed the meeting and thanked all the participants for their contribution during the discussion.