

**Informal meeting of interested experts
aimed at the discussion of the draft amendment to the UN Tyre GTR
Geneva, 25-26 June 2015**

Minutes of the meeting

Attendees:

UNECE Secretariat: Mr. F. Guichard

CP's: Messrs. A.Bocharov (Russian Federation), A.Metwaly (Egypt), J.Deak (Hungary), I.Yarnold (UK),
E.Wondimneh (US), G.Gielen (EC), D. Davis (Canada), J. Martins (Portugal), D. Gallegos (Spain)

ETRTO: Messrs. J.C. Noirhomme, P.Lefèbvre, A. Pomarico, S. Falcioni, M. Parca, A. Roesgen

RMA: Mrs. T. Norberg, Mrs. A. Kahwaji, Mr. B. Rump

JATMA: Mr J. Makino

ITTAC: Mr T.C. Kamath

Mr. Noirhomme (ETRTO) chairs the meeting in agreement with Mr. Bocharov (Russian Federation). He reminded the objective of the meeting, to review the draft amendment of Tyre GTR prepared by ETRTO.

ETRTO presented a draft amendment of GTR #16 (Tyre GTR) including the approved changes in the relevant FMVSS and supplements/corrigenda of UNECE regulations.

GTR part 2

See reference document in attachment.

1. Scope:

ETRTO mentioned a difference in the scope of the Tyre GTR (vintage and competition tyres) compared to current Regulation 117.02.

Since scope revision is not part of the mandate to update the GTR, this item is parked, and could be addressed at a future GRRF session.

2. Definitions:

ETRTO mentioned that tyre class is a concept used in the GTR, while its definition is not part of the Tyre GTR.

Question whether or not amendments to UN Regulations or FMVSS which are under discussion have to be considered in the update of the GTR or not was raised. It was agreed that only adopted updates at National or UN level related to tests covered by the Tyre GTR should be considered in the phase 1b. As examples, amendments to TIN code or wet grip test method maybe considered at this stage. Changes which are still subject to approval like the revision of the Bead Unseating should not be considered in the phase 1b, which primary purpose is to update the Tyre GTR with all adopted changes in UN Regulations and FMVSS that are not included in the current Tyre GTR

Mr. Wondimneh (US) suggested drawing a line on the amendments of the existing Regulations to be incorporated in the Phase IB of the GTR, by limiting the changes to those that are already approved in the CP's Regulations.

No objection from the CP's, this point will be brought by ETRTO in the next GRRF.

US mentioned that US established a Rolling Resistance test in its regulations in 2010 (for reference, the regulations are available at <http://www.gpo.gov/fdsys/pkg/CFR-2011-title49-vol7/pdf/CFR-2011-title49-vol7-sec575-106.pdf>). The US asked to delay the update of the GTR regarding rolling resistance until Phase II and limit Phase IB to updating the items already contained in the Tyre GTR to be consistent with current regulations.

The CP's agreed to consider moving the Rolling Resistance topic to an ulterior phase of the Tyre GTR. The Russian Federation asked the US to clarify what will be the main differences compared to the test as proposed in the GTR. ETRTO will bring the proposal at the next GRRF for decision.

Question was raised about the change of the definition paragraph 2.54 of "*Snow tyre for use in severe snow conditions*"

ETRTO mentioned that this is not a new definition, since these concepts were used in the current Tyre GTR. But reference to Regulation 117 has been deleted and the tests related to the snow performance have been included in the Tyre GTR.

3. Requirements

The change in the TIN code (8 to 6 for Manufacturer code) and space specification between the letters have been incorporated in the draft proposal.

In case of tyres not intended for sale in US, the code "999" will be used (ref GTR 3.1.2.1).

US will bring this information to US for consideration.

As mentioned in 2. above, the in process changes for tests like Bead unseating will not be brought until they are implemented in local regulations.

Mrs. Norberg (RMA) mentioned that for consistency reasons, we need to ensure that future changes in local regulations will trigger the consideration to update the Tyre GTR.

ETRTO mentioned the case of tyres with rim diameter code below 10 which are exempted for noise under UN Regulation 117, but not for Tyre GTR, and asked if the scope should be changed in the GTR. The question remained unanswered and should be brought back to the GRRF.

The Russian Federation mentioned in regards to the newly introduced tables for Wet Grip, for tyres of class C2, C3 that CP's are not obliged to incorporate all GTR requirements in their own regulations at once.

The US mentioned that Tyre GTR should stipulate single thresholds of performances. For TBT considerations, this level should be the most severe of the current existing ones. When a CP implements the GTR he would then consider imposing lower levels.

Similarly a CP could decide to incorporate or not in its own regulations the tests covered by the Tyre GTR. A CP that does not adopt a test should not block for trade tyres that do comply.

RMA supports to keep the footnote as place holders for a future category of tyres in US relative to wet grip (9, 10, 11 in the tables of para 3.12.1). This was not objected.

ETRTO mentioned that this new category of tyres will have to be defined.

ETRTO mentioned that the text was made certification type neutral with the exception of paragraph 3.12.3.1.1.3 mentioning 'Type Approval Authority'. ETRTO will remove this paragraph.

The US asked for the incorporation of his previous proposal to allow 40°C as ambient temperature in 3.12.3.1.3. However this proposal was rejected during the GRRF extraordinary session on Tyre GTR in June 2014.

Question was raised on the need to maintain the specification for the rolling sound emissions test site in the Annex 6. ETRTO will check if a reference to ISO10844 (2014) is sufficient.

It was agreed that the sizes approved for incorporation in Annex 5 of UNECE Regulation 54 (supplement 20) at the 166th session of WP.29 June 2015 will be incorporated in Annex 7 of the Tyre GTR.

GTR Part 1.

The Russian Federation suggested using the same justification for the changes in the GTR preamble as the ones accompanying the amendments of Regulation 117.02.

The US mentioned that legal prescription in the GTR preamble on the way to implement Tyre GTR in local regulations should be avoided since GTR is only a technical prescription. The legal aspects (transitional provisions, certification process) are part of the local regulations.

It is also important to separate the justifications coming from the 1958 Agreement from what comes from other regulations.

The Russian Federation agreed with this, and his comments with regard to justification in Part I were related to the technical requirements.

The Russian Federation and ETRTO will review the preamble in the GTR draft.

The Russian Federation asked US to provide more information on the difference in test methods between the US Rolling Resistance test and the Regulation 117 one. RMA mentioned that US was mandated in 2007 to develop a consumer information program. For Rolling Resistance, a test based on ISO 28580, including the alignment method will be used. This test method is specified in US regulations at 49 CFR Part 575.106. A Rating system is still being worked on.

For wet grip, a test based on the one described in Regulation 117 is being developed.

RMA mentioned the need in a self-certification system to have an alignment method, so that the government's auditing procedure is transparent. The US National Highway Traffic Safety Administration (NHTSA) has awarded a contract to Smithers/Rapra Inc. to establish and operate a National Alignment Laboratory for purposes of rolling resistance testing.

ETRTO mentioned that this question on alignment was discussed under the 1958 Agreement, and rejected by the CP's for type approval. In Europe, in the context of labeling we have an alignment process.

RMA mentioned that US considered participating in the lab program in EU but ultimately did to adopt this approach because under US self-certification system, it is required that the authorities would be able to make audits within the US, which is not possible with the virtual lab.

Next Steps

A new revision of the draft text will be circulated, together with the minutes of the meeting. It covers mostly changes in phase 1b.

Part 1 will also have to be modified subsequently.

The need for a half day meeting with the interested CP's was discussed. The US suggested having this discussion take place during the next GRRF meeting.

On the question of the urgency to complete the phase 1b of the tyre GTR raised by the US, ETRTO mentioned that this is critical to avoid some countries in the world adopting technical prescriptions diverging from the Tyre GTR ones.

ETRTO will document the draft GTR changes proposed during this Informal meeting of interested experts of June 25-26.

No other business

Next meeting: During or around next GRRF session.

Meeting closed Friday June 26th at 10:30AM.

Annex attached: deliverables of the meeting

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Annex : Meeting Deliverables

Part 2:

Draft amendment of GTR part 2 was reviewed and following changes were agreed upon:

- GTR Rolling Resistance references in the draft GTR to be between squared brackets (ERTTO). Justification to be assessed at September GRRF meeting.
- Only amendments already implemented in UN Regulations or Local Regulations will be incorporated in the Tyre GTR.
- TIN code, plant digits '999' for tires not intended for sales in US will be considered by US.
- Exemption of Rim diameter code below 10 for noise to be addressed in next GRRF.
- GTR to stipulate single level of performances, the most severe from the regulations in the compendium.

Need to be discussed in GRRF making reference to the 1998 Agreements:

4.2. A global technical regulation may specify alternative non-global levels of stringency or performance, and appropriate test procedures, where needed to facilitate the regulatory activities of certain countries, in particular developing countries.

- Footnotes introducing a placeholder for future categories of tires in US relative to wet grip will be maintained. (Footnotes 9, 10, 11 in the tables of para 3.12.1).
- To consider removing the specification for the rolling sound emissions test site in the annex6, and keeping reference to ISO10844-2014.
- The sizes approved for incorporation in annex 5 of UNECE regulation 54 (supplement 20) at the 166th session of WP.29 June 2015 will be incorporated in the annex 7 of the Tyre GTR.

Part 1 :

- The Russian Federation and ETRTO will review the preamble in the GTR draft.

Others:

ERTTO to ask GRRF Chairman a dedicated session with the CP's around or during the September 2015 GRRF meeting.

Items to seek guidance from GRRF (consolidated):

- Whether to include provisions for Rolling Resistance on this phase 1B.
- Exemption of rim diameter code below 10 for noise
- Whether to stipulate single level of performances in the GTR
- Whether to exclude from the scope the vintage tyres and tyres for competitions

Document Package for phase 1b to be submitted to GRRF and WP.29/AC.3 (for reference):

- The Tyre GTR full text with amendments incorporated therein.
- The amendments to the Tyre GTR separately for the GRRF February session.
- The report on development of the amendments to the Tyre GTR (para. 6.2.4.2.1 of the 1998 Agreement)

Reference: 1998 Agreement:

6.2.4. In response to a proposal referred to it for developing a global technical regulation through harmonization, the Working Party shall use transparent procedures to:

6.2.4.2. submit to the Executive Committee:

6.2.4.2.1. a written report that presents its recommendation regarding the global technical regulation, includes all technical data and information that were considered in the development of its recommendation, describes its consideration of the information specified in paragraph 6.2.4.1. of this Article, and sets forth the rationale for its recommendations, including an explanation for rejecting any alternative regulatory requirements and approaches considered