Economic Commission for Europe
Inland Transport Committee
World Forum for Harmonization of Vehicle Regulations
Working Party on Noise and Tyres

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Item 6 (d) of the provisional agenda
Tyres: UN Regulation No. 117 (Tyre rolling resistance, rolling noise and wet grip)

Proposal for an amendment to complement the content of working document ECE/TRANS/WP.29/GRVA/2018/5

Submitted by the experts from the European Tyre and Rim Technical Organisation*

The text reproduced below was prepared by the experts from the European Tyre and Rim Technical Organisation (ETRTO) to amend UN Regulation No. 117. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, Cluster 3), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.
I. Proposal

Paragraph 2.1., amend to read:

"2.1. "Type of tyre" means, tyres which do not differ in such essential characteristics as:

(a) The manufacturer's name;
(b) The tyre class (see paragraph 2.4. below);
(c) The tyre structure;
(d) The category of use: normal tyre, snow tyre and special use tyre;
(e) Whether tyre for use in severe snow conditions or not; For Class C1 tyres:

(i) In case of tyres submitted for approval of rolling sound emission levels, whether normal or reinforced (or extra load);

(ii) In case of tyres submitted for approval of performance adhesion on wet surfaces, whether normal tyres or snow tyres with a speed category of Q or below, excluding H (≤ 160 km/h) or speed category R and above including H (> 160 km/h);

(f) For Classes C2 and C3 tyres, whether traction tyre or not;

(i) In case of tyres submitted for approval of rolling sound emission levels at stage 1, whether M+S marked or not;

(ii) In case of tyres submitted for approval of rolling sound emission levels at stage 2, whether traction tyre or not;

(g) The tread pattern (see paragraph 3.2.1. of this Regulation)."

Paragraph 2.18., amend to read:

"2.18. "Standard Reference Test Tyre (SRTT)" means a tyre that is produced, controlled and stored in accordance with the American Society for Testing and Materials (ASTM) standards

(a) E1136 93 (2003) E1136 – 17 for the size P195/75R14 and referred to as “SRTT14”;

(b) F2872 (2011) F2872 – 16 for the size 225/75R16C and referred to as “SRTT16C”;

(c) F2871 (2011) F2871 – 16 for the size 245/70R19.5 and referred to as “SRTT19.5”;

(d) F2870 (2011) F2870 – 16 for the size 315/70R22.5 and referred to as “SRTT22.5”;

(e) F2493 – 18 for the size P225/60R16 and referred to as “SRTT16”.

Paragraph 2.19.1., amend to read:

"2.19.1. "Adhesion on wet surfaces" means the relative braking performance, on a wet surface, of a test vehicle equipped with the candidate tyre in comparison to that of the same test vehicle equipped with a reference tyre Standard Reference Test Tyre (SRTT)."
Paragraph 2.20.1., amend to read:

“2.20.1. "Rolling resistance $F_r$," means the loss of energy (or energy consumed) per unit of distance travelled.”

Paragraph 2.20.3., amend to read:

“2.20.3. "New test tyre" means a tyre which has not been previously used in a rolling deflected test that raises its temperature above which elevates the tyre’s temperature to higher than that generated in rolling resistance tests, and which has not previously been exposed to a temperature above 40 °C.”

Paragraph 2.20.5., amend to read:

“2.20.5. "Capped inflation" means the process of inflating the tyre to the required cold inflation pressure and allowing the inflation pressure to build up, as the tyre is warmed up while running.”

Paragraph 2.20.8., amend to read:

“2.20.8. "Inertia" or "moment of inertia" means the ratio of the torque applied to a rotating body, such as a tyre assembly or machine drum, to the rotational acceleration of this body.”

Paragraph 2.20.9., amend to read:

“2.20.9. "Measurement reproducibility, repeatability $\sigma_m$" capability of a machine to measure rolling resistance means the measurement precision under conditions where independent test results are obtained with the same method and procedure on identical test items in the same laboratory by the same operator using the same equipment within short intervals of time.”

Paragraphs 3.1.2. to 3.1.10., amend to read:

"3.1.2. Manufacturer’s name and address;

3.1.3. If applicable, name and address of applicant—manufacturer’s representative;

3.1.4. Address(es) of manufacturing plant(s); Tyre class (Class C1, C2 or C3) (see paragraph 2.4. of this Regulation);

3.1.5. Category of use (normal, snow, or special);

3.1.5.1. Whether tyre for use in severe snow conditions or not;

3.1.5.2. For Class C2 and C3 tyres, whether traction tyre or not;

3.1.6. Tyre structure;

3.1.7.5. Brand name(s)/trademark(s), trade description(s)/commercial name(s);

3.1.6. Tyre class (Class C1, C2 or C3) (see paragraph 2.4. of this Regulation);

3.1.6.1. Section width range for Class C1 tyres (see paragraph 6.1.1. of this Regulation);

Note: This information is required only for approval with regard to rolling sound emission level.
3.1.7. Tyre structure;

3.1.8. For Class C1 tyres, state whether:

(a) Reinforced (or extra load) in case of approval with regard to rolling sound emission level;

(b) Speed category symbol "Q" or below (excluding "H") or "R" and above (including "H") in case of tyres for use in severe snow conditions for approval with regard to adhesion on wet surfaces.

For Classes C2 and C3 tyres, state whether traction tyre or not:

(a) M+S marked in case of approval with regard to rolling sound emission level at stage 1;

(b) Traction in case of approval with regard to rolling sound emission level at stage 2.

3.1.9. Category of use (normal, snow, or special);

3.1.8.10. A list of tyre size designations covered by this application and specifying for each brand name/trademark and/or each trade description/commercial name the applicable tyre size designations and service descriptions, adding in case of Class C1 tyres whether "reinforced" (or "extra load") or not.

Paragraph 3.4., amend to read:

"3.4. With regard to the application, testing may be confined to a representative tyre size of the type of tyre worst case selection, at the discretion of the Type Approval Authority or designated Technical Service."

Paragraph 6.2., amend to read:

"6.2. The wet grip performance will be based on a procedure that compares either peak brake force coefficient ("pbfc") or mean fully developed deceleration ("mfdd") against values achieved by a standard reference test tyre Standard Reference Test Tyre (SRTT). The relative performance shall be indicated by a wet grip index (G)."

Paragraph 6.4., amend to read:

"6.4. In order to be classified as a "snow tyre for use in severe snow conditions" the tyre shall meet the performance requirements of paragraph 6.4.1. below. The tyre shall meet these requirements based on a test method of Annex 7 by which:

(a) The mean fully developed deceleration ("mfdd") in a braking test,

(b) Or alternatively an average traction force in a traction test,

(c) Or alternatively the average acceleration in an acceleration test

of the candidate tyre is compared to that of a standard reference tyre Standard Reference Test Tyre (SRTT).

The relative performance shall be indicated by a snow grip index."

Paragraph 6.4.1.1., amend to read:

"6.4.1.1. Class C1, C2 and C3 tyres
The minimum snow grip index value, as calculated in the procedure described in Annex 7 and compared with the respective Standard Reference Test Tyre (SRTT) shall be as follows:

<table>
<thead>
<tr>
<th>Class of tyre</th>
<th>Snow grip index (brake on snow method)(^{(a)})</th>
<th>Snow grip index (spin traction method)(^{(b)})</th>
<th>Snow grip index (acceleration method)(^{(c)})</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>1.07</td>
<td>No</td>
<td>1.10</td>
</tr>
<tr>
<td>C2</td>
<td>No</td>
<td>1.02</td>
<td>1.10</td>
</tr>
<tr>
<td>C3</td>
<td>No</td>
<td>No</td>
<td>1.25</td>
</tr>
</tbody>
</table>

\(^{(a)}\) See paragraph 3. of Annex 7 to this Regulation  
\(^{(b)}\) See paragraph 2. of Annex 7 to this Regulation  
\(^{(c)}\) See paragraph 4. of Annex 7 to this Regulation

Insert a new paragraph 12.9 to read:

"12.9. Until 3 months after the date of entry into force of Supplement [11] to the 02 series of amendments to this Regulation, Contracting Parties applying this Regulation can continue to grant type approvals according to the 02 series of amendments to this Regulation, without taking into account the provisions of Supplement [11]."

Annex 1,
Item 3., amend to read:

"...  
3. "Tyre class” and "category of use" of the type of tyre: .................................................."

Items 3.1. and 3.2., renumber to 4.1. and 4.2.
Insert new items 4. and 5. to read:

"4. "Category of use" of the type of tyre: .................................................................

4.1.3. Snow tyre for use in severe snow conditions (Yes/No)\(^{2}\)  
4.2.3. Traction tyre (Yes/No)\(^{2}\)

5. Tyre structure: ........................................................................................................

Items 4. to 14.2., renumber as 6. to 16.2., respectively.
Items 8.1. to 8.4. (new), amend to read:

"8.1.6. Sound level of the representative tyre size, see paragraph 2.7.2.5. of this Regulation, as per item 7. of the test report in Appendix 1 to Annex 3: .............. dB(A) at reference speed of 70/80 km/h\(^{2}\)  

8.2.6. Wet adhesion level of the representative tyre size, see paragraph 2.7.2.5. of this Regulation, as per item 7. of the test report in the appendix to Annex 5: ........................................ (G) using the vehicle or trailer method\(^{2}\)

8.3. 6. Rolling resistance level of the representative tyre size, see paragraph 2.7.2.5. of this Regulation, as per item 7. of the test report in Appendix 1 to Annex 6...........
8.4.6.4. Snow grip level of the representative tyre size, see paragraph 2.7, 2.5, of Regulation No. 117, as per item 7, of the test report in the appendix 13 to Annex 7:………………. (Snow grip index) using the brake on snow method, spin traction method, or acceleration method.

Item 16.2. (new), amend to read:

“16.2.14. A list of tyre size designations: Specify for each brand name/trademark and/or each trade description/Commercial name the list of tyre size designations and service descriptions, adding in case of Class C1 tyres the mark whether "reinforced" (or "extra load") or not or the speed symbol of snow tyres or in the case of tyres of Classes C2 and C3, the mark "traction", if so required by paragraph 3.1. of this Regulation.”

Annex 2, Appendix 2, example 2, figure, amend to read:

Annex 3, Paragraph 1.1., amend to read:

“1.1. Acoustic measurements

The sound level meter or the equivalent measuring system, including the windscreen recommended by the manufacturer shall meet or exceed the requirements of Type 1 instruments in accordance with IEC 61672-1:201360651:1979/A1:1993, second edition.”

Annex 3, Paragraph 1.1.1., amend to read:

“1.1.1. Calibration

At the beginning and at the end of every measurement session, the entire measurement system shall be checked by means of a sound calibrator that fulfills the requirements for sound calibrators of at least precision Class 1 according to IEC 60942:200360942:1988. Without any further adjustment the difference between the readings of two consecutive checks shall be less than or equal to 0.5 dB(A). If this value is exceeded, the results of the measurements obtained after the previous satisfactory check shall be discarded.”

Annex 3, paragraphs 4.2 to 4.5., amend to read and delete paragraph 4.5.:

“4.2.4.3. Temperature correction
For Class C1 and Class C2 tyres, the measured rolling sound levels \( L_i \) shall be normalized to a test surface reference temperature \( \theta_{\text{ref}} \) by applying a temperature correction, utilizing the temperature \( \theta \) at the time of the respective sound recording and according to the following formula:

\[
L_i(\theta_{\text{ref}}) = L_i(\theta) + K(\theta_{\text{ref}} - \theta)
\]

where:

\[ \theta = \text{the measured test surface temperature}, \]
\[ \theta_{\text{ref}} = 20 ^\circ C, \]

For Class C1 tyres, the coefficient \( K \) is:

- \(-0.03 \, \text{dB(A)}/^\circ \text{C}\) when \( \theta > \theta_{\text{ref}} \) and
- \(-0.06 \, \text{dB(A)}/^\circ \text{C}\) when \( \theta < \theta_{\text{ref}} \).

For Class C2 tyres, the coefficient \( K \) is \(-0.02 \, \text{dB(A)}/^\circ \text{C}\)

Notwithstanding the above procedure, the temperature correction may be made only on the final reported tyre rolling sound level \( L_R \), utilizing the arithmetic mean value of the measured temperatures, if the measured test surface temperature does not change more than \( 5 ^\circ \text{C} \) within all measurements necessary for the determination of the sound level of one set of tyres. In this case the regression analysis below shall be based on the uncorrected rolling sound levels \( L_i(\theta) \).

There will be no temperature correction for Class C3 tyres.

4.3.4.2. Regression analysis of rolling sound measurements

The tyre-road rolling sound level \( L_R(\theta_{\text{ref}}) \) in dB(A) is determined by a regression analysis according to:

\[
L_R(\theta_{\text{ref}}) = \bar{L} - a \cdot \bar{\tau}
\]

where:

\[ \bar{L} = \text{the mean value of the temperature-corrected rolling sound levels } L_i(\theta_{\text{ref}}), \text{ measured in dB(A)}:\n\]
\[
\bar{L} = \frac{1}{n} \sum_{i=1}^{n} L_i(\theta_{\text{ref}})
\]

\( n \) is the measurement number \((n \geq 16)\),

\[ \bar{\tau} = \text{the mean value of logarithms of speeds } V_i:\n\]
\[
\bar{\tau} = \frac{1}{n} \sum_{i=1}^{n} \tau_i \quad \text{with} \quad \tau_i = \log_{10}\left(\frac{V_i}{V_{\text{ref}}}\right)
\]

\( a \) is the slope of the regression line in dB(A):

\[
a = \frac{\sum_{i=1}^{n} [(\tau_i - \bar{\tau})(L_i(\theta_{\text{ref}}) - \bar{L})]}{\sum_{i=1}^{n} (\tau_i - \bar{\tau})^2}
\]

4.4. In order to take account of any measuring instrument inaccuracies, the temperature corrected tyre rolling sound level \( L_R(\theta_{\text{ref}}) \) in dB(A) shall be reduced by 1 dB(A) and then rounded down to the nearest lower whole value to obtain the final result.”
Annex 3 - Appendix 1, amend to read:
“...
Part 1 - Report
...
2. Name and address of manufacturer: .................................................................
...
4. Manufacturer and brand name or brand trade description: ..............................
...
6. Category of use: ...................................................................................................

6.1. Tyre for use in severe snow conditions (Yes/No)\(^1\)

6.2. Traction tyre (Yes/No)\(^1\)

7. Sound level according to paragraphs 4.4. and 4.5. of Annex 3: ...................... dB(A) at reference speed of 70/80 km/h\(^1\)

...
Part 2 - Test data
...
4.3. Reference (test) inflation pressure\(^2\): ............................................................ kPa
...
5. Valid test results: ................................................................................................

<table>
<thead>
<tr>
<th>Run No.</th>
<th>Test speed km/h</th>
<th>Direction of run</th>
<th>Sound level left(^{1a}) measured dB(A)</th>
<th>Sound level right(^{1a}) measured dB(A)</th>
<th>Air temp. °C</th>
<th>Track temp. °C</th>
<th>Sound level left(^{1a}) temp. corrected(^b) dB(A)</th>
<th>Sound level right(^{1a}) temp. corrected(^b) dB(A)</th>
<th>Comments</th>
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</table>

\(^{1a}\) Relative to the vehicle.

\(^b\) Omit, if regression according to paragraph 4.3 of Annex 3 is made on the uncorrected rolling sound level values.

5.1. Regression line slope: ......................................................................................

5.2. Sound level after temperature correction according to paragraph 4.3. of Annex 3: .......................................................................................................................................... dB(A)"

8
Annex 3 - Appendix 1, add a new footnote 2:

“for C2 and C3 tyres, corresponding to the indication of the inflation pressure marked on the sidewall as required by paragraph 4.1. of this Regulation”

Annex 5, part A,

Paragraphs 1.4. and 1.5., delete:


1.5. ASTM F 2493-08, Standard Specification for a Radial Standard Reference Test Tire P225/60R16.”

Paragraph 2.4., amend to read:

“2.4. “Reference tyre(s) (R)” means a tyre or a tyre set that has the characteristics indicated in the ASTM F 2493-08 and referred to as the Standard Reference Test Tyres SRTT16.”

Paragraphs 2.12. and 2.13., delete:


Paragraph 3.2.2., amend to read:

“3.2.2. ASTM E 1136 Standard Reference Test Tyre method (b)

By derogation with paragraph 2.4., above this method uses the reference tyre that has the characteristics indicated in the ASTM E 1136-93 (Reapproved 2003) and referred to as Standard Reference Test Tyre SRTT14.

The average Perform at least six (6) valid measurements of the peak braking force coefficient ($\mu_{\text{peak,ave}}$) with the SRTT14 using the trailer towed by a vehicle or a tyre test vehicle test procedure as specified in clause 4.2., shall be $0.7 \pm 0.1$ (at 65 km/h and 180 kPa).

The average ($\mu_{\text{peak,ave}}$) of the measured peak braking force coefficients ($\mu_{\text{peak,mea}}$) of the SRTT14 shall be corrected for the wetted road surface effects of temperature as follows:

Peak braking force coefficient ($\mu_{\text{peak,corr}}$) = peak braking force coefficient (measured) + temperature correction

Temperature correction = 0.0035 ∙ (t − 20)

$\mu_{\text{peak,corr}} = \mu_{\text{peak,ave}} + 0.0035 \cdot (t - 20)$

where $t$ is the wetted road surface temperature in degrees Celsius.

The temperature corrected average peak braking force coefficient ($\mu_{\text{peak,corr}}$) shall be $0.7 \pm 0.1$.”

Paragraph 4.1.6.2., first sentence, amend to read:

“The AD coefficient of variation $CV_{AD}$ is calculated as follows:

(Standard deviation / Average) × 100

$CV_{AD} = 100\% \cdot \frac{\sigma_{AD}}{AD}$
where

\[ \sigma_{AD} = \sqrt{\frac{1}{N-1} \sum_{i=1}^{N} (AD_i - \overline{AD})^2} \]

denotes the corrected sample standard deviation and

\[ \overline{AD} \] the arithmetic mean of the Average Decelerations \((AD_i)\) of \(N\) test runs."

Paragraph 4.1.7.3., amend to read:

"4.1.7.3. Storage and preservation

It is necessary that all the tyres of a control tyre set have been stored in the same conditions. As soon as the control tyre set has been tested in comparison with the reference tyre, the specific storage conditions defined in ASTM E1136-93 (Reapproved 2003) E1136–17 shall be applied."

Paragraph 4.2.8.2., first sentence, amend to read:

"The \(\mu_{\text{peak}}\) coefficient of variation \(CV_{\mu}\) is calculated as follows:

\[ CV_{\mu} = 100\% \cdot \frac{\sigma_{\mu}}{\overline{\mu}_{\text{peak}}} \]

where

\[ \sigma_{\mu} = \sqrt{\frac{1}{N-1} \sum_{i=1}^{N} (\mu_{\text{peak},i} - \overline{\mu}_{\text{peak}})^2} \]

denotes the corrected sample standard deviation and

\[ \overline{\mu}_{\text{peak}} \] the arithmetic mean of the peak braking force coefficients \((\mu_{\text{peak},i})\) of \(N\) test runs."

Annex 5, part B,

Paragraph 1.1.1., amend to read:

"1.1.1. Standard Reference Test Tyre (SRTT) method

This method uses the Standard Reference Test Tyre SRTT14.

The average Perform at least six (6) valid measurements of the peak braking force coefficients \((\mu_{\text{peak,average}})\) of with the ASTM E1136-93 (reapproved 2003) reference tyre Standard Reference Test Tyre SRTT14 (Test method using the trailer or a special purpose tyre test evaluation vehicle test procedure as specified in clause 2.1) shall be 0.7 ± 0.1 (at 65 km/h and 180 kPa).

The average \((\mu_{\text{peak,ave}})\) of the measured peak braking force coefficients values shall be corrected for the effects of temperature as follows:

\[ \mu_{\text{peak,corr}} = \mu_{\text{peak,ave}} + 0.0035 \cdot (t - 20) \]

where \(t\) is the wetted track surface temperature in degrees Celsius.

The temperature corrected average peak braking force coefficient \((\mu_{\text{peak,corr}})\) shall be 0.7 ± 0.1."
The test shall be conducted using the lanes and length of the track to be used for the wet grip test.

For the trailer method, testing is run in such a way that braking occurs within 10 meters distance of where the surface was characterized.

**Paragraph 1.4.**, amend to read:

“1.4. In order to cover the range of the tyre sizes fitting the commercial vehicles, **three the Standard Reference Testing Tyres (SRTT) sizes** shall be used to measure the relative wet index:

(a) SRTT 315/70R22.5 LI=154/150, ASTM F2870
(b) SRTT 245/70R19.5 LI=136/134, ASTM F2871
(c) SRTT 225/75 R 16 C LI=116/114, ASTM F2872

The three standard reference testing tyre sizes shall be used to measure the relative wet index as shown in the following table:

<table>
<thead>
<tr>
<th>S&lt;sub&gt;Nominal&lt;/sub&gt;</th>
<th>For C3 tyres</th>
<th>For C2 tyres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrow family &lt; 285 mm</td>
<td>S&lt;sub&gt;Nominal&lt;/sub&gt; = Tyre nominal section width</td>
<td>S&lt;sub&gt;Nominal&lt;/sub&gt; ≥ 285 mm</td>
</tr>
<tr>
<td>SRTT 245/70R19.5 LI=136/134 SRTT19.5</td>
<td>SRTT 315/70R22.5 LI=154/150 SRTT22.5</td>
<td></td>
</tr>
<tr>
<td>SRTT 225/75 R 16 C LI=116/114 SRTT16C</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Paragraph 2.1.2.1.,** amend to read:

“… P<sub>r</sub> = Inflation pressure corresponding to the the indication of the inflation pressure marked on the sidewall as required by paragraph 4.1. of this Regulation. If P<sub>r</sub> is not marked on the sidewall refer to the specified pressure in applicable tyre standards manuals corresponding to maximum load capacity for single applications. …”

**Paragraph 2.1.2.12.,** amend to read:

“… Analogue signals should be filtered to remove noise. …”

**Paragraph 2.1.2.13.,** amend to read:

“… For the reference tyre:

If the coefficient of variation of the peak braking coefficient <i>CV<sub>µ</sub></i> of the reference tyre, which is calculated by the formula given in 4.2.8.2. of part (A) of this Annex, “standard deviation/average x 100” of the reference tyre is higher than five per cent, discard all data and repeat the test for this reference tyre.

For the candidate tyres:
The coefficients of variation $CV_\mu$ (standard deviation/average x 100) are calculated for all the candidate tyres according to the formula in 4.2.8.2. of part (A) of this Annex. If one coefficient of variation is greater than five per cent, discard the data for this candidate tyre and repeat the test. …”

**Paragraph 2.2.2.3., amend to read:**

“… $P_r =$ Inflation pressure corresponding to the indication of the inflation pressure marked on the sidewall as required by paragraph 4.1. of this Regulation. If $P_r$ is not marked on the sidewall refer to the specified pressure in applicable tyre standards manuals corresponding to maximum load capacity for single applications.

…

$P_r =$ Inflation pressure corresponding to the indication of the inflation pressure marked on the sidewall as required by paragraph 4.1. of this Regulation.

If $P_r$ is not marked on the sidewall refer to the specified pressure in applicable tyre standard manuals corresponding to maximum load capacity for single applications.

Check the tyre pressure just prior to testing at ambient temperature.”

**Paragraph 2.2.2.8.1., amend to read:**

“… All conditions are in conformity with paragraphs 2.2.1.2. to 2.2.2.5. above.”

**Annex 5 – Appendix, Example 1, amend to read:**

<table>
<thead>
<tr>
<th>No.</th>
<th>1</th>
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<th>3</th>
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<td>Service description</td>
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<tr>
<td>Reference (test) inflation pressure$^{(1)}$ (kPa)</td>
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<tr>
<td>Tyre identification</td>
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<tr>
<td>Wet Grip Index</td>
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<tr>
<td>Surface temp. (°C)</td>
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</tr>
</tbody>
</table>

$^{(1)}$ for C2 and C3 tyres, corresponding to the indication of the inflation pressure marked on the sidewall as required by paragraph 4.1. of this Regulation.”

**Annex 5 – Appendix, Example 2, amend to read:**

“…”
<table>
<thead>
<tr>
<th>No.</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brand name</td>
<td>Uniroyal</td>
<td>TYRE B</td>
<td>TYRE C</td>
<td>TYRE D</td>
<td>Uniroyal</td>
</tr>
<tr>
<td>Pattern/Trade description</td>
<td>ASTM F 2493 SRTT16</td>
<td>PATTERN B</td>
<td>PATTERN C</td>
<td>PATTERN D</td>
<td>ASTM F 2493 SRTT16</td>
</tr>
<tr>
<td>Size</td>
<td>P225/60R16</td>
<td>SIZE B</td>
<td>SIZE C</td>
<td>SIZE D</td>
<td>P225/60R16</td>
</tr>
<tr>
<td>Service description</td>
<td>97S</td>
<td>LI/SS</td>
<td>LI/SS</td>
<td>LI/SS</td>
<td>97S</td>
</tr>
<tr>
<td>Reference (test) inflation pressure(^{(1)}) (kPa)</td>
<td>XXXXXXXXX</td>
<td>YYYYYYYYY</td>
<td>ZZZZZZZZZ</td>
<td>NNNNNNNNN</td>
<td>XXXXXXXXX</td>
</tr>
<tr>
<td>Tyre identification</td>
<td>XXXXXXXXX</td>
<td>YYYYYYYYY</td>
<td>ZZZZZZZZZ</td>
<td>NNNNNNNNN</td>
<td>XXXXXXXXX</td>
</tr>
</tbody>
</table>

\(^{(1)}\) for C2 and C3 tyres, corresponding to the indication of the inflation pressure marked on the sidewall as required by paragraph 4.1. of this Regulation

Annex 6,

**Paragraph 2.2.**, amend to read:

>“2.2. Measuring rim (see Appendix 2)

> The tyre shall be mounted on a steel or light alloy measuring rim, as follows:

(a) For Class C1 tyres, the width of the rim shall be as defined in ISO 4000-1:2010,

(b) For Class C2 and C3 tyres, the width of the rim shall be as defined in ISO 4209 1:2001.

In cases where the width is not defined in the above mentioned ISO Standards, the rim width as defined by one of the standards organizations as specified in Appendix 4 may be used.”

**Paragraph 2.4.3.**, delete.

**Paragraph 3.1**, amend to read:

>“3.1. General

> The test consists of a measurement of rolling resistance in which the tyre is inflated to the required cold inflation pressure and the inflation pressure allowed to build up, i.e., "capped air-inflation."”

**Paragraph 3.2**, amend to read:

>“3.2. Test speeds

> The rolling resistance coefficient value shall be obtained at the appropriate drum speed specified in Table 1.”

**Table 1**, amend to read:

<table>
<thead>
<tr>
<th>Tyre Class</th>
<th>C1</th>
<th>C2 and C3</th>
<th>C3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Load index</td>
<td>All</td>
<td>LI ≤ 121</td>
<td>LI &gt; 121</td>
</tr>
<tr>
<td>Speed symbol</td>
<td>All</td>
<td>J (100 km/h) and lower or tyres not marked with speed symbol</td>
<td>K (110 km/h) and higher</td>
</tr>
</tbody>
</table>
Table 2, amend to read:

"Table 2

Test loads and inflation pressures

<table>
<thead>
<tr>
<th>Tyre Class</th>
<th>C1</th>
<th>C2, C3</th>
<th>C3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed Test speed (km/h)</td>
<td>80</td>
<td>80</td>
<td>60</td>
</tr>
</tbody>
</table>

Note: The inflation pressure shall be capped with the accuracy specified in paragraph 4. of Appendix 1 to this annex.

- For those passenger car tyres belonging to categories which are not shown in ISO 4000-1:2010, the inflation pressure shall be the inflation pressure recommended by the tyre manufacturer, corresponding to the maximum tyre load capacity, reduced by 30 kPa.
- As a percentage of single load, or 85 per cent of maximum load capacity for single application specified in applicable tyre standards manuals if not marked on tyres.
- Inflation pressure marked on sidewall, or if not marked on sidewall, as specified in applicable tyre standards manuals corresponding to maximum load capacity for single application.

Paragraph 4.6.2., amend to read:

"4.6.2. Deceleration method

The deceleration method follows the procedure below:

(a) Remove the tyre from the test surface while running at a speed greater than test speed;

(b) Record the deceleration of the test drum ΔΘ₀/Δt and that of the unloaded tyre ΔΘ₁₀/Δt or record the deceleration of the test drum j₀₀ and that of the unloaded tyre j₁₀ in exact or approximate form in accordance with paragraph 3.5. above."
The speed range for measurement includes the test speed and does not exceed 10 km/h above and 10 km/h below the test speed.”

**Paragraph 5.1.5., amend to read:**

“5.1.5. Deceleration method

Calculate the parasitic losses $F_{pl}$, in newton.

$$ F_{pl} = \frac{I_D}{R} \left( \frac{\Delta \omega_{D0}}{\Delta t_0} \right) + \frac{I_T}{R_T} \left( \frac{\Delta \omega_{T0}}{\Delta t_0} \right) $$

where: …

$\Delta \omega_{D0}$ is the test drum angular speed **increment, drum** without tyre, in radians per second,

$\Delta \omega_{T0}$ is the tyre angular speed **increment, unloaded tyre**, in radian per second. …”

**Paragraph 5.2.1., amend to read:**

“5.2.1. General

The rolling resistance $F_r$, expressed in newton, is calculated using the values obtained by testing the tyre to the conditions specified in this international standard-Regulation and by subtracting the appropriate parasitic losses $F_{pl}$, obtained according to paragraph 5.1. above.”

**Paragraph 6.4., amend to read:**

“6.4. Measurement result

Where $n$ measurements are greater than 1, if required by paragraph 4.6. above, the measurement result shall be the average of the $C_r$ values obtained for the $n$ measurements, after the corrections described in paragraphs 6.2. and 6.3. above have been made. Following this method, final $C_r$ results shall be expressed in N/kN and rounded to the first decimal place according to ISO 80000-1:2009, B.3, rule B.”

**Paragraph 6.5., amend to read:**

“6.5. Measurement Repeatability

6.5.1. The measurement repeatability $\sigma_m$ shall be estimated by measuring the rolling resistance coefficient $n$ times (where $n \geq 3$), on a single tyre using the test procedure as described in paragraph 4. of this Annex, as follows:

$$ \sigma_m = \sqrt{\frac{1}{n-1} \sum_{j=1}^{n} (C_{rj} - \bar{C}_r)^2} $$

where:

$C_{rj}$ ($C_{ri}$) denotes the rolling resistance coefficient measured in measurement $j$ ($i$)

$\bar{C}_r = \frac{1}{n} \sum_{j=1}^{n} C_{rj}$ denotes the arithmetic mean of the rolling resistance coefficients $C_{ri}$.  

15
6.5.2. The laboratory shall ensure that, based on a minimum of three measurements, the machine maintains the following values of the measurement repeatability \( \sigma_{\text{m}} \), as measured on a single tyre are maintained for the machine:

\[
\begin{align*}
\sigma_{\text{m}} &\leq 0.075 \text{ N/kN} \quad \text{for tyres of Classes C1 and C2} \\
\sigma_{\text{m}} &\leq 0.06 \text{ N/kN} \quad \text{for tyres of Class C3}
\end{align*}
\]

If the above requirement for the measurement repeatability \( \sigma_{\text{m}} \) is not met, the following formula shall be applied to determine the minimum number of measurements \( n \) (rounded to the immediate superior integer value) that are required by the machine to qualify for conformance with this Regulation.

\[
n = \left( \frac{\sigma_{\text{m}}}{x} \right)^2
\]

where:

\[
x = 0.075 \text{ N/kN} \quad \text{for tyres of Classes C1 and C2} \\
x = 0.06 \text{ N/kN} \quad \text{for tyres of Class C3}
\]

If a tyre needs to be measured several times, the tyre/wheel assembly shall be removed from the machine between the successive measurements.

If the removal/refitting operation duration is less than 10 minutes, the warm-up durations indicated in paragraph 4.3. above may be reduced to:

(a) 10 minutes for tyres of Class C1;
(b) 20 minutes for tyres of Class C2;
(c) 30 minutes for tyres of Class C3.”

Annex 6 - Appendix 1,

Paragraph 1, amend to read:

“1. Purpose
The limits specified in this annex are necessary, but may not be sufficient, in order to achieve suitable levels of repeatable test results, which can also be correlated among various test laboratories. These tolerances are not meant to represent a complete set of engineering specifications for test equipment; rather, they should serve as guidelines for achieving reliable test results.”

Paragraph 2.2, amend to read:

“2.2. Run-out
It is recommended that the run-out shall meets the following criteria:

(i) for C1 tyres, C2 tyres and for C3 tyres with LI \( \leq 121 \):
   (a) Maximum radial run-out: 0.5 mm,
   (b) Maximum lateral run-out: 0.5 mm;”
(ii) for C3 tyres with LI \( \geq 122 \):
   (a) Maximum radial run-out: 2.0 mm,
   (b) Maximum lateral run-out: 2.0 mm.”
Paragraph 3.1, amend to read:

“3.1. Load application

The direction of tyre loading application shall be kept normal to the test surface and shall pass through the wheel centre within

(a) 1 mrad for the force method and deceleration methods;
(b) 5 mrad for the torque, power and power deceleration methods.”

Paragraph 4.(a), amend to read:

“(a) Tyre loading:

(i) For C1 tyres, C2 tyres and for C3 tyres with LI ≤ 121: ±20 N or ±0.5 per cent, whichever is greater;
(ii) For C3 tyres with LI >121 ≥ 122: ±45 N or ±0.5 per cent, whichever is greater;”

Paragraph 5., amend to read:

“...”

<table>
<thead>
<tr>
<th>Parameter</th>
<th>C1 tyres, C2 tyres and C3 tyres with Load-index LI ≤ 121</th>
<th>C3 tyres with Load-index LI &gt;121 ≥ 122</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tyre load</td>
<td>±10 N or ±0.5 % (a)</td>
<td>±30 N or ±0.5 % (a)</td>
</tr>
</tbody>
</table>

...”

Paragraph 7., amend to read:

“7. Test surface roughness

The roughness, measured laterally, of the new smooth steel drum surface shall have a maximum centreline average height value of 6.3 μm. This value should be reconfirmed in case visible damage should occur. ...”

Annex 6 - Appendix 2, amend to read:

“Annex 6 - Appendix 2

—— Measuring rim width

1. Class C1 tyres

The measuring rim width \( R_m \) is equal to the product of the nominal section width \( S_N \) and the coefficient \( K_2 \):

\[ R_m = K_2 \times S_N \]

rounded to the nearest standardized rim, where \( K_2 \) is the rim/section width ratio coefficient. For tyres mounted on 5° drop-centre rims with a nominal diameter expressed by a two-figure code:

\( K_2 = 0.7 \) for nominal aspect ratios 95 to 75
\( K_2 = 0.75 \) for nominal aspect ratios 70 to 60
\( K_2 = 0.8 \) for nominal aspect ratios 55 and 50
\( K_2 = 0.85 \) for nominal aspect ratio 45
\[ K_2 = 0.9 \text{ for nominal aspect ratios 40 to 30} \]
\[ K_2 = 0.92 \text{ for nominal aspect ratios 20 and 25} \]

2. Class C2 and C3 tyres

The measuring rim width \( R_m \) is equal to the product of the nominal section width \( S_N \) and the coefficient \( K_2 \):

\[ R_m = K_2 \times S_N \text{ rounded to the nearest standardized rim width.} \]

Table 1: Coefficients for determining measuring rim width

<table>
<thead>
<tr>
<th>Tyre structure code</th>
<th>Type of rim</th>
<th>Nominal aspect ratio H/S</th>
<th>Measuring rim/section ratio ( K_2 )</th>
</tr>
</thead>
<tbody>
<tr>
<td>B, D, R</td>
<td>5º tapered</td>
<td>100 to 75</td>
<td>0.70</td>
</tr>
<tr>
<td></td>
<td></td>
<td>70 and 65</td>
<td>0.75</td>
</tr>
<tr>
<td></td>
<td></td>
<td>60</td>
<td>0.75</td>
</tr>
<tr>
<td></td>
<td></td>
<td>55</td>
<td>0.80</td>
</tr>
<tr>
<td></td>
<td></td>
<td>50</td>
<td>0.80</td>
</tr>
<tr>
<td></td>
<td></td>
<td>45</td>
<td>0.85</td>
</tr>
<tr>
<td></td>
<td>15º tapered (drop-centre)</td>
<td>90 to 65</td>
<td>0.75</td>
</tr>
<tr>
<td></td>
<td></td>
<td>60</td>
<td>0.80</td>
</tr>
<tr>
<td></td>
<td></td>
<td>55</td>
<td>0.80</td>
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<tr>
<td></td>
<td></td>
<td>50</td>
<td>0.80</td>
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<tr>
<td></td>
<td></td>
<td>45</td>
<td>0.85</td>
</tr>
<tr>
<td></td>
<td></td>
<td>40</td>
<td>0.85</td>
</tr>
</tbody>
</table>

Note: Other factors may be established for new tyre concepts (structures).

(omitted)"

Annex 6 - Appendix 3, amend to read:

"...
Part 1: Report
...
2. Name and address of applicant/manufacturer: .................................................................
...
4. Manufacturer and brand.Brand name and trade description: ..............................................
...
6. Category of use: ................................................................................................................

6.1. Tyre for use in severe snow conditions (Yes/No)?............................................................

Part 2: Test data
...
3.3. Reference (test) inflation pressure\(^{(1)}\): ................................................................. kPa"
Annex 6 - Appendix 3, add a footnote (1):

“(1) for C2 and C3 tyres, corresponding to the indication of the inflation pressure marked on the sidewall as required by paragraph 4.1. of this Regulation as indicated on the sidewall.”

Annex 7,

Paragraph 3.4.1.1., amend to read:

“3.4.1.1. For each tyre and each braking test, the arithmetic mean $\bar{a}$ and corrected sample standard deviation $\sigma_a$ of the mfdd shall be computed and reported.

The coefficient of variation $CV_a$ of a tyre braking test shall be computed as:

$$CV_a = 100\% \cdot \frac{\sigma_a}{\bar{a}}$$

with

$$\sigma_a = \sqrt{\frac{1}{N-1} \sum_{i=1}^{N} (a_i - \bar{a})^2}$$

$$CV(tyre) = \frac{Std.dev(tyre)}{Mean(tyre)} \%$$

Paragraph 3.4.1.2., amend to read:

“3.4.1.2 Weighted averages $wa_{SRTT}$ of two successive tests of the SRTT shall be computed taking into account the number of candidate tyres in between:

In the case of the order of testing R1 – T – R2, the weighted average of the SRTT to be used in the comparison of the performance of the candidate tyre shall be taken to be:

$$wa_{SRTT} = \frac{1}{2}(\bar{a}_{R1} + \bar{a}_{R2})$$

$wa_{(SRTT)} = (R_{1} + R_{2})/2$

Where:

$\bar{a}_{Rn}$ is the arithmetic mean of the mfdd for the n-th test of the SRTT.

$R_n$ is the mean fully developed deceleration for the first test of the SRTT and $R_2$ is the mean mfdd for the second test of the SRTT.

In the case of the order of testing R1 – T1 – T2 – R2, the weighted averages $wa_{SRTT}$ of the SRTT to be used in the comparison of the performance of the candidate tyre shall be taken to be:

$$wa_{SRTT} = \frac{2}{3}\bar{a}_{R1} + \frac{1}{3}\bar{a}_{R2}$$

$wa_{(SRTT)} = 2/3R_1 + 1/3R_2$ for comparison with the candidate tyre T1 and:

$$wa_{SRTT} = \frac{1}{3}\bar{a}_{R1} + \frac{2}{3}\bar{a}_{R2}$$

$wa_{(SRTT)} = 1/3R_1 + 2/3R_2$ for comparison with the candidate tyre T2.”
Paragraph 3.4.1.3., amend to read:

“3.4.1.3. The snow grip index (SG) in per cent of a candidate tyre Tn shall be computed as the quotient of the arithmetic mean $\bar{a}_{Tn}$ of the mfdd of the tyre Tn and the applicable weighted average $w\sigma_{SRTT}$ of the SRTT:

$$SG(Tn) = \frac{\bar{a}_{Tn}}{w\sigma_{SRTT}}$$

Snow Grip Index (candidate) $= \frac{\text{Mean (candidate)}}{\text{wa (SRTT)}}$”

Paragraph 3.4.2., amend to read:

“3.4.2. Statistical validations

The sets of repeats of measured or computed mfdd for each tyre should be examined for normality, drift, eventual outliers.

The consistency of the arithmetic means $\bar{a}$ and standard deviations corrected sample standard deviations $\sigma_a$ of successive braking tests of SRTT should be examined.

The means of two successive SRTT braking tests In addition and in order to take in account possible test evolution, the coefficient of validation $CVal_a(SRTT)$ is calculated on the basis of the average values of any two consecutive groups of the minimum 6 runs of the Standard Reference Test Tyre according to

$$CVal_a(SRTT) = 100\% \times \frac{\bar{a}_{R2} - \bar{a}_{R1}}{\bar{a}_{R1}}$$

The coefficient of validation $CVal_a(SRTT)$ shall not differ by more than 5 per cent.

The coefficient of variation $CV_a$, as defined in paragraph 3.1.1. of this annex, of any braking test shall be less than 6 per cent.

If those conditions are not met, tests shall be performed again after re-grooming the test course.”

Paragraph 4.1., amend to read:

“4.1. According to the definition of C3 tyres reported into paragraph 2.4.3. above, the additional classification for the purpose of this test method only applies:

(a) C3 Narrow (C3N), when the C3 tyre nominal section width is lower than 285 mm

(b) C3 Wide (C3W), when the C3 tyre nominal section width is greater or equal to 285 mm (omitted)”

Paragraph 4.2., amend to read:

“4.2. Methods for measuring snow grip index

Snow performance is based on a test method by which the average acceleration in an acceleration test, of a candidate tyre is compared to that of a standard reference tyre.

The relative performance shall be indicated by a snow grip index (SG).
When tested in accordance with the acceleration test in paragraph 4.7. below, the average acceleration of a candidate snow tyre shall be at least 1.25 compared to one of the two equivalent SRTTs: ASTM F 2870 Standard Reference Test Tyres SRTT19.5 and ASTM F 2871 SRTT22.5."

Paragraph 4.7., amend to read:

"4.7. Acceleration on snow test procedure for snow grip index of Class C3 Classes C3N and C3W."

Paragraph 4.7.5.4., amend to read:

"4.7.5.4. For every candidate tyre and the standard reference tyre, the acceleration test runs shall be repeated a minimum of 6 times and the coefficients of variation $CV_{AA}$ (standard deviation/average*100) calculated for minimum 6 valid runs on the distance shall be lower than or equal to 6 per cent. $CV_{AA}$ shall be calculated for minimum 6 valid runs according to

$$CV_{AA} = 100\% \cdot \frac{\sigma_{AA}}{\overline{AA}}$$

where

$$\sigma_{AA} = \sqrt{\frac{1}{N-1} \sum_{i=1}^{N} (AA_i - \overline{AA})^2}$$

denotes the corrected sample standard deviation and

$\overline{AA}$ the arithmetic mean of the Average Accelerations ($AA_i$) of $N$ test runs."

Paragraph 4.8.1., amend to read:

"4.8.1. Calculation of the average acceleration $AA$

Each time the measurement is repeated, the average acceleration $AA$ ($m \cdot s^{-2}$) ($m \cdot s^{-2}$) is calculated by

$$AA = \frac{S_f^2 - S_i^2}{2D}$$

Where $D$ (m) is the distance covered between the initial speed $S_i$ ($m \cdot s^{-1}$) ($m \cdot s^{-1}$) and the final speed $S_f$ ($m \cdot s^{-1}$)."

Paragraphs 4.8.2. and 4.8.3., amend to read:

"4.8.2. Validation of results

For the candidate tyres:

The coefficient of variation $CV_{AA}$ of the average acceleration is calculated according to the formula in 4.7.5.4. of this Annex for all the candidate tyres. If one coefficient of variation is greater than 6 per cent, discard the data for this candidate tyre and repeat the test.

$$\text{coefficient of variation} = \frac{\text{stdev}}{\text{average}} \times 100$$

For the reference tyre:

If the coefficient of variation $CV_{AA}$ of the average acceleration $AA$ calculated according to the formula in 4.7.5.4. of this Annex for each group of min 6 runs of the reference tyre is higher than 6 per cent, discard all data and repeat the test for all tyres (the candidate tyres and the reference tyre)."
In addition and in order to take into account possible test evolution, the coefficient of validation $CV_{AA}(SRTT)$ is calculated on the basis of the average values of any two consecutive groups of minimum 6 runs of the reference tyre according to

$$CV_{AA}(SRTT) = 100\% \times \frac{AA_2 - AA_1}{AA_1}$$

If the coefficient of validation is greater than 6 per cent, discard the data for all the candidate tyres and repeat the test.

### 4.8.3. Calculation of the "average AA" weighted averages

If $R_1$ is the average of the "AA" values in the first test of the reference tyre, $R_2$ is the average of the "AA" values in the second test of the reference tyre, the following operations are performed. Weighted averages $w_{AA}^{SRTT}$ of the average accelerations of two successive tests of the SRTT are calculated according to Table 1:

<table>
<thead>
<tr>
<th>If the number of sets of candidate tyres between two successive runs of the reference tyre is:</th>
<th>and the set of candidate tyres to be qualified is:</th>
<th>then $w_{AA}^{SRTT}$ is calculated by applying the following:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$R - T_1 - R$</td>
<td>$T_1$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$w_{AA}^{SRTT} = \frac{1}{2}(AA_{R1} + AA_{R2})$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$Ra = \frac{1}{2}(R_1 + R_2)$</td>
</tr>
<tr>
<td>2</td>
<td>$R - T_1 - T_2 - R$</td>
<td>$T_1$ $T_2$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$w_{AA}^{SRTT} = \frac{2}{3}AA_{R1} + \frac{1}{3}AA_{R2}$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$Ra = \frac{2}{3}R_1 + \frac{1}{3}R_2$</td>
</tr>
<tr>
<td>3</td>
<td>$R - T_1 - T_2 - T_3 - R$</td>
<td>$T_1$ $T_2$ $T_3$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$w_{AA}^{SRTT} = \frac{3}{4}AA_{R1} + \frac{1}{4}AA_{R2}$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$Ra = \frac{3}{4}R_1 + \frac{1}{4}R_2$</td>
</tr>
</tbody>
</table>

where $\overline{AA}_{Rn}$ is the arithmetic mean of the average accelerations in the $n$-th test of the Standard Reference Test Tyre "T" ($a = 1, 2, \ldots$) is the average of the "AA" values for a test of a candidate tyre.”

Paragraph 4.8.4., delete.

Paragraph 4.8.5., renumber as 4.8.4. and amend to read:
4.8.4. Calculation of the relative snow grip index of the tyre

The snow grip index represents the relative performance of the candidate tyre compared to the reference tyre.

\[ SG(T_n) = \frac{\bar{AA}_{T_n}}{w_{SRTT}} \]

where \( \bar{AA}_{T_n} \) is the arithmetic mean of the average accelerations of the \( n \)-th candidate tyre

\[ Snow\ Grip\ Index = \frac{AFC(T)}{AFC(R)} \]

Paragraph 4.8.6., renumber as 4.8.5.

Annex 7 - Appendix 2, amend to read:

“…

Part 1 - Report

…

2. Name and address of applicant manufacturer: .................................................................

…

4. Manufacturer and brand name or brand trade description: ...........................................

…

7. Snow grip index relative to SRTT according to paragraph 6.4.1.1.

…

Part 2 - Test data

…

4. Test tyre details and data: ................................................................................................

4.1. Tyre size designation and service description: ............................................................

4.2. Tyre brand and trade description: ................................................................................

4.3. Test tyre data:

<table>
<thead>
<tr>
<th></th>
<th>SRTT (1st test)</th>
<th>Candidate 1</th>
<th>Candidate 2</th>
<th>SRTT (2nd test)</th>
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</thead>
<tbody>
<tr>
<td>Brand name</td>
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<tr>
<td>Trade description/</td>
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<tr>
<td>commercial name</td>
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<tr>
<td>Tyre dimensions size</td>
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<tr>
<td>designation</td>
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<tr>
<td>Service description</td>
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<tr>
<td>Test rim width code</td>
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<tr>
<td>Reference (test)</td>
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<tr>
<td>inflation pressure(^*(kPa))</td>
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<tr>
<td>Tyre loads F/R (kg)</td>
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</tr>
<tr>
<td>Run number</td>
<td>Specification</td>
<td>SRTT (1st test)</td>
<td>Candidate 1</td>
<td>Candidate 2</td>
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</table>

Mean

<table>
<thead>
<tr>
<th>Std-Standard deviation</th>
<th>$CV_a \leq 6%$</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Coefficient of Validation SRTT</th>
<th>$(SRTT) &lt; 5% CVa(SRTT) \leq 5%$</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>SRTT weighted average</th>
<th></th>
</tr>
</thead>
</table>

| Snow grip index | 100.1.00          |

---

**Annex 7 - Appendix 2**, add a footnote (1) and (2) and renumber the former footnote (1) to (3):

(1) for C2 tyres, corresponding to the indication of the inflation pressure marked on the sidewall as required by paragraph 4.1. of this Regulation

(2) for C2 tyres, refer to single load

(3) Strike out what does not apply.”

**Annex 7 - Appendix 3**, amend to read:

…”

Part 1 - Report

…”
2. Name and address of applicant/manufacturer: .................................................. 

4. Manufacturer and brand/Brand name/trade description: ....................................

Part 2 - Test data

4. Test tyre details and data: ...................................................................................

4.1. Tyre size designation and service description: ..............................................

4.2. Tyre brand and trade description: .................................................................

4.3. Test tyre data:

<table>
<thead>
<tr>
<th></th>
<th>SRTT (1st test)</th>
<th>Candidate 1</th>
<th>Candidate 2</th>
<th>Candidate 3</th>
<th>SRTT (2nd test)</th>
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<tbody>
<tr>
<td>Brand name</td>
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<td>Trade description/</td>
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<td>commercial name</td>
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<td>Tyre dimensions size</td>
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<td>Service description</td>
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<td>Test rim width code</td>
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<tr>
<td>Reference (test)</td>
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<tr>
<td>inflation pressure(^{10}) (kPa)</td>
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<tr>
<td>Tyre loads F/R (kg)</td>
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<tr>
<td>Tyre loads Load index</td>
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<tr>
<td>F/R (per cent % of load associated to LI(^{3}))</td>
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<tr>
<td>Tyre pressure F/R (kPa)</td>
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</table>

5. Test results: average accelerations (m/s\(^2\))

<table>
<thead>
<tr>
<th>Run number</th>
<th>Specification</th>
<th>SRTT (1st test)</th>
<th>Candidate 1</th>
<th>Candidate 2</th>
<th>Candidate 3</th>
<th>SRTT (2nd test)</th>
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II. Justification

1. The amendments to the Standard Reference Test Tyre (SRTT) denominations are needed to align this UN Regulation with the latest approved versions of such standard specifications, because it is practically impossible to procure an earlier version (as it is not produced anymore). Keeping the year reference ensures that the UN Regulation keeps control of the version/performances.

2. The amendments to paragraph 6.4.1.1. and to Annex 7 are proposed to remove the discrimination between the two Class C3 tyres that may create some problems of fitment with specific vehicles, given the fact that in any case coefficients and performances are equivalent for the purpose of this UN Regulation.

3. The amendments to Table 1 of Annex 6 are proposed to make clearer that there are no C3 tyres in the scope of this UN Regulation "not marked with speed symbol".

4. It is proposed to align Annex 6 with the most recent amendments made to standard ISO 28580 (published as ISO 28580:2018) with the aim to clarify the procedure further, e.g. by using more appropriate language and expressions.

5. In the current version of UN Regulation No. 117, the term "standard deviation" is used on several occasions without being defined properly. When looking up "standard deviation"
in a dictionary one finds several differing definitions for the calculation of this property. This may bear the possibility that the standard deviation is calculated not according to the generally accepted formula for estimating the standard deviation of a distribution based on a limited number of samples and lead to a situation where tests get accepted that should not be accepted using the generally accepted formula. Therefore, it is proposed to introduce the appropriate definitions for the standard deviation where applicable.

6. The amendments to Appendix 1 of Annex 3, to paragraphs 2.1.2.1 and 2.2.2.3 of Annex 5, part B, to Examples 1 and 2 of the Appendix to Annex 5 and to Table 2 of Annex 6 are proposed to make clearer that, in case of C2 and C3 tyres, the “Reference (test) pressure” and the value “Pr” correspond to the indication of the inflation pressure which is always marked on the sidewall as required by paragraph 4.1. of this Regulation.

7. The term 'reproducibility' changed to 'repeatability', because the definition refers to test repeatability. Text is aligned to ISO 5725.

8. Test report forms are revised to reflect changes introduced by supplement 9 and better specification to items to be reported.

9. According to the provisions of Article 1, paragraph 2 (e) and paragraph 4 and of Article 12 of the 1958 Agreement, it is proposed to include the date on which the new proposed supplement of UN Regulation No. 117 will apply. The proposal allows to address the gap between the effective date of entry into force and the date of notification of the adoption of the supplement to the Contracting Parties, period of time during which the type approval cannot be granted against the newly supplement in force. Furthermore, such transitional provisions are particularly needed as this proposal includes a revision of the application and test report forms, which requires some lead time for the tireindustry to adapt.

10. The current description of the evaluation of the rolling sound emission test is not entirely conclusive (the form of the test report does not correspond to the description in the Annex 3). Furthermore, even for the case when the surface temperature does not change by more than 5 °C, many Technical Services use the procedure prescribed in case of higher surface temperature changes and correct the results of the individual test runs before aligning to the reference speed. Therefore, it is proposed to change the description of the evaluation of the rolling sound emission test so that it is in line with the sample test form and reflects the currently widely adopted practice, while allowing for the reverse order of evaluation steps in case the surface temperature does not change by more than 5 °C.

11. The figure in Annex 2, Appendix 2 was unintentionally changed during one of the previous amendments of UN Regulation No. 117. It is proposed to restore the figure in its original form.

12. References to certain paragraphs need to be updated due to renumbering in the Regulation.