WGWT-20-05

20th session of the GRBP Informal Working Group

on Wet Grip on Worn Tyres (WGWT), April 22nd 2021

**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Noise and Tyres (GRBP)

Working Group on Wet Grip on Worn Tyres (WGWT), April 22th 2021

**Draft Minutes of the 20th session of the Informal Working Group WGWT**

**April 22nd (9:00- 11:00 CET) Webconference**

 [TEAMS LINK](https://teams.microsoft.com/l/meetup-join/19%3Ameeting_YTlkZDRmN2UtZjg5Zi00Mjk4LTg3ZTEtZjEyMDBkMWQ3M2E3%40thread.v2/0?context=%7b%22Tid%22%3a%220a059498-0e48-4cd6-9486-261f37097265%22%2c%22Oid%22%3a%2221e25fba-81b4-4675-a848-ff8815f99969%22%7d)

|  |  |  |
| --- | --- | --- |
|  |  | Working Documents |
|  | **Welcome and opening remarks**  |  |
| 1. T
 | **Introduction of participants and organizations**Attendance list: WT-20-04 |  |
|  | **Adoption of the agenda and the minutes of previous meeting**Previous meeting minutes were adopted.Agenda was adopted with the addition of document WT-20-02 under agenda item 7. | WT-20-01 |
|  | **Objective of the meeting*** Status workplan
* Open Action items
* C2 and C3
* Status report drafting team
 |  |
|  | **Workplan** * **Workplan status for tyre delivery and test centers:**

**Document WT-20-03** is the IWG updated workplan status 22 April.The workplan completion (52%) sticks to the planning but the IWG was reminded on the constraint of the planning and the need to start the post-processing beginning May.The IWG insisted on the fact the analytical plan need to have 4 repetitions.IWG WGWT discussed on the **post processing activity**:IWG agreed to create a IWG subgroup working on post processing of the workplan data.Experts:* UTAC
* ETRTO
* ITMA
* CATARC
* JATMA
* JASIC

Kick-off meeting: **6 May (9:30 – 10:30)** **Action item WT-20-01**ETRTO will organise the kick-off meeting of postprocessing group.* **Tread depth measurements**

**Action item WT-12-02**IWG WG WT will assess the ASTM F421 tread depth measurement method, and whether this method is providing sufficient guidance for measuring narrow grooves.ETRTO and UTAC need more time for the assessment of F421.JATMA requested to avoid that ASTM F421 would be the only reference for tread depth measurement.F421 considers only contact measuring methods. IWG proposed to consider whether non-contact measuring methods could also be used.**Action item WT-14-03**IWG to check the ASTM F421 to reflect which prescription to be used in the final proposal and which integration could be possibly added (example non-contact measuring methods).Action items are still open, but topic is addressed in WTDG that is working on a proposal.* **Buffing reports**

**Action item WT-18-3**Buffing centers will provide their buffing results and send it to JATMA (kitagawa@jatma.or.jp) before IWG WGWT 19th session.JATMA will present the results during IWG WGWT 19th session.Not discussed during the meeting* **Roughness measurements**

ETRTO informed IWG WGWT about the ETRTO interpretation of the roughness measurement: ETRTO interpretation of the buffing procedure *‘3.10 lateral position: position along the tyre width’* is about the position of the measurement, and not the measurement direction.JATMA proposed to review and clarify the wording of 3.10 when drafting the buffing procedure in R117.**Summary of IWG agreements:*** **IWG agreed to use the updated file WT-15-08 for data collection.**
	+ The mean tread depth is the average of the tread depth in the 4 grooves located in the 75% central zone of the tread.
	+ For the Worn SRTT mean tread depth, the initial tread depth is that provided by the buffing center for the 1st block. New tread depth measurements to be performed for the additional blocks

Document WT-15-08 v1 is the updated version including the above comments* **IWG agreed to keep the Tyre Mean Tread Depth in the data collection table**
* **IWG agreed with the proposal of test data sharing as per IWG-15-04v1**
	+ All the set of data is needed for the post processing so ETRTO recommend not to share the data before the end of the testing (complete set of data). It was agreed by the IWG.
* **IWG agreed with the guidelines as presented in document WT-15-05v2**
* **IWG agreed with the buffing report storage proposal as proposed by document WT-16-04**
* **IWG agreed that the buffing procedure shall reflect in the report the direction (lateral or circumferential) of scanning that was used for roughness measurement and to be detailed in the drafting.**
* **IWG agreed with the tread depth measurement template as per document WT-16-03 rev3**
* **IWG agreed to further investigate MTD evolution effect when the full dataset will be available.**
 | WT-20-03 |
|  | **Definition of worn tyre****Ageing****Action item WT-03-03**Tyre industry will investigate whether publications are available on the average mileage/tyre, or if a different way to estimate the average mileage of tyres is existing.Action item is still open. |  |
|  | **C2 and C3**- Need to consider the specificities of Nordic winter tyres (Ice tyres).- Buffing procedure for C2 and C3 tyres to be drafted.- To consider ISO15222 (C3 narrow and C3 wide)**Action item WT-19-1**IWG will review the proposal and provide comments, if any, by 31 March to the IWG Co-chairs and secretary.Comments received from IWG participants as per document WT-20-02:Germany: The approach presented with document WT-19-02 basically seems feasible.Following items should be analysed in deeper detail:* The Wet grip performance of new C2 and C3 tyres is representative of the wet grip performance in worn state: this to be validated **on lower limit friction levels** of the wetted tracks and **higher limit water depth level**, as well.
* The findings as presented should be validated for **low budget tyres,** as well (similar to set-up of test campaign C1), in order to maintain conclusions, representative for the market portfolio.
* Similarly to the specificities of Nordic winter tyres (Ice tyres) also characteristics of 3PMSF marked tyres should be considered.

Further it would be interesting to see the behaviour of SRTT C2 and SRTT C3-Narrow/-Wide in new and buffed condition in more detail.**Action item WT-20-02**ETRTO will study the raised questions from Germany and investigate whether some information or data can be found to respond to Germany questions.European CommissionThe concept proposed will be considered in the EC study on Wet grip on worn tyres.France:Support the concept proposal. In case of WTWG limits for C2 and C3, we have to ensure that compliance at new state is not necessarily compliance at worn state (correlated values). ITMAWe support the ETRTO concept.JAPANJapan asks IWG to discuss justification from the technical perspective for introducing worn tyres requirements for C2/C3 to R117. Once IWG would endorse the need for requirements based on technical perspectives, Japan does not oppose proceeding with the ETRTO proposal.European Commission explained the background of the request to consider requirements for wet grip in worn state for C2 and C3 tyres: The main rationale from European Commission is to follow the legal obligation received from EU co-legislators to consider requirements for C1, C2 and C3 tyres.**Action item WT-20-02**EC will provide the technical rationale to consider worn tyre requirements for C2 and C3 tyres.Proposal was made in the IWG to consider that 2 activities can be performed in parallel in the IWG:1. To prepare technical rationale why requirements for wet grip in worn state for C2 and C3 tyres are needed.
2. To continue to work on the C2 and C3 concept proposal as soon as possible (as timeline for submission of UN R117 amendment is quite short for delivering the working document proposal to GRBP 76th session, in line with the EU legislation schedule).

**Action item WT-20-03**JASIC will check internally whether the proposal of having the 2 activities in parallel is acceptable. Feedback expected by next meeting.**Action item WT-19-2**In case of endorsement of the proposal, IWG will investigate whether the EC study could participate in the testing of C2 tyres, and IWG also suggested that the EC study consultant to participate to the IWG WGWT activities.Action item is still open. | WT-20-02 |
|  | **Status Worn Tyre Drafting Group**The IWGWGWT Secretary informed on the status of the drafting group:Amendment proposal on the main text is prepared.A new annex 9 to R117 is drafted to describe the test methodology for Wet grip on tyres in Worn state (C1).For this annex 9, good progress is made, and a list of open items still need to be addressed.2 additional WTDG meetings are foreseen before mid of MayTarget is to present the amendment proposal during next IWGWGWT meeting. |  |
|  | Next meeting(s)* ***Official sessions of IWG WGWT:***
* **21st Meeting:**  21 May (9:00 – 12:00)
* **22nd Meeting:** 15 June (9:00 – 12:00)
* ***UN R117 Drafting session:***
* **5th session:** 27 April 9:00 – 11:00 CET
* **6th session:** 18 May 9:00 – 11:00 CET
 |  |
|  | Adjourn Meeting ended at 11:00 |  |

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

All documents of this IWG WT are/will be available via the UNECE website:

[IWG Worn Tyres Session 20 - Transport - Vehicle Regulations - UNECE Wiki](https://wiki.unece.org/display/trans/IWG%2BWorn%2BTyres%2BSession%2B20)