WGWT-33-06

33rd session of the GRBP Informal Working Group

on Wet Grip on Worn Tyres (WGWT), January 19th 2022

**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), January 19th 2022

**Draft minutes of the 33rd session of the Informal Working Group WGWT**

**January 19th (9:00 – 12:00 CET) 2022 Webconference**

[TEAMS LINK](https://teams.microsoft.com/l/meetup-join/19%3ameeting_NmFjNjEzNTAtZmU1YS00ZjgyLTkyMTEtYWUwYTQyOWVlMDQ1%40thread.v2/0?context=%7b%22Tid%22%3a%220a059498-0e48-4cd6-9486-261f37097265%22%2c%22Oid%22%3a%2286ffda28-54bf-46cb-8307-ac4eaeeea850%22%7d)

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|  |  | Working Documents |
|  | **Welcome and opening remarks** |  |
| 1. T | **Introduction of participants**  Attendance list as per WT-33-05 |  |
|  | **Adoption of the agenda and the minutes of previous meeting**  Agenda was adopted  Previous meeting minutes (v1) were adopted | WT-32-07  WT-32-07v1  WT-33-01 |
|  | **Objective of the meeting**   * **Threshold definition C1 scenario’s** * **Additional test campaign timeline** * **Mould SRTT workplan** |  |
|  | **WTPP Status report**  During its meeting of 13 January, WTPP has started considering the assessment request received from IWG WGWT.  Once finalized, IWG WGWT will be informed accordingly. |  |
|  | **C1 threshold definition: scenario’s**  **Action item WT-32-01**  WTPP will consider the France requests:   * To assess the order of magnitude of the market share of the identified C1 clusters (Ultra High Performance, Legal race and All terrain). * To estimate the ‘elimination’ ratio based on the threshold proposal. * To reflect on the need to round the threshold level at 2 decimals (as there is only 1 decimal for WGI in new state   **IWG WGWT agreed to proceed as following to secure the delivery of a GRBP informal Document to GRBP 75th session**:  **Step 1**   * Follow the suggestion of EC to not consider the clusters in the proposal to R117.03, and to adapt/lower the proposed threshold values that will cover the whole existing tyre segment (where new cluster need to be added later on)**🡪 GRBP 75th session** (R117.03).   **Action item WT-32-02**  ETRTO will prepare a proposal by 33rd session.   * Proposal will be reviewed by the IWG on 19 January.   **Step 2**   * To work on the cluster definition and influence on other regulation (especially R30 if any) + threshold proposal for R117.04. * To consider the threshold proposal as in document WT-32-04 (slide 4) as baseline for step 2 threshold limits. * To deliver the proposal **🡪 GRBP 76th session**   ETRTO and JASIC presented their threshold proposals with the documents WT-33-02 and WT-33-04.  The IWG agreed on the 2 step approach (R117.03 🡪 GRBP 75th and R117.04 🡪 76th session) and on the threshold target for step 2.  The IWG discussed on the threshold proposal for step 1, where 2 positions were discussed within the IWG:   1. EC: Need to consider for R117.03 the final target threshold for Normal tyres (0,88) and announce to GRBP that the clusters of UHP and Legal race are still under assessment. Based on data and facts, it will be acceptable for EC to precise potentially lower limits for those clusters in R117.04.   EC explained the rationale of this approach that the threshold shall reflect the highest part of the Normal tyres (95%). As a compromised proposal, EC agreed to consider the snow tyre segment as proposed by ETRTO by considering at a starting point the 0.80 threshold.  GRBP need to see that the threshold proposal is an ambitious proposal.  ETRTO provided its concern to have no certainty that GRBP would accept to reconsider threshold allowances when defining the clusters.   1. ETRTO: as presented in WT-33-02 the approach considering starting in step 1 with a lower threshold for all Normal tyres (0.80), and in step 2 to increase the threshold to 0,88 for Normal tyres and specific threshold for the defined clusters.   ETRTO expressed that this approach is reflecting the initial EC proposal and in ETRTO opinion the most adequate way to address the proposal to GRBP.  EC expressed their concern that for a small part of tyres still to be defined (UHP and Legal race) the complete segment shall not consider the 0.80 threshold.  France emphasised the EC proposal.  France and EC received well the ETRTO concern when following the EC proposal, but informed ETRTO that this approach is happening several times at UNECE level. EC emphasized that they can provide a written statement expressing that EC can agree to consider to lower thresholds for the not yet defined clusters.  Japan: neutral position but propose to record the situation in the IWG WGWT status report to GRBP.  Germany: Ok with both approaches, as long it is based on measurement results  China: agrees with the step 1 thresholds (Normal at 0.80?) and needs more time to assess step 2 thresholds  Spain: support both approaches.  France: proposed on either create a line with UHP/legal race leaving the interpretation to the TAA/TS  JASIC provided a summary of the 2 options under discussion as per document WT-33-08  No consensus was found during the 33rd IWG WGWT meeting, and the group proposed to proceed as following.  **Action item WT-33-01**  The chair will contact UNECE secretariat to ask for advice to respond to the concern of ETRTO. | WT-33-02  WT-33-04 |
|  | **Status Mould SRTT**  **Action item WT-32-03**  ETRTO will review internally the JASIC timeline suggestion and will come back by next meeting.  IWG reviewed the documents WT-33-03 (ETRTO) and WT-33-04 (JASIC)  The conclusion is that the additional test schedule will start in 2023 for delivering a GRBP Working Document in January 2024, and that the timeline proposed by document WT-32-05 can be considered. | WT-33-03 |
|  | **C2 and C3**  Germany provided more clarification about their request (see above):   * More inside data from the already provided results on C2 and C3. * More data to confirm the assumptions and preliminary results presented to GRBP and IWG WGWT. * To check that the test sample is representative of the market.   ETRTO aimed to inform IWG WGWT by end of 2021 on the possible deliverables on requested information for C2 and C3. The purpose would be for the WGWT to present the C2-C3 approval concept at Feb. 22 GRBP.  IWG WGWT didn’t discuss this during the meeting but reminded the urgency to also work on C2 and C3 as the deadline is consideration of a working document in GRBP September 2022, and that the IWG was aiming to inform GRBP in February 2022.  EC informed the IWG having commissioned a study on C2 and C3, and that they have received the interim report, under validation.  EC will potentially provide the feedback of the study to the IWG end of January.  IWG target is to present a GRBP informal document based on EC study provisional/preliminary study results. | WT-20-02 |
|  | Next meeting(s)   |  |  |  |  | | --- | --- | --- | --- | | TIMELINE | IWGWGWT | WTPP | Drafting group | | 25th January (9:00 -11:00) |  |  | Drafting informal  document | | 26th January (9:00 -11:00) |  | 17th session |  | | 27th January (9:00 – 12:00) | 34th session Finalization Informal Document (+potentially C2 and C3) |  |  | | 3 February (9:00 – 12:00) | 35th session: placeholder before GRBP |  |  | |  |
|  | Adjourn |  |

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All documents of this IWG WT are/will be available via the UNECE website: [IWG Worn Tyres Session 33 - Transport - Vehicle Regulations - UNECE Wiki](https://wiki.unece.org/display/trans/IWG+Worn+Tyres+Session+33)