

JASIC's position on track friction properties

GRBP IWG WGWT

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JAPAN AUTOMOBILE STANDARDS INTERNATIONALIZATION CENTER

ETRTO and JASIC had two meetings (31st/Jan and 2nd/Feb) after 35th IWG WGWT (27th/Jan) to reach consensus on track friction properties.

ETRTO's original proposal:

- Validation of test results (during each test) using track friction range by SRTTworn.

JASIC's position:

- ETRTO's proposal is not appropriate, because track validation (general test conditions) requires use of SRTTnew (Annex 5 Part A paragraph 3.).

ETRTO responded to JASIC and revised the proposal:

- As for track validation, remove the reference to Annex 5, then define the use SRTTworn for both of:
 - track validation (general test conditions)
 - validation of test results (during each test)

JASIC understood ETRTO's revised proposal as follows:

- For wet grip testing at worn state, track validation shall be done by SRTTworn only (not by SRTTnew).
- Therefore ETRTO revised their proposal to use of SRTTworn for track validation (general test conditions) instead of Annex 5 (A).

And ETRTO has also agreed to re-consider the friction ranges by using the results of test campaigns for improvement of test precision, at the timing of:

- Introduction of Molded SRTTworn (Sep/2022 GRBP*)
- Improvement of test precision based on additional assessment which will be done in 2023 (Jan/2024 GRBP*)

* Submission timing of Working document to GRBP

If IWG WGWT also agree to include this activity in two test campaigns as mentioned above, JASIC will accept ETRTO's revised proposals.