TA-09-07

(9th session of the GRBP/GRPE Task Force on Tyre Abrasion (TFTA), February 10th, 2023)

**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

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

Working Party on Noise (GRBP) **/** Working Party on Pollution and Energy (GRPE)

Task Force on Tyre Abrasion (TFTA), February 10th, 2023

**Draft minutes of the 9th session of the Task Force on Tyre Abrasion TFTA**

**February 10th (13:00 – 16:00 CET)**

**Geneva rooms H-207 and H-208 in Building H**

[TEAMS link](https://urldefense.proofpoint.com/v2/url?u=https-3A__teams.microsoft.com_l_meetup-2Djoin_19-253ameeting-5FYzIwNWI4ZmQtMDY2ZC00ZDRlLTk0ZjAtYWQ1Yjc1ZTk3YTI5-2540thread.v2_0-3Fcontext-3D-257b-2522Tid-2522-253a-25220f9e35db-2D544f-2D4f60-2Dbdcc-2D5ea416e6dc70-2522-252c-2522Oid-2522-253a-252265aedaec-2De4a6-2D45e4-2D96c4-2Dadb2788ceca8-2522-257d&d=DwMFAw&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=9-AzEknRe_Uc3VjoXTlpmQ&m=uYo0FtoP6fizJBjTGRKzdhbfSl2HyyhthyTApIigHqQ&s=aIaj0aEAi8NGd4XHB1sOd1WUR1daYoekGw2z8R9iWuI&e=)

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|  | **Time** | **Issue** | **Working Documents** |
|  |  | Welcome  The chairs welcomed the participants to the 9th session.  Attendance  The TFTA 9th session attendance is listed in TA-09-04  Approval of last meeting minutes (30 and 31 January 2023)  Meeting minutes were adopted, with the need to add the EU market share of the 3 selected tyre sizes.  Adoption of the agenda  The agenda was adopted: | TA-08-07  TA-09-01  TA-09-04 |

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|  |  | **Update on open road vehicle and indoor drum test method descriptions**   1. **Open road vehicle test method** 2. **Indoor Drum test method**   No updates were provided on the 2 test method descriptions.  **Action item TA-08-01**  The TFTA requested ETRTO and JASIC to draft the descriptions for respectively the open road test method and indoor drum test method in a word document that each test center can easily consult for performing the test.  This test method description should be prepared and agreed on before the test campaign starts.  ETRTO informed that in their opinion, the test method description as in TA-09-02 is almost complete. The data treatment part still has to be developed and it is critical to reproduce and assess the method. The question of the software to be used was raised. Matlab is not free but it has proven good. In any case the TFTA will review the post processing method (code to be shared by ETRTO and agreed with the TFTA experts).  ETRTO informed TFTA being working on the test method description as requested in a ‘protocol’ format, with the aim to deliver in two weeks time.  EC proposed to create a small group to read the first draft. The EC and France proposed to be part of this group. The current version of the test method description will be sent to them after the meeting for a first exchange to take place the week of February 13th.  JASIC informed having no new updates on the test method description since the 7th session. They agreed to comply with the same calendar as the one proposed for the on-the-road method. A first draft should be ready in two weeks time.  The chairs insisted on the need to have clear test method description in protocol format to avoid any misinterpretation of the test process for the test centers.  In order not to lose time and to take advantage of the low temperatures it was agreed that the tests should start as soon as possible. The description of the test method will be updated in parallel each time a missing information is identified.  By then, the following documents could be used as interim method description:   * TA-09-08 (updated cross matrix+q&a) – all methods * TA-09-02 – on road * TA-08-09 and TA-08-10 – indoor   Action item TA-08-02  JASIC is requested to respond to question 123 in document TA-08-04.  JASIC responded on the question 123 with document TA-08-10  Action item can be closed.  Cross matrix and Q&A document was then updated and finalized as per TA-09-08   1. **Vehicle load normalization: Any questions?**   The subject was presented by ETRTO in the 7th session as per TA-07-07.  EC explained that abrasion was to reflect the damage to the environment and had therefore to be expressed in mg/km..  OICA commented that the tyre abrasion should be independent on the vehicle in order to have a clear picture. For this introducing vehicle normalization makes sense.  ETRTO informed TFTA that the aim of the vehicle load normalization is to reduce the vehicle impact for a component regulation.  ETRTO informed that Load normalization:   * Reduces the uncertainty of test method due to different vehicle loads * Targets the tyre design and not the tyre size   ETRTO commented that a threshold on “absolute abrasion” would not incentivize the improvement of small tyres (majority of the market), while will unfairly penalize the biggest sizes (needed to support the heavier low emission cars: EV, BEV…)  A threshold on “normalized abrasion” incentivizes the improvement of all tyre sizes, with more environmental benefits  The EC stated that Euro 7 has limits in g/1000km as the absolute emissions are of interest in the regulation. Besides, the objective of a regulation on tyre abrasion would be to reduce the tyres’ environmental impact. Therefore, the absolute tyre abrasion is of interest. The question of how different sizes of tyres can be considered will be addressed at the next AGVES meeting. For the testing campaign the metric is not critical.  JASIC expressed that tyre abrasion was dependent on tyre load, rather than vehicle mass, and that will have to be considered.  ETRTO explained that the load normalization could indeed be independent of the tyre-fitted vehicle via a load index normalization.  TFTA agreed that this subject shall be further discussed after the test campaign when more data will be available. It should not impact the starting date of the test campaign. | TA-07-07  TA-08-10  TA-09-02  TA-09-08 |
|  |  | **TF TA workplan 2023 and Gantt**   1. **Tyre selection list**   Action item TA-07-01  EC informed their need to review the tyre list with JRC. EC will provide their comments, if any, by 14 December at latest.  EC will get back to ETRTO as soon as possible and by 3 February at the latest.  Action item is closed, as EC provided a positive answer.  It appears however that one tyre is still missing. No “special use tyre” with low abrasion could be selected so far 🡪 new proposal for this tyre to be confirmed.   1. **Status workplan participation**   **Action item TA-08-03**  Test centers that still have to confirm their participation are requested to confirm ASAP, and preferably by 3 February  Updated as per document TA-09-05.  ETRTO presented the tyre selection list, where specification 11 is under finalization state. See document TA-09-06  **Action item TA-09-01**  Test centers are requested to provide the test center delivery address, contact person and details (e-mail, Telephone number) to TFTA secretary ([info@etrto.org](mailto:info@etrto.org)) by 17 February at latest. | TA-08-09  TA-09-05  TA-09-06 |
|  |  | **Test method in UN regulatory framework**  **Action item TA-07-02**  ETRTO volunteered to prepare an assessment on the possible solutions to address the regulatory framework for the test method description.  TFTA reviewed the document TA-09-03 that is the tyre industry assessment on the pro and cons on where to address the test method before the market assessment will start.  The document TA-09-03 v1 is the updated version considering the first inputs from the TFTA participants.. The document will be updated on a regular basis and participants are invited to send potential new elements to ETRTO.  Additional comments were provided as following:  Chair (FR):  Transposition in UNR from a GTR could be done in parallel by the TF.  The timeline for a monitoring phase is not suitable regarding the mandate of the TFTA (and EU legislative schedule).  GTR creation should be endorsed by GRBP and WP29.  OICA reminded that harmonisaiton goal is not always achieved. GRPE proceeded first on GTR15 and then UN Regulation, focusing on harmonization.    Netherlands:   * There was a good experience on the cyber security subject (GRVA). Activity has started under 1958 Agreement, and when finalized, activity has started at 1998 Agreement (GTR) level. * RD ASEP has shown that the market assessment phase is quite difficult. * Market assessment data shall be used later for the type approval of the tyres tested in the market assessment.   **Action item TA-09-02**  The chair (FR) will prepare a Gantt comparing the UN Regulation and UN GTR timeline. | TA-09-03v1 |
|  |  | **Mileage versus abrasion**  No new topic addressed during the meeting.  Agenda item will be kept |  |
|  |  | **Trade-offs abrasion performance versus other tyre performances**  **Action item TA-06-02**  ADAC informed having data with trade-off results and will prepare a presentation by a future meeting.  ADAC informed TFTA that they are finalizing a new test campaign with additional 50 tyres.  Report is expected by end of Q1, begin Q2 2023. ADAC will inform TFTA accordingly.  Item will be addressed end Q1, beginning Q2 2023 |  |
|  |  | **C2 and C3 tyres**  TFTA started to discuss when to address the C2 and C3 tyre category in the TFTA activities.  OICA experienced in the ‘brake’ discussions that it would be better to start as early as possible.  ETRTO informed TFTA that they are working on C2 and C3 tyres. The priority is to pursue C1, and then to consider C3 as the test method designed for C1 may have to be adapted. After C1 and C3 concept is defined, to check whether C2 can be linked to C1 or C3 method.  The chair reminded the TFTA that its mandate is considering C1, C2 and C3 with a similar timeline. EURO 7 implementation will be July 2025 for LCV and LDV, while for HDV it will be July 2027.  OICA reminded TFTA on the interdependency of the tyre performances, where tyre wear is playing a role. As tyres will have to be (re)designed to comply with the abrasion requirements, considering the lead time for tyre development, the EURO 7 proposed timeline would not be feasible.  OICA addressed whether there is the need to consider all tyres in the scope of the regulations. They mentioned that exemption for some specific tyres should be considered.  **Action item TA-08-04**  TFTA experts will look for some literature or information regarding C2 and C3 tyre abrasion.  Action item is still open.  OICA proposed to provide a summary of a CARB study for next TFTA session. |  |
|  |  | Next meeting(s)    10th session: 10 March 12:00 – 14:00 (TEAMS) | |

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All documents of this TF TA are/will be available via the UNECE website: [TF TA session 9 - Transport - Vehicle Regulations - UNECE Wiki](https://wiki.unece.org/display/trans/TF+TA+session+9)