

**(STEER) CEDR (CONFERENCE OF EUROPEAN DIRECTORS OF ROADS) – BELGIUM - NOISE & NUISANCE – FINAL CONFERENCE LIEGE**

**MEASUREMENT UNCERTAINTY  
EUROPEAN TYRE LABELLING  
TYRES ROAD NOISE**

#### MAIN MESSAGES FROM THE PRESENTATION(S)

- European tyre label is important information tool for consumers
- Noise is currently not a decisive purchase criterion for consumers
- Standard uncertainty evaluated between 1.4 and 2.0dB
  - labelling procedure in its current form is far from optimal.
- Measurement uncertainty can be halved if the improvements proposed by STEER (STrengthening the Effect of quieter tyres on European Roads) are implemented now (see recommendations below).

#### SUMMARY

European tyre label - recommendations by the STEER project:

- Improve temperature correction procedure
- Implement stricter requirements for test vehicles (ground clearance and wheelbase)
- Implement a procedure for testing entire tyre lines on laboratory drum
- Implement a reference tyre calibration procedure
- Add three legal noise classes to label (As before 2021)

Recommendations regarding the impact of quieter tyres on European roads:

- Choose the optimal standard pavement of the road network
  - Consider choosing smooth to medium textured road surfaces
  - Avoid «rough-textured» road surfaces. -> High noise exposure

Recommendations: Increasing the market share of quieter tyres

- Further investigate, specify and test the different scenarios
- Industry agreement/ Consumer incentives
- Combine scenarios with additional incentives (benefits will likely offset the costs)

#### ADDITIONAL POINTS FROM DISCUSSIONS IN THE TF-VS

- TFVS stated that the proposals made by the STEER project should be reviewed and discussed in the framework of the informal working group on measurement uncertainty (IWGMU)
- Preliminary comments from IWGMU brought up a question about the comparability of measurement uncertainty values presented by STEER
- Furthermore, a question about the potential introduction of a systematic offset in R117 measurement results was raised in the IWGMU, that would be caused by one of the temperature correction models proposed by STEER
- As to this date the review and discussion of the STEER results is still ongoing in the IWG-MU

#### REFERENCES

- [TFVS-11-04 / IWGMU-20-04](#): STEER-Project overview
- [PEB: Research Programme 2018 Noise and nuisance \(cedr.eu\) → STEER \(cedr.eu\)](#)