TA-12-07

(12th session of the GRBP/GRPE Task Force on Tyre Abrasion (TFTA), April 28th, 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), April 28th, 2023

**Draft minutes of the 12th session of the Task Force on Tyre Abrasion TFTA**

**April 28th (12:00 – 14:00 CET)**

[TEAMS link](https://teams.microsoft.com/l/meetup-join/19%3ameeting_ZjQ4MzcwYzMtNTNjZS00YzY1LThjMzUtMmYwYTU2MTZmZTkx%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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|  | **Time** | | **Issue** | **Working Documents** |
|  |  | | Welcome  The chairs welcomed the participants to the 12th session.  Attendance  The TFTA 12th session attendance is listed in TA-11-08.  Approval of last meeting minutes (30 March 2023)  Previous meeting minutes were adopted.  Adoption of the agenda  The agenda was adopted. | TA-11-04  TA-12-01  TA-12-08 |
|  |  | **Open road vehicle and indoor drum test method descriptions: Drafting group reporting and discussions on open technical topics.**  The 2 drafting groups provided the following report to TFTA:   * Open road vehicle test:   The drafting group presented the status of the open road vehicle method as per TA-12-02. The drafting group informed TFTA having reviewed the test method description up to chapter 9. The activity will be pursued on 9 May.  The following technical comments were provided during the meeting:   * What means a "category of tyre"? Shouldn’t it be “category of use"? * 6.1.9. Aerodynamic influence. The provision as mentioned is not clear and shall be based on easily available vehicle data.   The Chair asked the drafting group whether there were items to be decided by the TFTA? The drafting group informed having no blocking points at this moment.  OICA informed that some details still need to be fixed (eg: vehicle properties, temperature measurement precision, etc)  Germany asked what level of maturity is required for technical validation of the test method description by TFTA? JRC responded that as soon the drafting group has finalized its work, TFTA will be consulted for technical validation.  JRC also informed that up to now no ‘invalidation’ elements on the existing method have been detected.  **Action item TA-12-01**  TFTA experts are invited to send their comments on the open road vehicle method (TA-12-02) to the drafting group secretary ([info@etrto.org](mailto:info@etrto.org)) before 9 May 2023.  Comments can be addressed to the dedicated drafting group by addressing them to [info@etrto.org](mailto:info@etrto.org).   * Indoor drum test: * Open road vehicle test:   The drafting group presented the status of the indoor drum method as per TA-12-03. The drafting group informed TFTA having finalized the test method description. A next meeting is foreseen on 1 June for considering potential questions  The following technical comments were received during the meeting:   * A question about measurement accuracy: for example, wheel load with an accuracy of 150 N or 3 %. Is there tyre uniformity of typically 100 N and the drum run out factor included? JASIC responded that the tyre uniformity value is not included. * JRC requested to measure the tread depth. JASIC informed that they will measure the tread depth for the purpose of the test campaign, but is not sure about this need for the abrasion regulation itself.   **Action item TA-12-02**  TFTA experts are invited to send their comments on the indoor drum test method (TA-12-03) to the drafting group secretary ([hidenori.ogawa@bridgestone.com](mailto:hidenori.ogawa@bridgestone.com)) before 9 May 2023.  ETRTO presented the rationale to exclude the ice tyres from the scope of the abrasion regulation with document TA-12-04.  Sweden informed the TFTA that they can support the proposal.  Finland informed TFTA that they can also support the proposal.  Germany expressed that before considering agreeing with the proposal, they need to see what are the global emissions of those Ice tyres. Germany asked to see an abrasion comparison scale between 3PMSF and Ice tyres. ETRTO informed Germany that Ice tyres are exclusively designed for use in Nordic countries, and are not used for Center European weather conditions.  **Action item TA-12-03**  ETRTO is requested to come with figures to show the comparison scale between 3PMSF and Ice tyres with regards to its tyre abrasion.  Norway also expressed its support the Sweden and Finland comments  EC informed TFTA that the EURO 7 proposal was still being discussed and that they will support alignment with the final agreed version. At that stage, in any case, there is no reason to exclude ice tyres from the methodology to be developed nor from the market assessment.  Chair informed TFTA that in their opinion we are not yet addressing the discussion on the scope of the regulation.  France also expressed having no position on the proposal now.  India informed TFTA that beside the abrasion rate of Ice tyres, the mileage should also be considered. | | TA-12-02  TA-12-03  TA-12-04 |
|  |  | **TF TA workplan 2023 status**  **Status workplan participation**  ETRTO informed TFTA on the workplan status (open road vehicle) as per TA-12-09  JASIC updated TFTA on the status of the indoor drum method with document TA-12-06.  ADAC informed the Secretary on the ADAC implementation of the on-road correlation tests. ADAC should probably adapt their existing test route as planned so that it meets the specifications of the proposed on-road methodology.  But unfortunately, it is not yet certain whether ADAC will be able to carry out the tests in June/July as planned, as restrictions have arisen with regard to the available test capacity. However, they hope to be able to implement the test at a later date.  USTMA informed TFTA that their initial test plan for indoor drum is not feasible as the drum is not able to comply with the required test conditions. USTMA is still looking for another option, and will keep TFTA informed. | | TA-12-06  TA-12-09 |
|  |  | **C2 and C3 tyres**  **Action item TA-08-04**  TFTA experts will look for some literature or information regarding C2 and C3 tyre abrasion.  ETRTO informed TFTA being checking on what information on C2 and C3 tyres is available within the tyre companies.  OICA proposed to provide a summary of a CARB study for next TFTA session.  USTMA questioned OICA on the scope of the CARB study. Is it considering C2 and C3 tyres only?  **Action item TA-12-04**  OICA will check the exact scope of the CARB study and whether it is a specific study for C2 and C3 tyres.  **Action item TA-11-01**  Participants will check if WLTP test cycle data is available for N1 and M2 vehicles (equipped with C2 tyres). This test WLTP cycle is aimed to be compared with WLTP cycle for M1 vehicles and to identify the differences.  The chair informed about the report of the data collection on M1, N1 and M2 WLTC definition.  <https://wiki.unece.org/download/attachments/54427738/GTR%2315_GRPE-68-03e_Cycle.pdf?api=v2>  **Action item TA-12-05**  LINK will contact Heinz steven to receive more details on the report  JASIC understood that WLTC cycle is only defined for M1 and N1 vehicles.  OICA informed that C2 tyres can also be fitted on M1 and N1 vehicles.  ETRTO highlighted that WLTC is only providing longitudinal accelerations. The test method(s) need to also define lateral accelerations. | |  |
|  |  | **Mileage versus abrasion** | |  |
|  |  | **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.  ADAC informed the Secretary as following:  ADAC will prepare a presentation on tyre wear and the influence on driving safety in session 13 on 11 May. Please allow approx. 30 minutes for this presentation.  There was already a request in a previous meeting whether ADAC could make our latest tyre test report available in English language. ADAC translated the report as TA-12-05 | | TA-12-05 |
|  |  | Next meeting(s)  Drafting group on open road: 9 May (11:00 – 13:00 CET) 2023  Drafting group on indoor drum: 1 June (12:00 – 13:00 CET) 2023  13th session: 11 May 12:00 -14:00 CET (Gantt, organisation alignment and drafting validation, ADAC presentation) | | |

Black color: items for discussion and information during the meeting

Grey color: items kept on the agenda for later discussion

Blue color: minutes taken during the meeting

All documents of this TF TA are/will be available via the UNECE website: [TF TA session 12 - Transport - Vehicle Regulations - UNECE Wiki](https://wiki.unece.org/display/trans/TF+TA+session+12)