

IWG WGWT #62 extended

Questions and comments to WT-62-7v1 ETRTO Workplan proposal



JAPAN AUTOMOBILE STANDARDS INTERNATIONALIZATION CENTER

26th September 2024

1. Questions and comments to WT-62-7v1 ETRTO Workplan proposal

■ JASIC request to ETRTO

After 61st IWG WGWT, JASIC had the meeting with EC and ETRTO on 27th August 2024.

During this meeting, JASIC and ETRTO agreed to show how to calculate SKU and sample size (necessary test volume per candidate tyre).

JASIC send our logic to EC and ETRTO and also posted to IWG WGWT (see WT-62-3).

However there is no explanation about ETRTO logic (rationale, evidence) for below figures which ETRTO explained in previous IWG WGWT.

Please show us at first.

SKU : 24 (12 per category)

Sample size : 12 / tyre

(necessary test volume / candidate tyre)

Reference : WT-61-2 ETRTO additional inputs for workplan 2024-2025 v1

ETRTO proposal

24 SKU's, 15 test centers, each test center testing 8 SKU's, 3 repetitions, each SKU tested in 5 test centers:

ETRTO workplan complies with the IWG WGWT stage 1 requirements

- Following ETRTO calculations, the ETRTO proposed plan (see appendix)

ETRTO proposal

$\alpha = 0.05, R^2 = 0.68$

Number of predictors = 4, 12 tests/tyre

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- In addition, followings are the questions and comments from JASIC to WT-62-7v1 ETRTO Workplan proposal .

1. Sample size and SKUs

P4, 5

- The test methods, the trailer method and the vehicle method cannot be treated as the same evaluation.
- “ N_{SKU} to be selected **not using statistical approach** but rather to have a significant coverage of tyre designs/sizes/brands ... from the market”
 - JASIC agree to select the candidate tyres from significant coverage of tyre designs/sizes/brands ... from the market, however, cannot agree to “**not using statistical approach**” . It should be based on statistics.
- “ $N_{Total} = N_{SKU} \times N_{Repeats/SKU} \times N_{TyreCat} \times N_{TestMethods} \geq$ **minimum sample size** “
 - Concerning the test volume calculation, “ **\geq minimum sample size obtained**” is not correct. They should not be treated in the same way.

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2. KPI

P 6

- It is not proper setting the lower KPI without evaluation. It could significantly improve the precision by introducing the test water depth parameter.
- JASIC believes that final goal should be same level as wet grip test for tyres in new state because current test precision of wet grip test for tyres in worn state is same level as old test method for tyres in new state which is not sufficient for reproducibility of wet grip index.

3. Test precision improvement evaluation planning

- Please provide the holistic plan and schedule of the test precision improvement evaluation “ETRTO Stage 1” and “Stage 2” which is in case of Stage 1 does not meet the target.
- It was EC proposal to divide the precision improvement test plan, therefore the holistic evaluation plan is necessary.

JUSTICE