ROLLING RESISTANCE EXPLANATION
NEXT TRY TO EXPLAIN GTR REQUIREMENTS
If the interpolation method is applied to rolling resistance, for the purpose of the calculation in 3.2.3.2. in Annex 7, the actual rolling resistance values for the tyres fitted to the test vehicles L and H shall be used as input for the calculation procedure. For an individual vehicle within an interpolation family, the RRC class value for the tyres fitted shall be used.

The road load interpolation shall only be applied on those road load-relevant characteristics that were identified to be different between test vehicle L and H. For other road load-relevant characteristic(s), the value of vehicle H shall apply. 

The actual rolling resistance values for the selected tyres on test vehicle L, RR_L, and test vehicle H, RR_H, shall be used as input for the interpolation method. See paragraph 4.2.2.1 of Annex 4.

If the tyres on the front and rear axles of vehicle L or H have different rolling resistance values, the weighted mean of the rolling resistances shall be calculated using the following equation:

\[ RR_x = RR_{x,FA} \times mp_{x,FA} + RR_{x,RA} \times (1 - mp_{x,FA}) \]

where:
- \( RR_{x,FA} \) is the rolling resistance of the front axle tyres, kg/tonne;
- \( RR_{x,RA} \) is the rolling resistance of the rear axle tyres, kg/tonne;
- \( mp_{x,FA} \) is the proportion of the vehicle mass in running order on the front axle;
- \( x \) represents vehicle L, H or an individual vehicle.

For the tyres fitted to an individual vehicle, the value of the rolling resistance \( RR_{ind} \) shall be set to the class value of the applicable tyre rolling resistance class, according to Table A4.2 of Annex 4.

If the tyres have different rolling resistance class values on the front and the rear axle, the weighted mean shall be used, calculated with the equation in this paragraph.

If the same tyres were fitted to test vehicles L and H, the value of \( RR_{ind} \) for the interpolation method shall be set to \( RR_H \).

In the case that the interpolation family is derived from one or more road load...
WLTP ROLLING RESISTANCE OVERVIEW OF EXAMPLE

IF INTERPOLATION IS USED FOR RR, THE INDIVIDUAL CAR ALWAYS GETS THE CLASS VALUE

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Usage</th>
<th>RR [kg/t]</th>
</tr>
</thead>
<tbody>
<tr>
<td>205/55 R16, Model A</td>
<td>Test Vehicle Low</td>
<td>6.6</td>
</tr>
<tr>
<td>195/55 R16, Model A or B</td>
<td>individual consumer car</td>
<td>9.8 (E)</td>
</tr>
<tr>
<td>205/55 R16, Model A, B, or C</td>
<td>individual consumer car**</td>
<td>7.1 (A)</td>
</tr>
<tr>
<td>225/45 R17, Model A, B or C</td>
<td>individual consumer car</td>
<td>8.4 (C)</td>
</tr>
<tr>
<td>245/35 R18, Model A or B</td>
<td>individual consumer car</td>
<td>8.4 (C)</td>
</tr>
<tr>
<td>245/30 R19, Model A or B</td>
<td>individual consumer car</td>
<td>9.8 (E)</td>
</tr>
<tr>
<td>245/30 R19, Model B</td>
<td>Test Vehicle High*</td>
<td>9.5</td>
</tr>
</tbody>
</table>
WLTP ROLLING RESISTANCE OVERVIEW OF EXAMPLE

IF THE ROAD LOAD FAMILY IS USED, SITUATION FOR IP VEHICLES H AND L IS DIFFERENT.

If the Road Load Family is used, test vehicles High and Low of the Interpolation Family already receive a RR class value.
THANK YOU!