Chairman of the TYREGTR IWG Document: TYREGTR-19-06

Agenda item 6

Note: This document is the next version of the document TYREGTR-18-04 updated after the 18th IWG TYREGTR meeting in June 2018 in Ottawa. Compare to the previous version, Section B was renamed and gained the name of Section C. The content of Section C is moved to the Part A of the GTR itself (Statement on Techical Retionale and Justification). Now Section B looks like a cumulative report of all IWG meetings.

Draft Proposal for the Technical Report   
on the development of Amendment 2   
to Global Technical Regulation No. 16 (Tyres)

The text reproduced below complementing the proposal for Amendment 2   
to the Global Technical Regulation No. 16.

A. Introduction

1. The Executive Committee for the 1998 Agreement WP.29/AC.3 at its 48th session in March 2017 adopted ECE/TRANS/WP.29/2017/52 tabled by the Russian Federation to request authorization to start work on developing the Amendment No. 2 to UN GTR No. 16 (ECE/TRANS/WP.29/1129, para. 153). After the adoption, this document was assigned the reference number ECE/TRANS/WP.29/ AC.3/48.

2. The government of the Russian Federation assumed the duties of the technical sponsor for the development of the draft Amendment No. 2 to UN GTR No. 16.. The European Tyre and Rim Technical Organisation (ETRTO) in cooperation with other tyre manufacturers’ associations agreed to to work on that development.

3. GRRF at its 82nd session in September 2016 endorsed the establishment (reinstating) the informal working group (IWG TYREGTR) dealing with development of Amendment No. 2 to UN GTR No. 16 and consideration of issues addressed to possible further developments of UN GTR No. 16, in particular, feasibility of harmonization of indurance test for LT/C tyres and introduction of global tyre marking. The expert from the Russian Federation proposed his leadership to develop this amendment volunteered to request the authorization to develop Amend. 2 to GTR No. 16 from the Executive Committee of the 1958 Agreement (AC.3) (ECE/TRANS/WP.29/GRRF/82, para. 28).

B. Development of the Amendment No. 2 to UN GTR No. 16

4. The IWG TYREGTR executed the development of the Amendment No. 2 to UN GTR No. 16 in accordance with the authorization adopted by the AC.3 (ECE/TRANS/WP.29/AC.3/48).

5. The subject of the Amendment No. 2 was preliminary considered at the consequent 15th IWG TYREGTR meeting in January 2017, where the preliminary proposals by the industry whith regard to harmonization of: physical dimensions of LT/C tyres and load range assignment based on inflation pressure corresponding to maximum load rating were discussed.

6. The case-by-case consideration of the relevant proposed amendments to UN GTR No. 16 text started at the 16th IWG TYREGTR meeting held in Moscow in June 2017. During discussions on the proposed amendments regarding to harmonization of: physical dimensions, the tyre industry identified incompatibilities in some cases regarding the UN Regulations and U.S. FMVSS standards, which have to be addressed in the harmonized GTR text. Moreover, the asessment of FMVSS 139 High Speed test versus UN Regulation No. 54 Load/Speed test made by tyre industry indicated uncertainty in terms of severity of test methods for tyres with ‘R’ and ‘S’ speed symbols. Therefore the IWG TYREGTR decided on extending its the mandate for 2 years [till the end of 2020] in order to give tyre industry the possibility to confirm the initial results on the High Speed harmonised test method. GRRF at its 84th session in September 2017 supported this request, which was further the subject of concent by AC.3 at its 50th seesion in November 2017.

7. At its next, 17th meeting held in November 2017 in Brussels, the IWG TYREGTR made significant progress towards resolving incompatibilities in the UN Regulations and U.S. FMVSS standards. Industry introduced the High Speed test program proposal in order to clarify the test method for the tyres with ‘R’ and ‘S’ speed symbols wth the goal to present the results to the 87th GRRF session in September 2018. This proposal was endorced by the IWG TYREGTR as follows:

1. Program 1: Assess current UN R 54 test at 25 OC vs FMVSS 139 test at 38 OC with SAL\* (+5 km/h/10’) applying from current limit:
2. 30’ at speed corresponding to speed category symbol for UN R 54 Load/Speed test;
3. 30’ at 160 km/h for FMVSS 139 High Speed test;
4. Program 2: Same as Program 1, but UN R 54 test to be made more severe by increasing test temperature to 38 OC;
5. Program 3: UN R 54 test to be made more severe by increasing test temperature to 38 OC, and SAL\* applying from:
6. 60’ at speed corresponding to speed category symbol for UN R 54 Load/Speed test;
7. 30’ at 160 km/h for FMVSS 139 High Speed test.

\* SAL = Steps Above Limits

8. At the following, 18th meeting held in Ottawa in June 2018, the IWG TYREGTR endorced addition of new harmonized provisions for physical dimensions of LT/C tyres in the new Section 3.20 (old Sections 3.20 & 3.21 to be deleted). The provisions were subdivided in the following three categories:

1. Physical dimension for metric sizes (excluding all sizes listed in Annex 6) *-* Most stringent requirements from FMVSS 139/R54 retained;
2. Physical dimension for high flotation sizes (excluding all sizes listed in Annex 6) approved at the 86th GRRF session and adoped by WP.29/AC.1 at its June 2018 session (ECE/TRANS/WP.29/2018/55);
3. Physical dimension for sizes listed in Annex 6(Legacy).

9. At the same meeting, the tyre industry pesented to the IWG the technical assesment and proposal for a harmonised high speed test, which was introduced in the new Section 3.16 (old Sections 3.16 & 3.19 to be deleted). The proposed text was endorsed by the IWG TYREGTR at its 19th session held in Geneva in September 2018.

10. At the same meeting, the IWG TYREGTR agreed with the industry opinion that due to the high complexity in harmonising the endurance test for the LT/C tyres, the proposal would be to keep the tests non harmonised for the time being.

11. The IWG TYREGTR mandated the expert from the Russian Federation to introduce the concept for glogal tyre marking at the 86th GRRF session in February 2018. At that GRRF session the Chair of the IWG TYREGTR introduced a memorandum on a "global marking for tyres". He invited the Contracting Parties to the 1998 Agreement to review this memorandum and assess, whether the approach for tyre global marking in UN GTR No. 16 could be supported and whether it would be feasible to recognize a global tyre marking as an alternative to the existing national/regional tyre marking. The Chair invited GRRF delegates to respond to the memorandum. Meanwhile tyre industry assessed of the today’s situation on tyres bearing 4 marks (DOT, E, CCC and ISI) and 2 marks (DOT and E). Depending on the approach to the market research, its results indicate that 7.7% of stock keeping units bear 4 aforesaid marks and 43% of those bear the both DOT and E marks, which is considerably significant amount. Those tyres may be considered as candidates for a global mark, if it were introduced. Industry has assessed the situation and estimated the potential benefit of introduction of a global mark. Industry will further assess what would be the cost reduction and other benefits for Tyre industry by the introduction of a global marking.

12. In parallel, the IWG TYREGTR at its 16th meeting started identifying divergences between the current version of UN GTR No. 16 and China tyre regulations with the significant help of the Chinese experts. IWG TYREGTR agreed that the relevant text containing alternative level of requirements as proposed by China may be included in UN GTR No. 16 as per Article 4.2 of the 1998 Agreement. GRRF at its 84th session welcomed both the engagement of China in the work on UN GTR No. 16 and the remarkable amount of work done to consider the Chinese national regulations.

13. The IWG TYREGTR also considered the number of proposals made by China and India aimed at harmonization of the provisions of its domestic legislation with those of UN GTR No. 16. The IWG generally agreed that the relevant text containing alternative level of requirements as proposed by China and India may be included in GTR No. 16 as per Article 4.2. of the 1998 Agreement subject to the appropriate case-by-case consideration as follows:

* 1. The proposal by China to use relations between Load Range and Ply Rating is considered as obsolete and should be replaced by Load Index for LT/C tyres. Industry prepared a table showing the relation between Load Range, Ply Rating and the relevant parameters used in the GTR (Load index, reference test inflation pressure, etc). This table is added to the Part A of the GTR (technical rationale);
  2. The proposal by China in regards to paragraph 3.4, for reduction of the number of tread wear indicators, will be reflected in the Part A of the GTR (technical rationale) indicating that Contracting Parties may not transpose in their national law the entire GTR text;
  3. In paragraph 3.14, strength test, the GTR requirements are indicated as general requirements, and China and India requirements became the part of the revised table of requirements. Still subject to confirmation by the US due to internal rulemaking activities;
  4. China proposal for the new paragraph 3.16.1. - Requirements for High-Speed test were considered together with the new provisions for the harmonised High Speed test. The result...
  5. The new Annex 11 in a table format including the requirements for test equipment based on the proposal by China was introduced;
  6. Considering the outcome of the China assessment of the required and optional tyre markings, the reference table was added to the Part A of the GTR (technical rationale) with the clarification that Contracting Parties may keep optional markings in their national regulations.

14. At the 19th meeting the IWG TYREGTR…

XX. After the proposed Amendment 2, the table from para. 23 of Part A of UN GTR No. 16 shall be modified as follows:

| *LT/C tyres* | *C type tyres* | *LT type tyres* |
| --- | --- | --- |
| *Test name* | *Paragraphs related to Regulation No. 54* | *Paragraphs related to FMVSS 139* |
| Marking and tread wear indicators | 3.2., 3.3. and 3.4. | 3.2., 3.3. and 3.4. |
| Physical dimensions | 3.20. | **3.20.** |
| High speed test | **3.19.** | 3.19. |
| Endurance test | 3.16. | 3.17. |
| Low pressure test | None | 3.18. |
| Wet grip test | None | None |
| Run flat test | None | None |
| Strength test | None | 3.14. |
| Bead unseating test | None | 3.15. |
| Rolling sound emissions | 3.8. | None |

XX. The interim results of the IWG TYREGTR work were reported to the 83rd, 84th 86th GRRF sessions and to the 49th, 50th 51st, 52nd , 53rd AC.3 sessions.

XX. [GRRF at its 81st session adopted the working documents on the Amendment No. 1 to UN GTR No. 16 and the final report on Phase 1b on the development of UN GTR No. 16 subject to consideration by WP.29 and AC.3 at their sessions on March 2016.]

C. Future work

XX. Which next steps are foreseen?

D. Conclusion

XX. Following the adoption of the draft Amendment No. 2 to UN GTR No. 16 at its [XXth] session, GRRF requests AC.3 voting for establishing this Amendment No. 2 (ECE/TRANS/WP.29/20XX/XX) in the Global Registry.