Transmitted by the experts of ETRTO

Informal document GRBP-82-27
(82nd GRBP, 3 - 5 September 2025,
agenda item 5 (b))

Proposal to amend document GRBP/2025/28 (Proposal for Supplement 4 to the 04 series of amendments to UN Regulation No. 117)

Changes proposed by ETRTO are marked in **bold** for added text and strike through for deleted text.

I. Proposal

Annex 5, part (b), Paragraph 1.1.1., amend to read:

"1.1.1. **The surface friction value for the wetted track shall be established by one or other of the following methods according to the class of the candidate tyre and the method (trailer or vehicle).**

Tyre class	*SRTT*	*Trailer method* μ_{peak} *range*	*Vehicle method* *BFC range*
C2, C3	**SRTT16**	**0.65 – 0.90**	**-**
C2	**SRTT16C**	**0.44 – 0.77**	**0.36 – 0.69**
C3	**SRTT19.5, SRTT22.5**	**0.51 – 0.67**	**0.35 – 0.61**
C3	**SRTT19.5 siped, SRTT22.5 siped**	**0.52 – 0.68**	**0.36 – 0.62**

~~"Standard Reference Test Tyre method~~
~~This method uses the SRTT16.~~

~~Using the procedure described in paragraph 4.2. of part (A) of this Annex, perform in the same area where the average macro texture depth was measured one braking test of the reference tyre, consisting of at least six (6) valid test runs in the same direction.~~

~~Evaluate the braking test as described in paragraphs 4.2.8.1. and 4.2.8.2. of part (A) of this Annex. If the coefficient of variation CV_{μ} is greater than 4 per cent, dismiss the results and repeat the braking test.~~

~~The arithmetic mean ($\overline{\mu_{peak}}$) of the measured peak braking force coefficients shall be corrected for the effects of temperature as follows:~~

$$\mu_{peak,corr} = \overline{\mu_{peak}} + \alpha \cdot (\vartheta - \vartheta_0)$$

~~where~~

~~ϑ is the wetted track surface temperature in degrees Celsius,~~

~~$\alpha = 0.002\ °C^{-1}$ and $\vartheta_0 = 20\ °C$.~~

~~The temperature-corrected average peak braking force coefficient ($\mu_{peak,corr}$) shall be greater than or equal to 0.65 and less than or equal to 0.90.~~

~~The test shall be conducted using the lanes and length of the track to be used for the wet adhesion measurement.~~

~~For the trailer method, testing is run in such a way that braking occurs within 10 metres distance of where the surface was characterized.~~"

Annex 5, part (b), Paragraph 1.1.1.1., amend to read:

"[…] If the coefficient of variation CV_{μ} ~~exceeds~~ **is greater than** 4 per cent, […]

The temperature corrected average peak braking force coefficient ($\mu_{peak,corr}$) shall be ~~not less than~~ **greater than or equal to** 0.65 and ~~not greater than~~ **less than or equal to** 0.90.

[…]"

II. Justification

1. The change of the provision above was included in document ECE/TRANS/WP.29/GRBP/2024/23 as amended by GRBP-80-11. These documents were based on the text of UN Regulation No. 117, Supplement 1 to the 04 Series of Amendments. Subsequently, by Supplement 2 (ECE/TRANS/WP.29/2024/65) new provisions for the track characterization and a new para 1.1.1. were introduced and the former para. 1.1.1. was changed and renumbered as para 1.1.1.1. With document ECE/TRANS/WP.29/2025/76 an essential part of these provisions were accidentally deleted. The aim of this document is to cure this accident by reinserting the text of Supplement 2 and implement the changes in para. 1.1.1.1. as they were intended originally.