Transmitted by the experts of IWG
for Wet Grip On Worn Tyres

Informal document **GRBP-82-31**
(82nd GRBP, September 3-5, 2025,
agenda item 5 (a))

IWG for Wet Grip on Worn Tyres (WGWT)

Status report to 82nd GRBP (September 2025)

IWG for Wet Grip on Worn Tyres

Targets	• For tyres of Class C1
	  • Evaluate the method for preparing a tyre to be tested in worn state at its type-approval;
	  • Define the test conditions;
	  • Describe the test methods;
	  • Define the type-approval thresholds of tyre wet grip performance in worn state.
	  • Introduce “moulded SRTT worn”
	  • Define the water depth measurement methods;
	  • Improve the precision of test procedure
	• Address the suitable requirements for tyres of classes C2 and C3

Roles	• Co-chairs: France (maelle.dodu@utac.com) and European Commission (Anne.SERRA@ec.europa.eu) • Secretariat: ETRTO (European Tyre and Rim Technical Organisation)
Web page	IWG Wet Grip of Worn Tyres (WGWT) - Transport - Vehicle Regulations - UNECE Wiki

IWG WGWT: facts and figures

- Meetings
  - 67th online meeting: 27th March 2025
  - 68th online meeting: 22nd May 2025
  - 69th online meeting: 26th August 2025

- Attendees ~30
  - CPs:
    China, European Commission, France, Japan, the Netherlands, Spain, Germany
  - NGOs:
    ETRTO, ITMA, JATMA, OICA, ITTAC, USTMA

IWG WGWT: work progress

Reminder

- For tyres of Class C1
  - Evaluate the method for preparing a tyre to be tested in worn state at its type-approval; ☑
  - Define the test conditions; ☑ R117.03
  - Describe the test methods; ☑ (GRBP75)
  - Define the type-approval thresholds of tyre wet grip performance in worn state. ☑ (WP29-187)
  - Introduce “moulded SRTT worn” ☑ (WP29-189)
  - Define the water depth measurement methods; ☑ 2023 test campaign
  - Improve the precision of test procedure ☐ 2025 test campaign
- Address the suitable requirements for tyres of classes C2 and C3 ☑ R117.04

Background

- Test precision today for WGWT needs to be improved to be comparable with wet grip of tyres in new state in UNR117

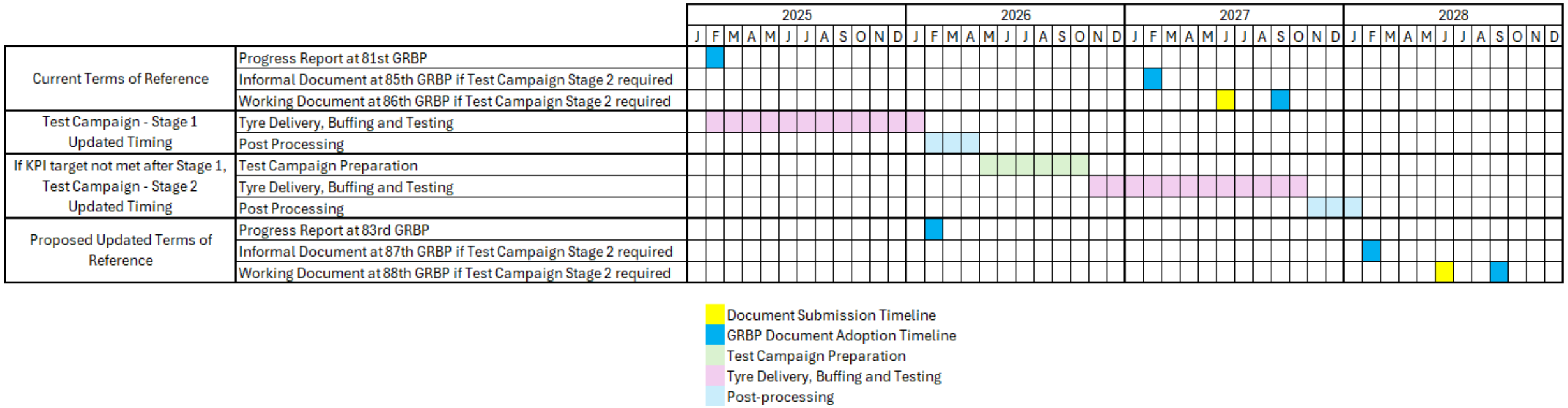
IWG WGWT: work progress

Test precision improvement	Test Campaign Plan: • Key Performance Indicator (KPI) to assess test precision improvement: weighted standard deviation σ per tyre category (normal and 3PMSF tyres) • Test Campaign - Stage 1: Assess precision of test procedure latest version (see GRBP-80-11) and compare it to the KPI target. Ongoing. • Test Campaign – Stage 2: If test procedure precision KPI target not met, improve test procedure precision further. If necessary, planned for 2026-2027. Test Campaign – Stage 1 overview: • Test Method: trailer only • Participating Test Centres: 13 • Candidate Tyres: 12 x Normal and 12 x 3PMSF • Tests at 3 x Temperatures and 1 x Water Depth or at 2 x Temperatures and 2 x Water Depth • External vs Self Watering System comparison included

IWG WGWT: work progress & next steps

Test precision improvement	Test Campaign – Stage 1 progress: • Normal: 96% delivered, 68% buffed, 21% tested • 3PMSF: 100% delivered, 72% buffed, 32% tested • Testing delayed due to delayed tyres delivery and weather conditions, expected to be completed by early 2026 → Proposal for Terms of References update to reflect Test Campaign – Stage 1 updated timing (see updated timeline on next slide) KPI target definition discussion: • Assessment of test method precision impact on Type Approval, Conformity of Production & Market Surveillance
Continuous improvement	C1 tyres: Effect of the regulation on tyres' usage and data collection C2 tyres: Assessment of hydroplaning effect C2/C3 tyres: Review of potential improvement of the way C2/C3 are considered in the regulation • Assessment of different scenarios

IWG WGWT: timeline



Thank you for your attention!