

Proposal for revised Terms of Reference of the Informal Working Group on Wet Grip Performance for Tyres in a Worn State

The proposed amendments to Terms of Reference of the IWG WGWT, submitted by the experts of the IWG WGWT, are marked in bold, for new or strike-through for deleted characters. This proposal is based on document GRBP-81-22.

I. Proposal

A. Introduction

1. At the sixty-ninth session of the Working Party on Noise (GRB), it was pointed out that the wet grip performance of tyres decreases with tyre wear, so the current testing (performed on new tyres) does not represent the worst-case situation. The process of adapting the requirements on tyres should continue, in particular to ensure that tyre performance is also assessed, if relevant, at the end of a tyre's life (in worn state) and to promote the idea that tyres should meet the requirements throughout their life and not be replaced prematurely. UN Regulation No. 117 now contains detailed provisions on noise, rolling resistance and wet grip performance of tyres that can be amended to take into account some other prescriptions.
2. An informal working group was created in 2019 to define prescriptions for wet grip performance of tyres in worn state (IWG WGWT).
3. This proposal establishes the updated Terms of Reference for the IWG WGWT.
4. The aim of the group is to propose an amendment to UN Regulation No. 117 under the 1958 Agreement.

B. Objectives

5. The scope and purpose are based on ECE/TRANS/WP.29/GRB/2019/6, ECE/TRANS/WP.29/GRBP/70, para. 18 and ECE/TRANS/WP.29/GRBP/71 para. 16.
6. The future amendment to UN Regulation No. 117 will apply to new pneumatic tyres of class C1 and will address also the suitable requirements to those of classes C2 and C3.
7. IWG WGWT shall:
 - Consider the scope and elaborate the target;
 - 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 a Key Performance Indicator (KPI) and fix a target for the improvement of the precision of the test procedure

- Improve the precision of the test procedure
 - Reduction of the track friction range and recommendations regarding the water depth measurement (uniquely for external watering), document GRBP-80-11
 - Test campaign Stage 1: Assess the precision of the test procedure (taking into account the changes introduced by document GRBP-80-11) and compare it to the targeted KPI
 - Test campaign Stage 2: If the precision of the test procedure does not meet the targeted KPI, improve the precision of the test procedure further
- Address the suitable requirements for tyres of classes C2 and C3

8. IWG WGWT shall work in the framework of the 1958 Agreement and shall report to GRBP.

C. Rules of Procedure

9. IWG WGWT shall be open to all participants of the Working Party on Noise and Tyres (GRBP).

10. IWG shall be co-chaired by France and the European Commission. The European Tyre and Rim Technical Organisation (ETRTO) shall act as Secretary.

11. The working language will be English.

12. All documents and/or proposals must be submitted to the Secretary of IWG in a suitable electronic format at least one week before a scheduled meeting.

13. An agenda and the latest draft document will be circulated to all members of IWG in advance of all scheduled meetings.

14. All IWG documentation will be made available on the dedicated ECE website.

D. Timeline

15. IWG shall aim to present

- A progress report at the ~~eighty-first~~~~third~~ session of GRBP in February ~~2025-2026~~ to inform GRBP of the defined KPI and of the ongoing discussion regarding the KPI target for the precision of the test procedure.
- An informal document at the ~~eighty-fifth~~~~seventh~~ session of GRBP in February ~~2027-2028~~ and a working document for adoption at the ~~eighty-sixth~~~~eighth~~ session of GRBP in September ~~2027-2028~~ at the latest on wet grip of C1 class tyres in worn state to improve the precision of the test procedure if the precision of the test procedure assessed during stage 1 of the 2024-2025 test campaign does not meet the targeted KPI.

II. Justification

The IWG agreed to revise the timeline for reporting on the progress of the test campaign based on the current workplan status and expected completion timing.