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World Forum for Harmonization of Vehicle Regulations

Working Party on Noise and Tyres

Eighty-first session

Geneva, 18–21 February 2025

Report of the Working Party on Noise and Tyres on its Eighty-First Session

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I. Attendance

1. The Working Party on Noise and Tyres (GRBP) held its eighty-first session from 18 to 21 February 2025 in Geneva. The meeting was chaired by Mr. S. Ficheux (France). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690/Rev.2): Canada, China, France, Germany, Hungary, India, Italy, Japan, Netherlands, Norway, Poland, Republic of Korea, Russian Federation, Spain, Switzerland and United Kingdom of Great Britain and Northern Ireland. Experts from the European Commission participated. Experts from the following intergovernmental organization participated: Gulf Cooperation Council Standardization Organization (GSO). Experts from the following non-governmental organizations also participated: American Automotive Policy Council (AAPC), Bureau International Permanent des Associations de Vendeurs et Rechapeurs de pneumatiques (BIPAVÉR), International Motor Vehicle Inspection Committee (CITA), European Tyre and Rim Technical Organization (ETRTO), Imported Tyre Manufacturers Association (ITMA), International Motorcycle Manufacturers Association (IMMA), International Organization for Standardization (ISO), International Organization of Motor Vehicle Manufacturers (OICA) and World Blind Union (WBU).

II. Adoption of the Agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRBP/2025/1,
Informal documents GRBP-81-01-Rev.1, GRBP-81-16-Rev.1

2. GRBP considered and adopted the agenda (ECE/TRANS/WP.29/GRBP/2025/1, as amended by GRBP-81-01-Rev.1). GRBP noted the running order proposed by the Chair (GRBP-81-16-Rev.1). The informal documents are listed in annex I. The GRBP informal groups are given in annex III.

III. UN Regulation No. 9 (Noise of Three-Wheeled Vehicles) (agenda item 2)

Documentation: ECE/TRANS/WP.29/GRBP/2025/8

3. The expert from IMMA proposed to introduce the state-of-the-art test track from the latest standard ISO 10844:2021 (ECE/TRANS/WP.29/GRBP/2025/8). GRBP adopted this proposal and requested the secretariat to submit it for consideration and vote at the June 2025 sessions of WP.29 and the Administrative Committee of the 1958 Agreement (AC.1) as draft Supplement 3 to the 08 series of amendments to UN Regulation No. 9.

IV. UN Regulation No. 41 (Noise Emissions of Motorcycles) (agenda item 3)

Documentation: ECE/TRANS/WP.29/GRBP/2025/4,
ECE/TRANS/WP.29/GRBP/2025/6,
ECE/TRANS/WP.29/GRBP/2025/7, Informal documents GRBP-81-03, GRBP-81-15, GRBP-81-29, GRBP-81-30

4. The expert from the Informal Working Group on Real Driving - Additional Sound Emission Provisions (IWG RD - ASEP) proposed clarifying the application of the ASEP testing conditions in Annex 7 (ECE/TRANS/WP.29/GRBP/2025/4). GRBP adopted this proposal, as amended GRBP-81-03, and requested the secretariat to submit it for consideration and vote at the June 2025 sessions of WP.29 and AC.1 as part of draft Supplement 4 to the 05 series of amendments to UN Regulation No. 41.

5. The expert from IMMA introduced amendment proposals to the 04 and 05 series of amendments that strengthened provisions against test defeating, facilitated the conformity of production testing and corrected the communication document (ECE/TRANS/WP.29/GRBP/2025/6 and ECE/TRANS/WP.29/GRBP/2025/7). GRBP

adopted these proposals, as amended by respectively GRBP-81-30 and GRBP-81-29, and requested the secretariat to submit them for consideration and vote at the June 2025 sessions of WP.29 and AC.1 as draft Supplement 12 to the 04 series of amendments and as part of draft Supplement 4 to the 05 series of amendments to UN Regulation No. 41.

6. The experts from IWG RD-ASEP presented a proposal for a new 06 series of amendments in order to strengthen the RD-ASEP testing conditions of motorcycles (ECE/TRANS/WP.29/GRBP/2025/5). GRBP adopted this proposal, as amended by GRBP-81-02 and GRBP-81-15, and requested the secretariat to submit it for consideration and vote at the June 2025 sessions of WP.29 and AC.1 as draft 06 series of amendments to UN Regulation No. 41. To avoid legal uncertainty, GRBP also requested the secretariat to explicitly include in the proposal draft Supplement 4 to the 05 series of amendments, as indicated above, based on ECE/TRANS/WP.29/GRBP/2025/4, as amended GRBP-81-03, and ECE/TRANS/WP.29/GRBP/2025/7, as amended by GRBP-81-29.

V. UN Regulation No. 51 (Noise of M and N Categories of Vehicles) (agenda item 4)

Documentation: Informal documents GRBP-81-04, GRBP-81-18-Rev.1, GRBP-81-32-Rev.1, GRBP-81-33-Rev.1

7. GRBP was briefed on the progress of IWG RD – ASEP (GRBP-81-04). GRBP noted that the IWG RD – ASEP activities on UN Regulation No. 51 were ongoing, while on UN Regulation No. 41 finished but might be resumed in the future, if required.

8. The experts from OICA and several Contracting Parties reported on the ongoing ASEP/ RD-ASEP study (GRBP-81-32-Rev.1). the consortium including several CPs and OICA presented a report on the ongoing Real Driving - Additional Sound Emission Provisions (RD-ASEP) monitoring study that aims at modifying the ASEP test protocol to get closer to real drive conditions and to allow the sound evaluation for any kind of vehicle/propulsion technology. A sound expectation model was defined, but verification would be needed for robustness of this model. GRBP noted that further data and analysis would be required for electric vehicles under cruising and full acceleration situations. To this end, OICA invited Contracting Parties and NGOs to conduct tests and to provide data to OICA.

9. The IWG RD-ASEP Subgroup on UN Regulations Nos. 138 and 51 reported on their activities with the aim to find a satisfactory solution for the sound emissions of electric vehicles (EVs) and to update both UN Regulations (GRBP-81-18-Rev.1). For UN Regulation No. 51, the Subgroup agreed to introduce electric vehicles in the scope of Annex 7 (ASEP). For UN Regulation No. 138, the double target was to ensure an adequate level of safety due to the reduced audibility of quiet vehicles at lower speeds but to keep this additional sound (AVAS) level not too loud. GRBP also noted a request from the industry to “keep agreeable flexibility in vehicle sound design where environment is not at stake”.

10. The expert from IWG RD-ASEP proposed a data form for testing of electric vehicles (EV) under cruising and full acceleration situation (GRBP-81-33-Rev.1) and invited all interested parties, during test, to fill in this form and to send it to the Subgroup for further analysis.

VI. UN Regulation No. 138 (Quiet Road Transport Vehicles) (agenda item 5)

Documentation: Informal document GRBP-81-18-Rev.1

11. GRBP recalled the status report of the IWG RD-ASEP Subgroup on UN Regulations Nos. 138 and 51 (GRBP-81-18-Rev.1) and the ensuing discussion (paragraphs 7 and 8 above).

VII. Tyres (agenda item 6)

A. UN Regulation No. 30 (Tyres for Passenger Cars and Their Trailers)

Documentation: ECE/TRANS/WP.29/GRBP/2025/9, Informal documents GRBP-81-05-Rev.1, GRBP-81-13-Rev.1

12. The expert from ETRTO presented background information on a set of proposals clarifying definitions and making editorial changes in several UN Regulations on tyres (GRBP-81-13-Rev.1). For UN Regulation No. 30, ETRTO tabled draft amendments in ECE/TRANS/WP.29/GRBP/2025/9. GRBP adopted this proposal, as amended by GRBP-81-05-Rev.1 and subject to correcting the new paragraph number to 2.25.3.4.1. and requested the secretariat to submit it for consideration and vote at the June 2025 sessions of WP.29 and AC.1 as draft Supplement 27 to the 02 series of amendments to UN Regulation No. 30.

B. UN Regulation No. 54 (Tyres for Commercial Vehicles and Their Trailers)

Documentation: ECE/TRANS/WP.29/GRBP/2025/10, Informal document GRBP-81-06-Rev.1

13. The expert from ETRTO introduced draft amendments to clarify several definitions and to make editorial changes (ECE/TRANS/WP.29/GRBP/2025/10). GRBP adopted these proposals, as amended by GRBP-81-06-Rev.1, and requested the secretariat to submit them for consideration and vote at the June 2025 sessions of WP.29 and AC.1 as draft Supplement 28 to UN Regulation No. 54.

C. UN Regulation No. 75 (Tyres for Motorcycles/Mopeds)

Documentation: ECE/TRANS/WP.29/GRBP/2025/11, Informal document GRBP-81-07-Rev.1

14. The expert from ETRTO proposed clarifications and corrections (ECE/TRANS/WP.29/GRBP/2025/11). GRBP adopted the proposal, as amended by GRBP-81-07-Rev.1, and requested the secretariat to submit it for consideration and vote at the June 2025 sessions of WP.29 and AC.1 as draft Supplement 21 to UN Regulation No. 75.

D. UN Regulations on Retreaded Tyres

Documentation: ECE/TRANS/WP.29/GRBP/2024/24, ECE/TRANS/WP.29/GRBP/2025/15, ECE/TRANS/WP.29/GRBP/2025/16, Informal documents GRBP-81-11-Rev.1, GRBP-81-12-Rev.1.

15. The expert from ETRTO submitted editorial corrections and clarifications to the new 01 series of amendments to UN Regulations Nos. 108 and 109 (ECE/TRANS/WP.29/GRBP/2025/15 and ECE/TRANS/WP.29/GRBP/2025/16). GRBP adopted these proposals, as amended GRBP-81-11-Rev.1 and GRBP-81-12-Rev.1., and requested the secretariat to submit them for consideration and vote at the June 2025 sessions of WP.29 and AC.1 as respectively draft Supplement 1 to the 01 series of amendments to UN Regulation No. 108 and draft Supplement 1 to the 01 series of amendments to UN Regulation No. 109. For draft Supplement 1 to the 01 series of amendments to UN Regulation No. 108, GRBP recalled that the pending correction in ECE/TRANS/WP.29/GRBP/2024/24 should be added.

E. UN Regulation No. 117 (Tyre Rolling Resistance, Rolling Noise and Wet Grip)

Documentation: ECE/TRANS/WP.29/GRBP/2024/23, ECE/TRANS/WP.29/GRBP/2025/12, ECE/TRANS/WP.29/GRBP/2025/13, Informal documents GRBP-80-

11, GRBP-81-08-Rev.1, GRBP-81-09-Rev.1, GRBP-81-19, GRBP-81-23, GRBP-81-22, GRBP-81-26

16. GRBP received a status report of the Informal Working Group on Wet Grip Performance of Tyres in Worn State (IWG WGWT) (GRBP-81-23) and updated its Terms of Reference with the aim to define a Key Performance Indicator (KPI), to fix a target for the improvement of the test procedure precision and to extend the test campaign, if necessary (GRBP-81-22 and annex II).

17. The expert from ETRTO tabled editorial corrections to the 02 and 04 series of amendments to UN Regulation No. 117 (ECE/TRANS/WP.29/GRBP/2025/12 and ECE/TRANS/WP.29/GRBP/2025/13). GRBP adopted these proposals, as amended GRBP-81-08-Rev.1 and GRBP-81-09-Rev.1., and requested the secretariat to submit them for consideration and vote at the June 2025 sessions of WP.29 and AC.1 as respectively draft Supplement 17 to the 02 series of amendments and draft Supplement 3 to the 04 series of amendments to UN Regulation No. 117. For the latter, GRBP agreed to combine it with the amendment proposal to the same series of amendments that was adopted at the previous session (ECE/TRANS/WP.29/GRBP/2024/23 as amended by GRBP-80-11).

18. The Group of Interested Experts on UN Regulation No. 117 reported on their considerations on how to avoid further complexity of this Regulation created by new requirements, annexes and series of amendments with transitional provisions, due to the upcoming introduction of tyre abrasion requirements (GRBP-81-26). Among various options, the Group recommended to introduce abrasion performance in a separate UN Regulation. While several GRBP experts supported this idea, some others pointed out that this issue should be further considered at the EU level, because UN Regulation No. 117 was already indicated in EU decisions as the place holder of tyre abrasion provisions.

19. The expert from ETRTO briefed GRBP on reduction of measurement uncertainties in the rolling sound emission test method of UN Regulation No. 117 (GRBP-81-19). To advance on this topic, GRBP agreed to establish a dedicated group of interested experts (GOIE) on tyre noise level alignment.

F. Tyre Abrasion

Documentation: Informal documents GRBP-81-24, GRBP-81-25

20. The joint GRBP/GRPE Task Force on Tyre Abrasion (TF TA) reported on the results and challenges of the ongoing market assessment of different tyres for developing future limits for tyre abrasion based on the two adopted test methods, namely the outdoor road circuit method and the indoor drum method (GRBP-81-25). GRBP noted that a first document with the limits was expected at the next GRBP session in September. GRBP also updated the TF TA Terms of Reference (GRBP-81-24).

G. UN Regulation No. 142 (Tyre Installation)

Documentation: ECE/TRANS/WP.29/GRBP/2025/14, Informal document GRBP-81-10

21. The expert from ETRTO introduced clarifications and corrections (ECE/TRANS/WP.29/GRBP/2025/14). GRBP adopted the proposal, as amended by GRBP-81-10, and requested the secretariat to submit it for consideration and vote at the June 2025 sessions of WP.29 and AC.1 as draft Supplement 2 to the 01 series of amendments to UN Regulation No. 142.

H. UN Regulation No. 172 (Snow Performance of Retreaded Tyres and Classification as Traction Tyre)

Documentation: ECE/TRANS/WP.29/GRBP/2025/17, Informal document GRBP-81-27-Rev.2

22. The expert from ETRTO proposed introducing new reference tyres and editorial corrections (ECE/TRANS/WP.29/GRBP/2025/17). GRBP adopted the proposal, as amended by GRBP-81-27-Rev.2, and requested the secretariat to submit it for consideration

and vote at the June 2025 sessions of WP.29 and AC.1 as draft Supplement 1 to UN Regulation No. 172.

I. Other UN Regulations on Tyres

23. No proposals were considered under this agenda item.

VIII. Regulatory Fitness for Automated Driving Systems (agenda item 7)

Documentation: ECE/TRANS/WP.29/GRBP/2025/2,
ECE/TRANS/WP.29/GRBP/2025/3, Informal documents GRBP-81-20, GRBP-81-21

24. GRBP was informed about the activities of the Task Force on Automated Vehicles Regulation Screening (TF AVRS) (GRBP-81-21) and noted amendment proposals to UN Regulations Nos. 28, 51 and 138 prepared by the Task Force (respectively, ECE/TRANS/WP.29/GRBP/2025/2, GRBP-81-20 and ECE/TRANS/WP.29/GRBP/2025/3). GRBP agreed to revert to these proposals at its September 2025 session, pending finalization of a set of new definitions for automated vehicles by GRVA, its subgroups, and GRSG. Meanwhile, GRBP invited all experts to review the TF AVRS proposals and to provide feedback.

IX. Exchange of Information on National and International Requirements on Noise Levels (agenda item 8)

Documentation: Informal document GRBP-81-28, GRBP-81-34-Rev.1

25. GRBP took note of the Task Force on Vehicle Sound (TF VS) status report (GRBP-81-34-Rev.1).

26. The expert of TF VS also introduced considerations on the use of existing road traffic noise models in different countries to enable GRBP to evaluate effects of vehicles and draft amendments to UN Regulations on real urban traffic (GRBP-81-28). GRBP noted this presentation.

X. Proposal for Amendments to the Consolidated Resolution on the Construction of Vehicles (agenda item 9)

27. No proposal was considered under this agenda item.

XI. Development of the International Whole Vehicle Type Approval System (agenda item 10)

28. No new information was provided.

XII. Highlights of the Recent Sessions of the World Forum for Harmonization of Vehicle Regulations (agenda item 11)

Documentation: Informal document GRBP-81-14

29. GRBP took note of the highlights of the November 2024 session of WP.29 on GRBP and common issues (GRBP-81-14).

XIII. Exchange of Views on the Future work of the Working Party on Noise and Tyres (agenda item 12)

Documentation: Informal document GRBP-81-17

30. The Chair presented a revised list of priorities (GRBP-81-17) and invited all experts to provide comments with the aim to update the document accordingly.

XIV. Other Business (agenda item 13)

Documentation: Informal document GRBP-81-31

31. GRBP was briefed on the activities of the OICA/ACEA Task Force on Exterior Acoustic Signalling (GRBP-81-31) that aimed at proposing a framework for exterior acoustic signals specifications and harmonizing requirements, without defining the need for acoustic signals. GRBP noted that the Task Force was reviewing the existing exterior sound signalling in UN Regulations Nos. 28 (Audible warning signal), 97 (Vehicle Alarm Systems), 162 (Immobilizers), 163 (Alarm Systems), 116 (Anti-theft and alarm systems), 138 (QRTV) and 165 (Reverse Warning Sounds). Other or future regulations/standards could be considered at a later stage, for example, the ongoing GRSP work on child presence inside the vehicle or possible additional sounds coming from automatic driven vehicles.

XV. Provisional Agenda for the Next Session (agenda item 14)

32. For its eighty-second session, scheduled to be held in Geneva from 3 to 5 September 2025, GRBP decided to keep the same structure for the provisional agenda, subject to the inclusion of an agenda item "Election of Officers". GRBP noted that the deadline for submission of official working documents would be 10 June 2025.

Annex I

[English only]

List of Informal Documents of the Session

| <i>GRBP-80- ...</i> | <i>Transmitted by</i> | <i>Agenda item</i> | <i>Title</i> | <i>Follow-up</i> |
|-------------------------|--|------------------------|--|------------------|
| 1-Rev.1 | Secretariat | 1 | Updated provisional agenda | a |
| 2 | IWG RD-ASEP | 3 | Proposal to replace ECE/TRANS/WP.29/GRBP/2025/5 | d |
| 3 | IWG RD-ASEP | 3 | Proposal to replace ECE/TRANS/WP.29/GRBP/2025/4 | d |
| 4 | IWG RD-ASEP | 3, 4 | Status report | |
| 5-Rev.1 | ETRTO | 6 | Proposal to replace ECE/TRANS/WP.29/GRBP/2025/9 | d |
| 6-Rev.1 | ETRTO | 6 | Proposal to replace ECE/TRANS/WP.29/GRBP/2025/10 | d |
| 7-Rev.1 | ETRTO | 6 | Proposal to replace ECE/TRANS/WP.29/GRBP/2025/11 | d |
| 8-Rev.1 | ETRTO | 6 | Proposal to replace ECE/TRANS/WP.29/GRBP/2025/12 | d |
| 9-Rev.1 | ETRTO | 6 | Proposal to replace ECE/TRANS/WP.29/GRBP/2025/13 | d |
| 10-Rev.1 | ETRTO | 6 | Proposal to replace ECE/TRANS/WP.29/GRBP/2025/14 | d |
| 11-Rev.1 | ETRTO | 6 | Proposal to replace ECE/TRANS/WP.29/GRBP/2025/15 | d |
| 12-Rev.1 | ETRTO | 6 | Proposal to replace ECE/TRANS/WP.29/GRBP/2025/16 | d |
| 13-Rev.1 | ETRTO | 6 | Supporting material to ETRTO working documents | a |
| 14 | Secretariat | 1, 11 | General information and WP.29 highlights | a |
| 15 | IMMA | 3 | Amendments to GRBP-81-02 | d |
| 16-Rev.1 | Chair | 1 | Draft running order and tentative timetable | a |
| 17 | Chair | 12 | List of priorities | c |
| 18-Rev.1 | Subgroup on UN Regulations Nos. 138 and 51 | 4, 5 | Status report | a |
| 19 | ETRTO | 6 | Measurement uncertainties reduction in rolling sound emission test method in UN Regulation No.117 | c |
| 20 | TF AVRS | 7 | Draft proposal to amend UN Regulation No. 51 to fit to automated vehicles | b |
| 21 | TF AVRS | 7 | Status report | a |
| 22 | IWG WGWT | 6 | Amendments to the Terms of Reference | d |
| 23 | IWG WGWT | 6 | Status report | a |
| 24 | TF TA | 6 | Terms of Reference of the Task force on Tyres' abrasion | a |
| 25 | TF TA | 6 | Status report | a |
| 26 | GOIE on UN Regulation No. 117 | 6 | Status report | a |
| 27-Rev.2 | ETRTO | 6 | Proposal to replace ECE/TRANS/WP.29/GRBP/2025/17 | d |
| 28 | TF VS | 8 | Considerations on the use of existing road traffic noise models for GRBP work | a |
| 29 | IMMA | 3 | Replacement of ECE/TRANS/WP.29/GRBP/2025/7 | d |
| 30 | IMMA | 3 | Replacement of ECE/TRANS/WP.29/GRBP/2025/6 | d |
| 31 | OICA | 13 | Exterior Acoustic Signalling: work in progress | a |
| 32-Rev.1 | IWG RD-ASEP | 4 | RD-ASEP monitoring | a |
| 33-Rev.1 | IWG RD-ASEP | 4 | Testing of electric vehicles (EV) under cruising and full acceleration situation | c |
| 34-Rev.1 | TF VS | 8 | Status report | a |

Notes:

a Consideration completed or superseded.

b Continue consideration at the next session with an official symbol.

- c Continue consideration at the next session as an informal document.
- d Adopted and to be submitted to WP.29.
- e Withdrawn.

Annex II

Revised Terms of Reference of the Informal Working Group on Wet Grip Performance for Tyres in a Worn State (based on GRBP-81-22)

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 Special Reference Test Tyre (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 session of GRBP in February 2025 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 session of GRBP in February 2027 and a working document for adoption at the eighty-sixth session of GRBP in September 2027 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.

Annex III

GRBP Informal Groups

| <i>Informal group</i> | <i>Chair(s) and Co-Chair(s)</i> | <i>Secretary</i> | <i>Expiry date of the mandate</i> |
|--|---|---|-----------------------------------|
| Real Driving - Additional Sound Emission Provisions (RD- ASEP) | Mr. Bernd Schüttler (Germany) Mr. Hiroyuki Houzu (Japan) | Mr. Alex Desplenter (IMMA) Mr. Douglas Moore (ISO) | February 2026 |
| Wet Grip Performance for Tyres in a Worn State (WGWT) | Ms. Maëlle Dodu (France) Mrs. Anne Serra (EC) | Mr. Nicolas de Mahieu (ETRTO) | September 2027 |