



# Economic and Social Council

Distr.: General  
20 June 2025

Original: English

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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### Working Party on Noise and Tyres

#### Eighty-second session

Geneva, 3-5 September 2025

Item 5 (a) of the provisional agenda

**Tyres: UN Regulation No. 117 (Tyre Rolling Resistance, Rolling Noise and Wet Grip)**

## **Proposal for Supplement 4 to the 04 series of amendments to UN Regulation No. 117**

### **Submitted by the experts from Japan\***

The text reproduced below was prepared by the experts from Japan in order to clarify the original intent of the Task Force on Tyre abrasion. The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect.20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

*Insert a new subparagraph 8.3.5.:*

**“8.3.5. In the case of verification tests with regard to approvals in accordance with paragraph 6.5.2. of this Regulation, these shall be carried out in the same ice temperature range (see Annex 8 to this Regulation) as that adopted for the original approval.”**

*Annex 8, paragraph 2.1.1.4., amend to read:*

**“2.1.1.4. The air temperature, measured about one meter above the ground, shall be between –15 °C and +4 °C; the ice temperature, measured on the surface of the conditioned line, shall be **within one of the specified ice temperature ranges, either** between –15 °C and –5 °C **or between -5°C and -2°C**. Both air and ice temperatures shall be reported for each tested tyre.”**

...”

*Annex 8 – Appendix 2, amend to read:*

" Test reports and test data for **class C1** tyres ...

Part 2 - Test data: 1<sup>st</sup> braking test cycle ...

2.1. Test track characteristics:

	<i>At start of test</i>	<i>At end of test</i>	<i>Specification</i>
Weather			
Ambient temperature			–15 °C to +4 °C
Ice temperature			–15 °C to –5 °C <b>or</b> <b>-5°C to -2°C</b>
Other			

...

Part 2 - Test data: 2<sup>nd</sup> braking test cycle ...

2.1. Test track characteristics:

	<i>At start of test</i>	<i>At end of test</i>	<i>Specification</i>
Weather			
Ambient temperature			–15 °C to +4 °C
Ice temperature			–15 °C to –5 °C <b>or</b> <b>-5°C to -2°C</b>
Other			

...

Part 2 - Test data: 3<sup>rd</sup> braking test cycle ...

2.1. Test track characteristics:

	<i>At start of test</i>	<i>At end of test</i>	<i>Specification</i>
Weather			

	<i>At start of test</i>	<i>At end of test</i>	<i>Specification</i>
Ambient temperature			-15 °C to +4 °C
Ice temperature			-15 °C to -5 °C <b>or</b> <b>-5°C to -2°C</b>
Other			

..."

## II. Justification

1. Regarding the abrasion test methods defined in Annex 10 of UN Regulation No. 117, ice grip tyres are excluded because these tyres are expected to have different use and behaviour. Task Force on Tyre Abrasion (TF TA) is proposing to introduce tyre abrasion of class C1 tyres in new UN Regulation. It has been agreed within the TF TA that ice grip tyres will also be excluded from the new UN Regulation for tyre abrasion, and a working document reflecting this agreement is expected to be proposed.

2. As a result of the process of examining tyre abrasion, consideration was given to the test conditions for ice grip tyres. Among the test conditions for ice grip tyres, the ice temperature condition is specified as -15°C to -5°C, which is considered to cover the environmental conditions of their intended use. However, upon reviewing the conditions in the 1958 Agreement Countries, it has been found that there is higher ice temperature range from -5°C to -2°C, which are not covered by the current test conditions. This proposal aims to add the ice temperature range of -5°C to -2°C to the test conditions for ice grip tyres, taking into account the environmental conditions and vehicle safety on ice condition of the 1958 Agreement Countries.

3. The ice temperature ranges will be set as two distinct ranges: the existing range and the newly proposed range. It is also proposed that both type approval tests and conformity of production be conducted within the same ice temperature range to avoid unexpected impacts.