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### Economic Commission for Europe

#### Inland Transport Committee

#### World Forum for Harmonization of Vehicle Regulations

##### 166<sup>th</sup> session

Geneva, 23-26 June 2015

Item 17.7 of the provisional agenda

##### **1998 Agreement – Progress on the development of new gtrs and of amendments to established gtrs**

### **Request for authorization to develop an amendment to global technical regulation No. 16 (Tyres)**

#### **Submitted by the representative of the Russian Federation\***

The text reproduced below was submitted by the representative of the Russian Federation with the aim of adaptation of the global technical regulation (GTR) No. 16 to the technical progress. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Executive Committee of the 1998 Agreement (AC.3) for consideration.

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\* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## **Request for authorization to develop an amendment to global technical regulation No. 16 (Tyres)**

### **A. Objective**

1. The objective of this proposal is to develop, in the framework of the 1998 Agreement, an amendment to UN Global Technical Regulation (GTR) No. 16 on tyres aimed at adaptation of UN GTR No. 16 to the technical progress by including the newly developed provisions to wet grip performance, rolling resistance and qualification for use at severe snow conditions both for passenger car (PC) and light truck / commercial (LT/C) tyres, recently adopted within UN Regulation No. 117.

### **B. Background**

2. UN GTR No. 16 on tyres was established in the Global Registry on 13 November 2014. The informal working group on the Tyre GTR was challenged by reaching harmonization of technical provisions making those acceptable both for type approval and self-certification compliance assessment systems.

3. Meanwhile, in parallel to development of UN GTR No. 16, UN Regulation No. 117, which is a base for UN GTR No. 16, had been amended several times by inclusion of the provisions to tyre wet grip performance, rolling resistance and qualification for use at severe snow conditions for all tyre classes included in its scope.

4. As harmonization of the newly introduced provisions of UN Regulation No. 117 was not feasible in a reasonable time frame, the decision for draft UN GTR on tyres was not to consider those provisions for inclusion in the text of GTR at that time.

5. The aforesaid new provisions of UN Regulation No. 117 represent the state-of-the-art level and are important for assessment of performance of tyres on the markets worldwide. Therefore it is appropriate to upgrade UN GTR No. 16 by the provisions aligned with those of UN Regulation No. 117.

6. The Government of the Russian Federation participated in the informal working group on the Tyre GTR. Now the Government of the Russian Federation assumes the duties of the technical sponsor and will lead the development of an amendment to UN GTR No. 16.

### **C. Subject of amendment**

7. The amendment to UN GTR No. 16 shall include:

(a) Amendment of Part I - Statement of technical rationale and justification, Section C - Procedural background and development of the global technical regulation - by adding new tests, and amendment of other sections, if appropriate;

(b) Amendment of Part II - Text of the global technical regulation:

- (i) Addition of new definitions (Section 2);
- (ii) Modification of test for adhesion performance on wet surfaces (Section 3.12);
- (iii) Addition of new requirements to rolling resistance (new Section 3.22);

- (iv) Addition of new requirements for qualification of a tyre to be designated for use in severe snow conditions (new Section 3.23);
- (c) Addition of new Annexes containing the details of the test methods (where appropriate).

#### **D. Organization of process and timeline**

8. The proposal will be drafted by the experts of the tyre industry in collaboration with the experts of the Russian Federation. The amendments to the proposal will be developed in cooperation with all interested GRRF experts and agreed via e-mail communications. The meetings of interested experts are not planned, but will be organized, if necessary.

9. The proposed action plan:

(a) September 2015: Introduction and consideration of the proposal (informal document) at the 80<sup>th</sup> GRRF session;

(b) February 2016: Consideration of the amended proposal and its possible adoption at the 81<sup>st</sup> GRRF session;

(c) June 2016: Adoption of the proposal by AC.3, if no remaining issues had existed;

(d) September 2016: Consideration of remaining issues (if any) at the 82<sup>nd</sup> GRRF session;

(e) November 2016: Adoption of the proposal by AC.3, if all remaining issues had been solved.

10. The progress of works will be reported to AC.3 at its November 2015, March and June 2016 sessions.

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