Informal document **GRRF-86-09**
86th GRRF session, 12-16 February 2018,
Agenda item 7(j)

Snow tyres provisions - status report

Submitted by the group of interested experts from
Germany, ETRTO, Japan and Russian Federation

Activities related to this subject since 84th session of GRRF

- Meeting (in person + Webex) of interested experts, January 23rd 2018, at Brussels, hosted by ETRTO; attended by ETRTO, Japan and Germany

- Meeting for review and alignment with Russian Federation, January 24th, 2018 at Geneva (only ETRTO)

Objective

To provide considerations for each of the options on Regulatory scenarios presented to GRRF by the group during 84th session (September 2017)
for justification of the selected scenario, recommended by the group.

Options for Regulatory Scenarios (1)

Integrate snow performance test and marking in R30 & R54

Main advantage:

- Snow performance could be type approved for tyres that require R30/R54 and not R117.

Main weakness:

- Type of tyre definition in R30/R54 differs considerably from that in R117 (R30 and R54 are certifying the size and construction when R117 is certifying mainly the tread pattern).

Options for Regulatory Scenarios (2)

Integrate special use and studded tyres in R117 for snow performance only

Main advantages:

- Family concept and test method already established in R117
- R117 is a tread pattern geometry related regulation (certification of the tread pattern)
- Snow performance is largely dictated by tread pattern rather than construction
- Tyre performances impacting the vehicle performance are still kept in one single regulation.

Main weaknesses:

- Those tyres were kept out of scope of R117 for clear reasons from technical point of view. Challenge is how to put administrative provisions for marking feasible in R117 only for snow and to define test methods and which kind of limits
- How to handle studded tyres: out of scope of “SWR” marking, or if put in the scope of R117; to define different limits
- POR to be kept out of scope of “SWR” marking
- The purpose of R117 to be extended to snow performance and to put provisions in R117 for POR and studded tyres for snow performance only.

Options for Regulatory Scenarios (3)

Establish a separate UN Regulation for snow performance

Main advantage:

- SWR is kept out of scope for POR and studded tyres.

Main weaknesses:

- Tyres suited for use in severe winter conditions (snow tyre for use in severe conditions and special use tyres) will require three type approval markings + 3PMSF marking
- The re-approval of tyres that are already type approved as “snow tyres for use in severe snow conditions” may be required by CPs.

Options for Regulatory Scenarios (4)

Create a new UN Regulation combining R30, R54 & R117
(+ transposing UN GTR 16 provisions)

Main advantages:

- Possibly less administrative activities
- Single type approval marking.

Main weaknesses:

- Type definition is different in R30/R54 (size and construction) and R117 (tread)
- Clear family approach in R117 and not in R30/R54
- 1958 agreement requires to adopt the whole regulation.

Options for Regulatory Scenarios

Group recommendation:

to ask GRRF for endorsement to work on the scenario N°2,

- integrate special use and studded tyres in R117 for snow performance only
- extend scope of R117 accordingly.

Creation of an Informal Working Group

- The group of interested experts would like to rise discussion on necessity of the creation of an informal working group to work on this matter again and seek for guidance of GRRF.

- As GRRF had supported in principle the establishment of an informal working group and invited the expert from Germany and other interested experts to prepare draft terms of reference for the group to be reviewed by GRRF, the draft terms of reference are available for review.