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World Forum for Harmonization of Vehicle Regulations**Working Party on Noise and Tyres****Seventy-ninth session**

Geneva, 6–9 February 2024

Item 7 (d) of the provisional agenda

Tyres: UN Regulation No. 117 (Tyre rolling resistance, rolling noise and wet grip)**Proposal for Supplement 16 to the 02 series of amendments
to UN Regulation No. 117****Submitted by the experts from the European Tyre and Rim Technical
Organization***

The text reproduced below was prepared by the experts from the European Tyre and Rim Technical Organization (ETRTO). The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2023 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), 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

Table of Contents, amend to read:

"...

6. ~~Specifications~~**Requirements**.....

7. Modifications of the type of ~~pneumatic~~ tyre and extension of approval.....

..."

Annexes, amend to read:

"...

4 ~~Reserved~~**Specifications for the test site**.....

..."

Paragraph 1., footnote 1, amend to read:

¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3), ~~document ECE/TRANS/WP.29/78/Rev.4, para. 2.~~
www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html"

Paragraph 2., footnotes 2 to 4, amend to read:

- ² Class C1 tyres correspond to "passenger car tyres" in ISO 4000-1:20102021.
- ³ The International System of Units (SI) unit conventionally used for the rolling resistance is the newton-metre per metre, which is equivalent to a drag force in newtonnewtons.
- ⁴ The rolling resistance is expressed in newtonnewtons and the load is expressed in kilo-newton. The rolling resistance coefficient is dimensionless."

Paragraph 2.11., amend to read:

"2.11. "Reinforced tyre" or "extra load tyre" of class C1 means a tyre structure designed to carry more load at a higher inflation pressure than the load carried by the corresponding standard version tyre at the standard inflation pressure as specified in ISO 4000-1:~~2010~~**2021**.²"

Paragraph 2.13., amend to read:

"2.13. "Snow tyre" means a tyre whose tread pattern, tread compound or ~~structure~~**construction** is primarily designed to achieve in **mud and/or** snow conditions a performance better than that of a normal tyre with regard to its ability to initiate ~~or maintain~~ **and control** vehicle motion."

Paragraph 2.18., amend to read:

"2.18. "Standard Reference Test Tyre" or "SRTT" means a tyre that is produced, controlled and stored in accordance with the standards of ASTM International:

- (a) E1136 – ~~4719~~ for the size P195/75R14 and referred to as "SRTT14",
- (b) F2493 – ~~2023~~ for the size P225/60R16 and referred to as "SRTT16",
- (c) F2872 – ~~4619~~ for the size 225/75R16C and referred to as "SRTT16C",
- (d) F2871 – ~~4623~~ for the size 245/70R19.5 and referred to as "SRTT19.5",
- (e) F2870 – ~~4623~~ for the size 315/70R22.5 and referred to as "SRTT22.5"."

Paragraph 5.2.2., amend to read:

"5.2.2. The communication form mentioned in paragraph 5.3. below shall identify specific performance parameters of Regulation No. 117 by the following suffixes:

- S To identify additional conformity to the requirements on tyre rolling sound emissions;

- W To identify additional conformity to the requirements on adhesion on wet surfaces of tyres in new state;
- R To identify additional conformity to the requirements on tyre rolling resistance;
- B To identify additional conformity to the requirements on adhesion on wet surfaces of tyres in worn state.

S will be followed by the suffix "2" for compliance to stage 2 while, taking into account that two stages are defined for adhesion on wet surfaces of tyres in new state and rolling resistance ~~specifications~~ **requirements** in paragraphs 6.2. and 6.3. below, W will be followed either by the suffix "1" for compliance to stage 1 or by the suffix "2" for compliance to stage 2 and R will be followed either by the suffix "2" for compliance to stage 2 or by the suffix "3" for compliance to stage 3."

Paragraph 6, title, amend to read:

"6. ~~Specifications~~ **Requirements**"

Add a new paragraph 8.3.3., to read:

"8.3.3. In the case of verification tests with regard to approvals in accordance with paragraph 6.1. of this Regulation, these may be carried out, upon request of the tyre manufacturer, using the same temperature correction formula (see Annex 3 to this Regulation) as that adopted for the original approval."

Second occurrence of paragraph 12.13., renumber to 12.14.

Add new paragraphs 12.15. to 12.17., to read:

"12.15. Until 6 July 2025, Contracting Parties applying this Regulation shall continue to grant type approvals based on the tyre-rolling sound emissions using only the temperature correction formula specified in Annex 3, paragraph 4.2.1.

12.16. As from 7 July 2025, Contracting Parties applying this Regulation shall grant type approvals based on the tyre-rolling sound emissions using only the temperature correction formula specified in Annex 3, paragraph 4.2.2.

12.17. Contracting Parties applying this Regulation shall continue to grant extensions to existing type approvals first granted before 7 July 2025 based on the tyre-rolling sound emissions using the temperature correction formula specified in Annex 3, paragraph 4.2.1. In case a new test has to be performed on a different representative tyre size for an extension to be granted after 6 July 2025, the temperature correction formula specified in Annex 3, paragraph 4.2.2. shall be used."

Annex 1, item 8.1., amend to read:

"8.1. Sound level of the representative tyre size, see paragraph 2.7. of this Regulation, as per item 7. of the test report in Appendix 1 to Annex 3: dB(A) at reference speed of ~~70/80~~ **70 km/h or 80 km/h** ²"

Annex 3, paragraph 2.1., amend to read:

"2.1. Test site

The test site shall consist of a central section surrounded by a substantially flat test area. The measuring section shall be level; the test surface shall be dry and clean for all measurements. The test surface shall not be artificially cooled during or prior the testing.

The test track shall be such that the conditions of a free sound field between the sound source and the microphone are attained to within 1 dB(A). These conditions shall be deemed to be met if there is no large sound reflecting

objects, such as fences, rocks, bridges or building within 50 m of the centre of the measuring section. The surface of the test track and the dimensions of the test site shall be in accordance with ISO 10844:2021. ~~Until the end of the period indicated in paragraph 12.8. of this Regulation the specifications for the test site may be in accordance with Annex 4 to this Regulation.~~

A central part of at least 10 m radius shall be free of powdery snow, tall grass, loose soil, cinders or the like. There shall be no obstacle, which could affect the sound field within the vicinity of the microphone and no persons shall stand between the microphone and the sound source. The operator carrying out the measurements and any observers attending the measurements shall position themselves so as not to affect the readings of the measuring instruments."

Annex 3, paragraph 4.2., amend to read:

"4.2. Temperature correction

4.2.1. Until the date indicated in paragraph 12.15. of this Regulation, for ~~For~~ class C1 and class C2 tyres, the rolling sound levels $L_i(\vartheta_i)$ obtained at the test surface temperature ϑ_i (where i denotes the number of the single measurement) shall be normalized to a test surface reference temperature ϑ_{ref} by applying a temperature correction, according to the following formula:

$$L_i(\vartheta_{ref}) = L_i(\vartheta_i) + K(\vartheta_{ref} - \vartheta_i)$$

where:

$$\vartheta_{ref} = 20 \text{ }^\circ\text{C},$$

For class C1 tyres, the coefficient K is:

- 0.03 dB(A)/ $^\circ\text{C}$ when $\vartheta_i > \vartheta_{ref}$ and
- 0.06 dB(A)/ $^\circ\text{C}$ when $\vartheta_i < \vartheta_{ref}$.

For class C2 tyres, the coefficient K is -0.02 dB(A)/ $^\circ\text{C}$.

4.2.2. From the date indicated in paragraph 12.16., for class C1 and class C2 tyres, the rolling sound levels $L_i(\vartheta_i)$ obtained at the test surface temperature ϑ_i (where i denotes the number of the single measurement) shall be normalized to a test surface reference temperature ϑ_{ref} by applying a temperature correction, according to the following formula:

$$L_i(\vartheta_{ref}) = L_i(\vartheta_i) - K_1 \cdot \lg\left(\frac{\vartheta_{ref} + K_2}{\vartheta_i + K_2}\right)$$

where:

$$\vartheta_{ref} = 20 \text{ }^\circ\text{C},$$

and the coefficients K_1 and K_2 are given in the tables below.

Class C1 tyres	K_1 ($^\circ\text{C}$)	K_2 ($^\circ\text{C}$)
Tyres that are classified as tyre for use in severe snow conditions	1.35	2.29
Other tyres	2.25	0

Class C2 tyres	K_1 ($^\circ\text{C}$)	K_2 ($^\circ\text{C}$)
Tyres that are classified as tyre for use in severe snow conditions	0	0
Other tyres	1.22	0

- 4.2.3. Notwithstanding the above procedure, the temperature correction may be made only on the final reported tyre rolling sound level L_R , utilizing the arithmetic mean value of the measured temperatures, if the measured test surface temperature does not change more than 5 °C within all measurements necessary for the determination of the sound level of one set of tyres. In this case the regression analysis below shall be based on the uncorrected rolling sound levels $L_i(g_i)$.

There will be no temperature correction for class C3 tyres."

Annex 4, amend to read:

"Annex 4

~~Reserved Specifications for the test site¹~~

~~1. Introduction~~

~~This annex describes the specifications relating to the physical characteristics and the laying of the test track. These specifications based on a special standard² describe the required physical characteristics as well as the test methods for these characteristics.~~

~~2. Required characteristics of the surface~~

~~A surface is considered to conform to this standard provided that the texture and voids content or sound absorption coefficient have been measured and found to fulfil all the requirements of paragraphs 2.1. to 2.4. below and provided that the design requirements (paragraph 3.2. below) have been met.~~

~~2.1. Residual voids content~~

~~The residual Voids Content (VC) of the test track paving mixture shall not exceed 8 per cent. For the measurement procedure, see paragraph 4.1. of this Annex.~~

~~2.2. Sound absorption coefficient~~

~~If the surface fails to comply with the residual voids content requirement, the surface is acceptable only if its sound absorption coefficient is $\alpha \leq 0.10$. For the measurement procedure, see paragraph 4.2. below. The requirements of this paragraph 2.1. above are met also if only sound absorption has been measured and found to be $\alpha \leq 0.10$.~~

~~*Note:*—The most relevant characteristic is the sound absorption, although the residual voids content is more familiar among road constructors. However, sound absorption needs to be measured only if the surface fails to comply with the voids requirement. This is motivated because the latter is connected with relatively large uncertainties in terms of both measurements and relevance and some surfaces therefore erroneously may be rejected when based only on the voids measurement.~~

~~2.3. Texture depth~~

~~The Texture Depth (TD) measured according to the volumetric method (see paragraph 4.3. below) shall be:~~

$$\text{TD} \geq 0.4 \text{ mm}$$

¹—The specifications for the test site reproduced in this annex are valid until the end of the period indicated in paragraph 12.8. of this Regulation.

²—ISO 10844:2014.

2.4. Homogeneity of the surface

~~Every practical effort shall be taken to ensure that the surface is made to be as homogeneous as possible within the test area. This includes the texture and voids content, but it should also be observed that if the rolling process results in more effective rolling at some places than others, the texture may be different and unevenness causing bumps may also occur.~~

2.5. Period of testing

~~In order to check whether the surface continues to conform to the texture and voids content or sound absorption requirements stipulated in this standard, periodic testing of the surface shall be done at the following intervals:~~

~~(a) — For residual VC or sound absorption (α):~~

~~When the surface is new:~~

~~If the surface meets the requirements when new, no further periodical testing is required. If it does not meet the requirement when it is new, it may do so later because surfaces tend to become clogged and compacted with time;~~

~~(b) — For TD:~~

~~When the surface is new:~~

~~When the noise testing starts (*Note*: Not before four weeks after laying);~~

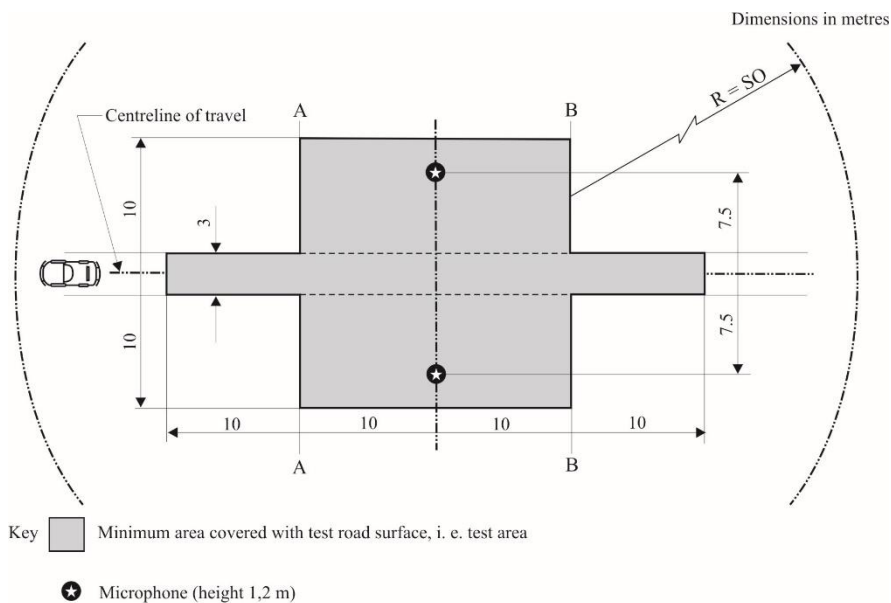
~~Then every twelve months.~~

3. Test surface design

3.1. Area

~~When designing the test track layout it is important to ensure that, as a minimum requirement, the area traversed by the vehicles running through the test strip is covered with the specified test material with suitable margins for safe and practical driving. This will require that the width of the track is at least 3 m and the length of the track extends beyond lines AA and BB by at least 10 m at either end. Figure 1 shows a plan of a suitable test site and indicates the minimum area which shall be machine laid and machine compacted with the specified test surface material. According to Annex 3, paragraph 3.2., measurements have to be made on each side of the vehicle. This can be made either by measuring with two microphone locations (one on each side of the track) and driving in one direction, or measuring with a microphone only on one side of the track but driving the vehicle in two directions. If the latter method is used, then there are no surface requirements on that side of the track where there is no microphone.~~

Figure 1
Minimum requirements for test surface area. The shaded part is called "Test area"



NOTE - There shall be no large acoustically reflective objects within this radius.

3.2. Design and preparation of the surface

3.2.1. Basic design requirements

The test surface shall meet four design requirements:

- 3.2.1.1. It shall be a dense asphaltic concrete.
- 3.2.1.2. The maximum chipping size shall be 8 mm (tolerances allow from 6.3 mm to 10 mm).
- 3.2.1.3. The thickness of the wearing course shall be ≥ 30 mm.
- 3.2.1.4. The binder shall be a straight penetration grade bitumen without modification.

3.2.2. Design guidelines

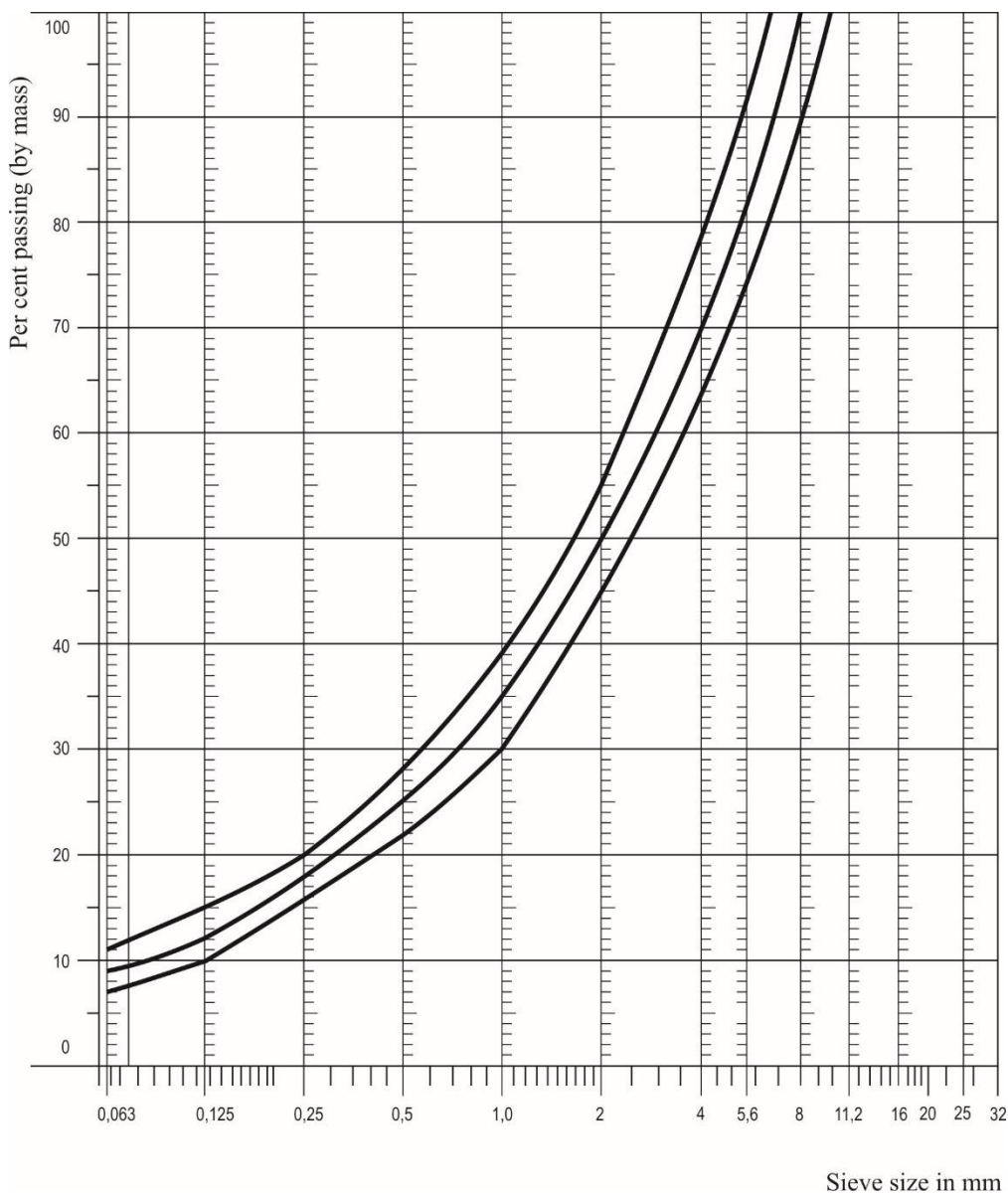
As a guide to the surface constructor, an aggregate grading curve which will give desired characteristics is shown in Figure 2. In addition, Table 1 gives some guidelines in order to obtain the desired texture and durability. The grading curve fits the following formula:

$$P(\% \text{ passing}) = 100 - (d/d_{\max})^{1/2}$$

Where:

- d = square mesh sieve size, in mm
- d_{max} = 8 mm for the mean curve
- = 10 mm for the lower tolerance curve
- = 6.3 mm for the upper tolerance curve

Figure 2
Grading curve of the aggregate in the asphaltic mix with tolerances



In addition to the above, the following recommendations are given:

- (a) The sand fraction ($0.063 \text{ mm} < \text{square mesh sieve size} < 2 \text{ mm}$) shall include no more than 55 per cent natural sand and at least 45 per cent crushed sand;
- (b) The base and sub base shall ensure a good stability and evenness, according to best road construction practice;
- (c) The chippings shall be crushed (100 per cent crushed faces) and of a material with a high resistance to crushing;
- (d) The chippings used in the mix shall be washed;
- (e) No extra chippings shall be added onto the surface;
- (f) The binder hardness expressed as PEN value shall be 40–60, 60–80 or even 80–100 depending on the climatic conditions of the country. The rule is that as hard a binder as possible shall be used, provided this is consistent with common practice;

- (g) ~~The temperature of the mix before rolling shall be chosen so as to achieve by subsequent rolling the required voids content. In order to increase the probability of satisfying the specifications of paragraphs 2.1. to 2.4. above, the compactness shall be studied not only by an appropriate choice of mixing temperature, but also by an appropriate number of passings and by the choice of compacting vehicle.~~

Table 1
Design guidelines

	Target values		Tolerances
	By total mass of mix	By mass of the aggregate	
Mass of stones, square mesh sieve (SM) > 2 mm	47.6 %	50.5 %	±5 %
Mass of sand 0.063 < SM < 2 mm	38.0 %	40.2 %	±5 %
Mass of filler SM < 0.063 mm	8.8 %	9.3 %	±5 %
Mass of binder (bitumen)	5.8 %	N.A.	±0.5 %
Max. chipping size	8 mm		6.3 – 10 mm
Binder hardness	(see paragraph 3.2.2. (f))		
Polished Stone Value (PSV)	> 50		
Compactness, relative to Marshall Compactness	98 %		

4. Test method

4.1. Measurement of the residual voids content

~~For the purpose of this measurement, cores have to be taken from the track in at least four different positions, which are equally distributed in the test area between lines AA and BB (see Figure 1). In order to avoid inhomogeneity and unevenness in the wheel tracks, cores should not be taken in wheel tracks themselves, but close to them. Two cores (minimum) should be taken close to the wheel tracks and one core (minimum) should be taken approximately midway between the wheel tracks and each microphone location.~~

~~If there is a suspicion that the condition of homogeneity is not met (see paragraph 2.4. above), cores shall be taken from more locations within the test area.~~

~~The residual voids content has to be determined for each core, then the average value from all cores shall be calculated and compared with the requirement of paragraph 2.1. of this Annex. In addition, no single core shall have a voids value, which is higher than 10 per cent.~~

~~The test surface constructor is reminded of the problem, which may arise when the test area is heated by pipes or electrical wires and cores shall be taken from this area. Such installations shall be carefully planned with respect to future core drilling locations. It is recommended to leave a few locations of size approximately 200 mm x 300 mm where there are no wires/pipes or where the latter are located deep enough in order not to be damaged by cores taken from the surface layer.~~

4.2. Sound absorption coefficient

The sound absorption coefficient (normal incidence) shall be measured by the impedance tube method using the procedure specified in ISO 10534 1:1996 or ISO 10534 2:1998.

Regarding test specimens, the same requirements shall be followed as regarding the residual voids content (see paragraph 4.1. above). The sound absorption shall be measured in the range between 400 Hz and 800 Hz and in the range between 800 Hz and 1,600 Hz (at least at the centre frequencies of third octave bands) and the maximum values shall be identified for both of these frequency ranges. Then these values, for all test scores, shall be averaged to constitute the final result.

4.3. Volumetric macro-texture measurement

For the purpose of this standard, texture depth measurements shall be made on at least 10 positions evenly spaced along the wheel tracks of the test strip and the average value taken to compare with the specified minimum texture depth. See Standard ISO 10844:2014 for description of the procedure.

5. Stability in time and maintenance

5.1. Age influence

In common with any other surfaces, it is expected that the tyre rolling sound level measured on the test surface may increase slightly during the first 6-12 months after construction.

The surface will achieve its required characteristics not earlier than four weeks after construction. The influence of age on the noise from trucks is generally less than that from cars.

The stability over time is determined mainly by the polishing and compaction by vehicles driving on the surface. It shall be periodically checked as stated in paragraph 2.5. above.

5.2. Maintenance of the surface

Loose debris or dust, which could significantly reduce the effective texture depth shall be removed from the surface. In countries with winter climates, salt is sometimes used for de-icing. Salt may alter the surface temporarily or even permanently in such a way as to increase noise and is therefore not recommended.

5.3. Repaving the test area

If it is necessary to repave the test track, it is usually unnecessary to repave more than the test strip (of 3 m width in Figure 1) where vehicles are driving, provided the test area outside the strip met the requirement of residual voids content or sound absorption when it was measured.

6. Documentation of the test surface and of tests performed on it

6.1. Documentation of the test surface

The following data shall be given in a document describing the test surface:

6.1.1. The location of the test track;

6.1.2. Type of binder, binder hardness, type of aggregate, maximum theoretical density of the concrete (DR), thickness of the wearing course and grading curve determined from cores from the test track;

6.1.3. Method of compaction (e.g. type of roller, roller mass, number of passes);

6.1.4. Temperature of the mix, temperature of the ambient air and wind speed during laying of the surface;

6.1.5. Date when the surface was laid and contractor;

6.1.6. All or at least the latest test result, including:

- 6.1.6.1. The residual voids content of each core;
- 6.1.6.2. The locations in the test area from where the cores for voids measurements have been taken;
- 6.1.6.3. The sound absorption coefficient of each core (if measured). Specify the results both for each core and each frequency range as well as the overall average;
- 6.1.6.4. The locations in the test area from where the cores for absorption measurement have been taken;
- 6.1.6.5. Texture depth, including the number of tests and standard deviation;
- 6.1.6.6. The institution responsible for tests according to paragraphs 6.1.6.1. and 6.1.6.2. above and the type of equipment used;
- 6.1.6.7. Date of the test(s) and date when the cores were taken from the test track.
- 6.2. Documentation of vehicle noise tests conducted on the surface
- In the document describing the vehicle noise test(s) it shall be stated whether all the requirements of this standard were fulfilled or not. Reference shall be given to a document according to paragraph 6.1. above describing the results which verify this."

Annex 6,

Paragraph 2.2., amend to read:

"2.2. Measuring rim

The tyre shall be mounted on a steel or light alloy measuring rim, as follows:

- (a) For class C1 tyres, the width of the rim shall be as defined in ISO 4000-1:2010**2021**,
- (b) For classes C2 and C3 tyres, the width of the rim shall be as defined in ISO 4209-1:2001.

In cases where the width is not defined in the above-mentioned ISO Standards, the rim width as defined by one of the standards organizations as specified in Appendix 4 may be used."

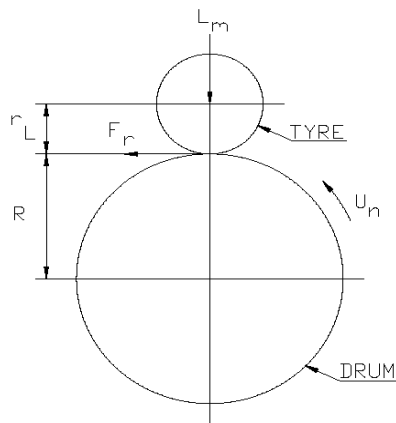
Paragraph 4.5., amend to read:

"4.5. Measurement and recording

The following shall be measured and recorded (see Figure 1):

- (a) Test speed U_n ;
- (b) Load on the tyre normal to the drum surface L_m ;
- (c) The initial test inflation pressure as defined in paragraph 3.3. above;
- (d) The coefficient of rolling resistance measured C_r , and its corrected value C_{rc} , at 25 °C and for a drum diameter of 2 m;
- (e) The distance from the tyre axis to the drum outer surface under steady state r_L ;
- (f) Ambient temperature t_{amb} ;
- (g) Test drum radius R;
- (h) Test method chosen;
- (i) Test rim (size and material);
- (j) Tyre size, manufacturer, type, identity number (if one exists), speed category symbol, load index, DOT number (Department of Transportation).

Figure 1



All the mechanical quantities (forces, torques) will be orientated in accordance with the axis systems specified in ISO 8855:1994/2011.

The directional tyres shall be run in their specified rotation sense."

Paragraphs 5.1.1. and 5.1.2., amend to read:

"5.1.1. General

The laboratory shall perform the measurements described in paragraph 4.6.1. above for the force, torque and power methods or those described in paragraph 4.6.2. above for the deceleration method, in order to determine precisely in the test conditions (load, speed, temperature) the tyre spindle friction, the tyre and wheel aerodynamic losses, the drum (and as appropriate, engine and/or clutch) bearing friction, and the drum aerodynamic losses.

The parasitic losses related to the tyre/drum interface F_{pl} expressed in ~~newton~~ **newtons** shall be calculated from the force F_t torque, power or the deceleration, as shown in paragraphs 5.1.2. to 5.1.5. below.

5.1.2. Force method at tyre spindle

Calculate: $F_{pl} = F_t (1 + r_L/R)$

Where:

F_t is the tyre spindle force in ~~newton~~ **newtons** (see paragraph 4.6.1. above),

r_L is the distance from the tyre axis to the drum outer surface under steady state conditions, in metres,

R is the test drum radius, in metres."

Paragraph 5.2.1., amend to read:

"5.2.1. General

The rolling resistance F_r , expressed in ~~newton~~ **newtons**, is calculated using the values obtained by testing the tyre to the conditions specified in this Regulation and by subtracting the appropriate parasitic losses F_{pl} , obtained according to paragraph 5.1. above."

Paragraph 6.1., amend to read:

"6.1. Rolling resistance coefficient

The rolling resistance coefficient C_r is calculated by dividing the rolling resistance by the load on the tyre:

$$C_r = \frac{F_r}{L_m}$$

Where:

F_r is the rolling resistance, in ~~newton~~newtons,

L_m is the test load, in kN."

Annex 6, Appendix 1, paragraph 2.1., amend to read:

"2.1. Width

For passenger car tyre rims (class C1 tyres), the test rim width shall be the same as the measuring rim determined in ISO 4000-1:~~2010~~**2021**, clause 6.2.2.

For truck and bus tyres (classes C2 and C3), the rim width shall be the same as the measuring rim determined in ISO 4209-1:2001, clause 5.1.3.

In cases where the width is not defined in the above mentioned ISO Standards, the rim width as defined by one of the standards organizations as specified in Appendix 4 to Annex 6 may be used."

Annex 7, paragraph 4.5.1., amend to read:

"4.5.1. Fit the test tyres on rims as per ISO 4209-1:**2001** using conventional mounting methods. Ensure proper bead seating by the use of a suitable lubricant. Excessive use of lubricant should be avoided to prevent slipping of the tyre on the wheel rim."

Annex 8,

Paragraph 2.1.3.1., amend to read:

"2.1.3.1. Standard Reference Test Tyre

For the evaluation of the ice performance of class C1 tyres, the Standard Reference Test Tyre SRTT16 shall be used. The reference tyre shall not be older than 30 months starting from the production week and shall be stored in accordance with ASTM F2493 – ~~2023~~."

Paragraph 2.1.3.2.1., amend to read:

"2.1.3.2.1. Fit each test tyres on an approved rim pursuant to ISO 4000-1:**2021** using conventional mounting methods. Subject to the foregoing, the rim width code shall not differ more than 0.5 from the measuring rim. If a commercialized rim is not available for the test vehicle, it will be acceptable to use a rim whose rim width code differs by 1.0 from the measuring rim width code. Ensure proper bead seating by the use of a suitable lubricant. Excessive use of lubricant should be avoided to prevent slipping of the tyre on the wheel rim."

II. Justification

1. The title of paragraph 6 is changed to *Requirements*, more in line with its content and with UN Regulations No. 30, 75 and 106.
2. In the *Table of Contents*, item 7 is now aligned to the title of paragraph 7.
3. As already done for UN Regulation No. 164, in paragraph 1, the reference to the Consolidated Resolution on the Construction of Vehicles (R.E.3) is simplified to avoid the need of continuous update with new revisions.
4. The reference to ISO standards is updated in many paragraphs.
5. Editorial corrections are introduced to align the wording of measurement units in line with the Guidelines for the preparation and submission of documents to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to its subsidiary bodies.
6. The *snow tyre* definition is now aligned to the one in UN Regulations No. 54 and 75.
7. The updated reference to ASTM standards is provided in paragraph 2.18.

8. In line with the amendment adopted at the seventy-eighth session of the Working Party on Noise and Tyres (GRBP) for Supplement 2 to the 04 series of amendments to UN Regulation No. 117 (informal document GRBP-78-05 replacing ECE/TRANS/WP.29/GRBP/2023/19), we propose to introduce a new temperature correction formula for the rolling sound emissions of tyres of classes C1 and C2 and to remove the content of the now obsolete Annex 4 as well as all its references.
