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Working Party on Noise and Tyres

Seventy-eighth session

Geneva, 30 August – 1 September 2023

Report of the Working Party on Noise and Tyres on its Seventy-Eighth Session

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I. Attendance

1. The Working Party on Noise and Tyres (GRBP) held its seventy-eighth session from 30 August to 1 September 2023 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): Australia, Canada, China, Czechia, Finland, France, Germany, India, Italy, Japan, Netherlands, Norway, Republic of Korea, Russian Federation, Saudi Arabia, South Africa, Spain, Sweden, Switzerland and United Kingdom of Great Britain and Northern Ireland. Experts from the European Commission participated. 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 (BIPAVER), International Motor Vehicle Inspection Committee (CITA), European Association of Automotive Suppliers (CLEPA), European Garage Equipment Association (EGEA), 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/2023/13, Informal documents GRBP-78-01, GRBP-78-23

2. GRBP considered and adopted the agenda (ECE/TRANS/WP.29/GRBP/2023/13, as amended by GRBP-78-01). GRBP noted the running order proposed by the Chair (GRBP-78-23). The informal documents are listed in annex I. The GRBP informal groups are given in annex IV.

III. UN Regulation No. 41 (Noise emissions of motorcycles) (agenda item 2)

Documentation: ECE/TRANS/WP.29/GRBP/2023/14, ECE/TRANS/WP.29/GRBP/2023/15, Informal document GRBP-78-19

3. The experts from IMMA and ISO tabled amendments that allowed the use of the latest standard ISO 10844:2021 test track (ECE/TRANS/WP.29/GRBP/2023/14, ECE/TRANS/WP.29/GRBP/2023/15). The expert from France proposed to complement these amendments with the phasing out of ISO 10844:2014 compliant test track (GRBP-78-19). GRBP invited IMMA and ISO to revise their proposal for consideration at the next session.

IV. UN Regulation No. 51 (Noise of M and N categories of vehicles) (agenda item 3)

Documentation: Informal documents GRBP-78-07, GRBP-78-08, GRBP-78-09, GRBP-78-10, GRBP-78-13, GRBP-78-14, GRBP-78-34,

4. The expert from the Informal Working Group on Measurement Uncertainties (IWG MU) reported on their activities (GRBP-78-09).

5. The experts of IWG MU introduced a new draft document for reference on measurement uncertainties which addressed UN Regulations Nos. 51 and 117 as a first step (GRBP-78-07). The experts from France and the United Kingdom posed questions, while the experts from Germany and the Netherlands pointed out a large test track uncertainty. The

Chair invited IWG MU to liaise with the above experts with the aim to prepare a revised document for the next session.

6. The experts of IWG MU presented a proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (GRBP-78-08). The experts from France, Germany, Netherlands, Switzerland and the United Kingdom commented on the proposal. In view of these comments and of the need to consult with the Working Party on General Safety Provisions (GRSG), GRBP agreed to revert to GRBP-78-08 at its next session.

7. The expert of the Informal Working Group on Additional Sound Emission Provisions (IWG RD-ASEP) presented their status report (GRBP-78-14) and the updated Terms of Reference (GRBP-78-13). GRBP agreed to rename IWG to the Informal Working Group on Real Driving - Additional Sound Emission Provisions (IWG RD - ASEP) and adopted its Terms of Reference, as contained in annex II.

8. GRBP took note of an interim report on the ongoing ASEP/ RD-ASEP study presented by OICA (GRBP-78-34).

9. GRBP was informed that the Task Force on Quiet Road Transport Vehicles (TF QRTV) had identified the need that UN Regulation No. 51 regulate noise emissions of Battery Electric Vehicles (BEVs) with sound enhancement systems other than the Acoustic Vehicle Alerting System (AVAS) of UN Regulation No. 138. The expert from OICA presented a first draft of amendments to UN Regulation No. 51 to address this issue (GRBP-78-10).

10. GRBP expressed concerns about aftermarket products that create artificial noise of BEVs other than for safety purposes, and generally supported the idea to eliminate a “grey area” between UN Regulations Nos. 51 and 138. GRBP noted that OICA would prepare a revised document for BEVs with AVAS.

V. UN Regulation No. 63 (Noise emissions of mopeds) (agenda item 4)

Documentation: ECE/TRANS/WP.29/GRBP/2023/16, Informal document GRBP-78-19

11. GRBP recalled the concerns of paragraph 3 above and invited IMMA and ISO to submit a revised document for consideration at the next session.

VI. UN Regulation No. 92 (Replacement exhaust silencing systems for motorcycles) (agenda item 5)

Documentation: ECE/TRANS/WP.29/GRBP/2023/17

12. The expert from IMMA presented a draft document for reference with the industry guidelines on antitampering provisions for Non-Original Replacement Exhaust Systems (NORESS) (ECE/TRANS/WP.29/GRBP/2023/17). Various experts were in support of the guidelines and stressed the need for regular updating in the future. GRBP adopted the document and requested the secretariat to issue it as a document of reference on the dedicated webpage. As a next step, GRBP agreed to study the possibility of integrating the guidelines, in a suitable language, into UN Regulation No. 92.

VII. UN Regulation No. 138 (Quiet road transport vehicles) (agenda item 6)

Documentation: Informal documents GRBP-78-11, GRBP-78-12, GRBP-78-21

13. The expert of TF QRTV reported on their activities (GRBP-78-11) and stressed that the Task Force strived to find a balance between safety and environmental aspects. GRBP

also took note of a draft consolidated version of UN Regulation No. 138 prepared by TF QRTV (GRBP-78-12).

14. The representatives of WBU briefed GRBP on their position regarding QRTV (GRBP-78-21), in particular the need to ensure the AVAS sound emission when the vehicle is stationary and up to 32 km/h, to ensure the safety of blind people.

15. For the AVAS stationary sound, which was optional in the current text of UN Regulation No. 138, the expert of TF QRTV clarified that the Task Force was considering that sound should not be allowed at standstill for the “P” position of automatic transmission, while for the “D” and “R” positions, discussion was ongoing.

16. Several experts expressed concerns about the environmental impact of stationary noise and wondered whether the widely used start/stop system posed any security risks. Some others reported on accidents due to the absence of a stationary AVAS sound.

17. GRBP stressed the importance of further discussions within TF QRTV and supported their efforts to find a reasonable compromise. GRBP also urged all experts to participate in this work.

VIII. Tyres (agenda item 7)

A. UN Regulation No. 54 (Tyres for commercial vehicles and their trailers)

Documentation: ECE/TRANS/WP.29/GRBP/2023/18, Informal document GRBP-78-20-Rev.1

18. The expert from France presented a proposal that specified a tolerance for the maximum overall width of tyres identified by the “tyre to rim fitment configuration” symbol A (ECE/TRANS/WP.29/GRBP/2023/18, GRBP-78-20-Rev.1). GRBP adopted the proposal and requested the secretariat to submit it for consideration and vote at the March 2024 sessions of WP.29 and the Administrative Committee (AC.1) as draft Supplement 27 to UN Regulation No. 54.

B. UN Regulation No. 106 (Tyres for agricultural vehicles and their trailers)

Documentation: ECE/TRANS/WP.29/GRBP/2023/9, Informal document GRBP-78-22

19. GRBP resumed its consideration of the ETRTO proposal to extend the scope of this UN Regulation to tyres of the speed category symbol E in order to accommodate the technical evolution of agricultural and forestry vehicles (ECE/TRANS/WP.29/GRBP/2023/9, GRBP-78-22). GRBP adopted the proposal and requested the secretariat to submit it for consideration and vote at the March 2024 sessions of WP.29 and the Administrative Committee (AC.1) as draft Supplement 21 to UN Regulation No. 106.

C. UN Regulation No. 117 (Tyre rolling resistance, rolling noise and wet grip)

Documentation: ECE/TRANS/WP.29/GRBP/2023/19, Informal documents GRBP-77-23, GRBP-78-04, GRBP-78-05, GRBP-78-06, GRBP-78-15, GRBP-78-16, GRBP-78-28-Rev.1, GRBP-78-33

20. The expert from ETRTO introduced a new design of the C3 Standard Reference Test Tyres (SRTTs) that are used as reference tyres for snow grip and wet adhesion performance (GRBP-78-28-Rev.1). The expert for Japan posed a question. The Chair invited ETRTO to submit a working document for consideration at the next session.

21. The expert of the Informal Working Group on Wet Grip Performance of Tyres in Worn State (IWG WGWT) presented their status report (GRBP-78-16) and draft updated

Terms of Reference (GRBP-78-15). GRBP adopted the revised Terms of Reference, as laid down in annex III.

22. The expert of IWG MU presented analyses of measurement uncertainty made by ETRTO and the experts from the project on Strengthening the Effect of quieter tyres on European Roads (STEER) (GRBP-78-06). The expert from IWG MU also gave an update on the C2 tyres noise temperature correction (GRBP-78-04). GRBP took note of these documents.

23. The expert from IWG MU proposed measures to reduce variability (ECE/TRANS/WP.29/GRBP/2023/19 and GRBP-78-05). GRBP adopted the proposal, as laid down in GRBP-78-05, and requested the secretariat to submit it for consideration and vote at the June 2024 sessions of WP.29 and AC.1 as draft Supplement 2 to the 04 series of amendments to UN Regulation No. 117.

24. The expert from AAPC recalled GRBP-77-23 from the previous GRBP session and presented GRBP-78-33 with modifications to the rolling resistance values for LT-marked tyres. According to him, for reasons of safety and durability, some heavy-duty pickup trucks in a specific geographical region require LT-marked C3 tyres with performance characteristics suited to their use in rough terrains and for industrial/agricultural purposes which result in rolling resistance values higher than specified for C3 tyres in general. Therefore, he proposed to make an exception for such LT-marked C3 tyres in the rolling resistance tables.

25. The experts from France, ETRTO and OICA pointed out the need to study the proposal in more detail. Some experts feared that the requested exception for one region may have global implications. GRBP invited AAPC to liaise with the interested experts with a view to bringing more elements into consideration at the next session.

D. UN Regulation No. 124 (Replacement wheels for passenger cars)

Documentation: ECE/TRANS/WP.29/GRBP/2023/20,
ECE/TRANS/WP.29/GRBP/2023/21, Informal document GRBP-78-03

26. The expert from the Russian Federation tabled amendments that clarify certain provisions (ECE/TRANS/WP.29/GRBP/2023/20, GRBP-78-03). The experts from Germany and ETRTO posed several questions and, together with the experts from France and the Netherlands, stated that they would send written comments to the expert of the Russian Federation. GRBP agreed to keep this issue on the agenda of the next session.

27. The expert from the Russian Federation proposed a correction to the Russian title of “rotating bending test” from annex 6 to UN Regulation No. 124 (ECE/TRANS/WP.29/GRBP/2023/21). The secretariat pointed out that this issue would be resolved between the secretariat and the United Nations translation services by issuing the necessary corrigenda to the existing documents and that a GRBP decision was not required. GRBP took note of this information.

E. Tyre abrasion

Documentation: Informal documents GRBP-78-17, GRBP-78-18, GRBP-78-26, GRBP-78-32

28. The experts of the Task Force on Tyre Abrasion (TF TA) reported on their activities (GRBP-78-26) and presented two draft methods for measuring tyre abrasion: a real on-road driving method (GRBP-78-17) and an indoor drum method (GRBP-78-18). GRBP invited all experts to study both methods and provide comments to TF TA not later than 21 September 2023.

29. The experts from Finland, Norway and Sweden expressed concerns that ice tyres were not covered by the proposed test methods. The expert from TF TA replied that they either would need to be excluded from the scope or that a separate test procedure should be

developed for them. The expert from ETRTO pointed out a tiny market share of ice tyres and felt that it would not be feasible to test abrasion of these tyres on icy roads.

30. The expert from OICA introduced preliminary results of their tyre abrasion study (GRBP-78-32). GRBP took note of this information and look forward to receiving the final results at the next session.

F. Other UN Regulations on tyres

Documentation: Informal documents GRBP-78-29, GRBP-78-30, GRBP-78-31

31. The expert from the small group on retreaded tyres reported on their activities (GRBP-78-29) and briefly introduced the solution envisaged by the group:

- Adoption of a new UN Regulation for type approval of retreaded tyres with regard to their snow performance without changing the technical requirements compared to the current text of UN Regulation No. 109 (GRBP-78-31), and
- Adoption of a new 01 series of amendment to UN Regulation No. 109 without the snow performance, with the aim to clarify the administrative requirements after a certain period with adequate transitional provisions (GRBP-78-30).

32. GRBP invited all experts to study both options and to provide their feedback to the small group on retreaded tyres, with a view to preparing for the next session a working document which would contain a draft new UN Regulation and amendments to both UN Regulations Nos. 108 and 109.

IX. Exchange of information on national and international requirements on noise levels (agenda item 8)

Documentation: Informal document GRBP-78-35

33. GRBP took note of the Task Force on Vehicle Sound (TF VS) status report (GRBP-78-35).

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

Documentation: Informal document GRBP-78-08

34. GRBP recalled the discussion reflected in paragraph 6 above.

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

35. 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-78-27

36. GRBP took note of the highlights of the March and June 2023 sessions of WP.29 on GRBP and common issues (GRBP-78-27).

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

Documentation: Informal document GRBP-78-02

37. The Chair presented a revised list of priorities (GRBP-78-02). The experts from France and OICA commented on the list. The Chair invited other experts to send their comments to him, in order to update the document accordingly.

XIV. Other business (agenda item 13)

Documentation: Informal documents GRPE-89-06, GRPE-89-39, GRBP-78-24, GRBP-78-25

38. GRBP noted that the Inland Transport Committee (ITC), at its February 2023 session, had decided to develop a climate change mitigation strategy and requested its subsidiary bodies for inputs (GRPE-89-06). WP.29, at its June 2023 session, had mandated its Working Party on Pollution and Energy (GRPE) to take the lead in preparing a coordinated WP.29 response and had requested other Working Parties (GRs) to send their contributions to GRPE. In turn, GRPE had established a task force on the ITC climate change mitigation strategy (GRPE-89-39). Following a brief discussion, the Chair invited experts to think over possible GRBP contributions to the strategy and to send their ideas to GRBP not later than 8 September 2023.

39. On behalf of the Special Interest Group on Automated Vehicles Regulation Screening (SIG AVRS), the expert from the Netherlands reported on their activities (GRBP-78-24). He pointed out that, as a matter of priority, SIG had decided to consider UN Regulations Nos. 28, 51 and 138 with the intention to amend them preferably with supplements. GRBP invited all experts to join the work of SIG AVRS.

40. GRBP noted that the secretariat had received a letter from the Civil Association Anti-Noise Environmental Monitor on the possible incompatibility between the sound limits for buses of UN Regulation No. 51 and the guidelines of the World Health Organization (WHO) (GRBP-78-25). Stressing on its constant efforts to reduce the sound limits in UN Regulation No. 51, GRBP pointed out that the noise level figures in UN Regulation No. 51 and the WHO guidelines were not directly comparable for the following reasons:

- (a) different distances from the sound source;
- (b) the WHO guidelines operate with average noise levels while UN Regulation No. 51 refers to peak noise levels;
- (c) the tests of UN Regulations No. 51 include acceleration at wide open throttle which is uncommon in real bus traffic.

41. GRBP noted that Ms. F. Silvani and Mr. M. Tyagi of OICA would no longer participate in GRBP, due to their new functions. GRBP thanked them for their valuable contributions and wished them success in the future.

XV. Provisional agenda for the next session (agenda item 14)

42. For its seventy-ninth session, scheduled to be held in Geneva from 6 to 9 February 2024, GRBP decided to keep the same structure for the provisional agenda. GRBP noted that the deadline for the submission of official documents to the secretariat would be 14 November 2023, twelve weeks prior to the session.

XVI. Election of officers (agenda item 15)

43. In compliance with Rule 37 of the WP.29 Rules of Procedure (ECE/TRANS/WP.29/690/Rev.2) and Rule 42 of the ECE Rules of Procedure

(E/ECE/778/Rev.5), GRBP re-elected by acclamation Mr. S. Ficheux (France) as Chair and Mr. B. Schüttler (Germany) as Vice-Chair for the year 2024.

Annex I

List of Informal Documents (GRBP-78-...) Distributed During the Session

<i>Symbol</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Title</i>	<i>Follow-up</i>
1	Secretariat	1	Updated provisional agenda	a
2	Chair	11	List of GRBP priorities for 2023-2024	a
3	Russian Federation	7 (d)	Proposal to amend document ECE/TRANS/WP.29/GRBP/2023/20	c
4	IWG MU	7 (c)	Proposal for UN Regulation No. R117 C2 tyres noise temperature correction update	a
5	IWG MU	7 (c)	Proposal to replace document ECE/TRANS/WP.29/GRBP/2023/19	d
6	IWG MU	7 (c)	Analysis of measurement uncertainty related to UN Regulation No.117	a
7	IWG MU	3 and 7 (c)	Proposal for a Document for Reference: measurement uncertainties when testing in WP.29 GRBP vehicle Regulations	c
8	IWG MU	9	Proposal for Supplement 1 to Revision 7 of the Consolidated Resolution on the Construction of Vehicles (R.E.3)	c
9	IWG MU	3	Status report	a
10	OICA	3	Proposal for a Supplement to the 03 series of amendments to UN Regulation No. 51	
11	TF QRTV	6	Status report	a
12	TF QRTV	6	Consolidation of UN Regulation No. 138	a
13	IWG RD-ASEP	3	Proposal for the Terms of Reference of the Informal Working Group on Real Driving-Additional Sound Emission Provisions (RD-ASEP)	d
14	IWG RD-ASEP	3	Status report	a
15	IWG WGWT	7 (c)	Proposal for revised Terms of Reference	d
16	IWG WGWT	7 (c)	Status report	a
17	TF TA	7 (e)	Vehicle method for measurement of tyre-to-road abrasion rate in real driving environment	a
18	TF TA	7 (e)	Measurement of tyre abrasion per unit distance travelled — Method of drum	a
19	France	2 and 4	Proposal for amendments to ECE/TRANS/WP.29/GRBP/2023/14, ECE/TRANS/WP.29/GRBP/2023/15 and ECE/TRANS/WP.29/GRBP/2023/16	c
20-Rev.1	France	7 (a)	Additional justification to ECE/TRANS/WP.29/GRBP/2023/18	d
21	WBU	6	Comments on specific aspects of the Acoustic Vehicle Alerting Sound (AVAS) in UN Regulation No. 138	a
22	ETRTO	7 (b)	Responses to comments on ECE/TRANS/WP.29/GRBP/2023/9	d
23-Rev.1	Chair	1	Draft running order and tentative timetable	a
24	SIG AVRS	13	Progress report	a

<i>Symbol</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Title</i>	<i>Follow-up</i>
25	Civil Association Anti-Noise Environmental Monitor	13	Incompatibility between the sound limits of UN Regulation No. 51 and the guidelines of the World Health Organization	a
26	TF TA	7 (e)	Status report	a
27	secretariat	1 and 11	General information and WP.29 highlights	a
28-Rev.1	ETRTO	7 (c)	New design C3 SRTTs	b
29	Small group on retreaded tyres	7 (f)	Proposal	a
30	Small group on retreaded tyres	7 (f)	Revised UN Regulation No. 109	b
31	Small group on retreaded tyres	7 (f)	Draft new UN Regulation	b
32	OICA	7 (e)	Tyre Abrasion Study	a
33	AAPC	7 (c)	Proposal to amend UN Regulation No. 117	c
34	OICA	3	ASEP/RD ASEP Study	a
35	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

Terms of Reference of the Informal Working Group on Real Driving-Additional Sound Emission Provisions

A. Introduction

1. The Informal Working Group on Real Driving - Additional Sound Emission Provisions (IWG RD-ASEP) is tasked with Supplement 9 to the 03 series of amendments to UN Regulation No. 51 as a first step. As a second step, during and after this RD-ASEP monitoring phase, the collection of data and subsequent analysis would provide the basis for the draft of an amendment on formal, measurement and/or limits aspects.
2. IWG RD-ASEP is tasked with the 05 series of amendments to UN Regulation No. 41 as a first step. The limit curves for different riding situations are to be developed.

B. Objectives of the Informal Working Group on Real Driving - Additional Sound Emission Provisions

3. The scope of IWG RD-ASEP shall cover M₁, N₁, and L₃ categories.
4. The primary objectives of IWG RD-ASEP shall be as follows:
 - *For M₁ & N₁ categories of vehicles (UN Regulation No. 51)*
 - From the work during the monitoring period, the outcome of the group could lead to a new series of amendments.
 - Modify the current UN Regulation to mandate the revised RD-ASEP.
 - Update the current Annex 9.
 - Delete the current Annex 7 related to the current ASEP and update the relevant paragraphs in the main body and Annex 3.
 - Consider the relevant transitional provisions.
 - The group should develop a link between UN Regulations Nos. 51 and 138 to avoid introducing inconsistencies between them.
 - *For L₃ category of vehicles (UN Regulation No. 41)*
 - The outcome of the group could lead to a new series of amendments.
 - Update the current RD-ASEP limits.
 - Consider the relevant transitional provisions.
5. IWG RD-ASEP shall report to GRBP.

C. Rules of Procedure

6. IWG RD-ASEP shall be open to all participants of GRBP. However, it is recommended that a maximum of two technical experts per country and organization participate in IWG.
7. A drafting group for preparing the documents of IWG RD-ASEP is established with a maximum number of ten participants to enable face-to-face meetings.
8. Meetings other than the drafting group meetings are organized in such a way that others RD-ASEP experts can virtually participate at meetings.
9. IWG shall be chaired by Germany and co-chaired by Japan. OICA shall act as Secretary for M and N categories of vehicles, and IMMA shall act as Secretary for L category of vehicles.

10. The working language shall be English.
11. All documents and/or proposals shall be submitted to the Secretaries of IWG in a suitable electronic format at least one week before a scheduled meeting.
12. An agenda and the latest draft document shall be circulated to all members of IWG in advance of all scheduled IWG RD-ASEP meetings.
13. All IWG documentation shall be made available on the dedicated UNECE website.

D. Timeline

14. The aim of IWG is to present working documents as well as a detailed, elaborated work plan and timeline for consideration at the GRBP sessions. IWG will present progress reports that include achieved and future results, and comprehensive proposals:

- For vehicles of category L₃: a working document for the GRBP session in February 2025;
- For vehicles of categories M₁ and N₁: a working document at the end of 2025 for discussion at the GRBP session in February 2026.

Annex III

Revised Terms of Reference of the Informal Working Group on Wet Grip Performance for Tyres in a Worn State

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 currently 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 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, paragraph 18 and ECE/TRANS/WP.29/GRBP/71, paragraph 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 a worn state during its type-approval.
 - Define the test conditions.
 - Describe the test methods.
 - Define the type-approval thresholds of tyre wet grip performance in a worn state.
 - Introduce “Moulded Standard Reference Test Tyre” (SRTT_{worn}).
 - Define the water depth measurement methods.
 - Improve the precision of test procedure.
 - 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 Organization (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 seventy-eighth session of GRBP in September 2023, an informal document at the seventy-ninth session of GRBP in February 2024 and a working document for adoption at the eightieth session of GRBP in September 2024 at the latest, on wet grip of C1 class tyres in a worn state to define the water depth measurement methods.
 - An informal document at the eighty-second session of GRBP in September 2025 and a working document for adoption at the eighty-third session of GRBP in February 2026 at the latest, on wet grip of C1 class tyres in a worn state to improve the precision of test procedure.

Annex IV**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>
Quiet Road Transport Vehicles (QRTV) for GTR	Mr. Ezana Wondimneh (USA) Mr. Ichiro Sakamoto (Japan)	Mr. Anne Serra (European Commission)	December 2023
Real Driving - Additional Sound Emission Provisions (RD-ASEP)	Mr. Bernd Schüttler (Germany) Mr. Hiroyuki Houzu (Japan)	Mr. Alex Desplenter (IMMA) Mr. Doug Moore (ISO)	February 2026
Wet Grip performance for Tyres in Worn state (WGWT)	Mrs. Elodie Collot (France)	Mr. Nicolas de Mahieu (ETRTO)	February 2026
Measurement Uncertainties (IWG MU)	Mr. Truls Berge (Norway)	Mr. Klaus Neuhaus (OICA)	September 2023