

Note prepared by the secretaries of TFTA and GRPE

Minutes of virtual GRPE meeting on tyre abrasion
29 January 2024.

The GRPE Chair opens this special GRPE meeting.

1. Agenda
 1. Adoption of the Agenda
 2. Introduction of meeting documents by TFTA leadership
 3. GRPE discussion and feedback
 4. AOB

The agenda as proposed was adopted

2. Introduction of meeting documents by TFTA leadership

2.a ToR

TFTA co-chairs presented and explained the amendments to TFTA's ToR.

They explained that a slightly amended version of the ToR is considering a last JAPAN request.

Netherlands: is it still possible to address remarks to ToR? Co-Chairs agreed to allow to address comments by 2 February 2024. EC suggested in case of major concerns to endorse the ToR, and to amend the ToR later on to consider the requested changes.

GRPE chair expressed that GRPE can endorse the amendments to the ToR, with the need to consider the NL additional comments as future works for TFTA. This will be sent to TFTA; furthermore the Chair proposed to add the word "durability" in a next amendment in the first paragraph of the ToR.

TFTA co-chairs requested to adopt existing draft ToRs next week and to keep any further amendment for forthcoming updates. He agreed that ToRs could be further improved.

2.b Informal Document amending GRBP/2024/10

TFTA co-chairs presented and explained the Informal Document (GRBP-79-12) amending GRBP/2024/10. They explained that some square brackets are still under discussion and aimed to be removed for the final Informal Document amending GRBP/2024/10.

3. GRPE discussion and Feedback

OICA presented a document with some questions on the test methodology addressed to TFTA on

- the justification for 10Hz.
- Selection of driving modes
- Text inconsistencies.

OICA confirmed having received clear responses on the above questions and appreciated the huge progress made to the regulatory text.

OICA explained having addressed some additional questions to TFTA (vehicle specifications and repeatability versus representativity).

TFTA co-chair recognized that the axle kinematics are set a quite neutral level, that is maybe not considering all the vehicles available on the market. However, the decision towards more neutral axle kinematics was driven by the need to render the test repeatable and reproducible. The limits definition and the subsequent target reduction shall be achieved under the current test.

Netherlands welcomed the introduction to the Informal Document GRBP-79-12. He highlighted the importance to address temperature dependency as soon as possible in the regulation. He asked whether the test method would be strong enough for gathering data and setting limits. He informed the TFTA-co-chairs that the Netherlands could have some comments on the informal document that will be provided in TFTA.

TFTA Co-Chairs responded to Netherlands that temperature dependency will be considered in 2024 test campaign. About the maturity: TFTA is quite satisfied with the method as it is and a verification period (monitoring) will start in July 2026 (as described in paragraphs 5.7, 5.8 and 5.9)

ETRTO emphasized on the Netherlands question on test method robustness that this was verified in the validation/correlation test campaign 2023 and the new prescriptions will be re verified in a new Validation/correlation 2024 test campaign in parallel to the market assessment (approximately 200 tyres)

Japan questioned about the purpose of the paragraphs 5.7 to 5.9. and the amendment approach as supplement it introduction of new test methods without limits.

TFTA Co-Chair responded that the target is to gather type approval data to assess whether the tyre abrasion limits are correctly set. TFTA Co-Chair explained having extended the date for obligation to communicate tyre abrasion values from July 2025 to July 2026, to give more time to the test facilities to prepare themselves. Japan will review the proposal and provide feedback by next GRBP.

KATECH questioned on the use of internal drum configuration instead of external drum configuration. JASIC explained that today the prescription is based on external drum configuration due to lack of information on internal drum configuration, this can be addressed later after a dedicated correlation plan.

4. AOB

GRPE chair expressed his gratitude for the work carried out by the TF TA and proposed to give GRBP its support to adopt the informal document submitted by the TF TA.

Next steps:

TFTA meeting on 6 February 2024 (10:30 – 12:30) hybrid

GRBP meeting: 6-9 February 2024