



Tyre Manufacturers' Technical Advisory Committee

Minutes of the meeting held 12th April 2022 by video-conference

Present					
Chris Baxter	<i>Hankook</i>	Rob Blurton	<i>Michelin</i>	Alistair Brown	<i>GiTi</i>
Steve Howat	<i>Continental</i>	Alan Meaker	<i>Toyo</i>	Gerry Murphy	<i>ITMA</i>
Gary Powell	<i>Bridgestone</i>	Nigel Winfield	<i>Pirelli</i>		
Apologies					
Vincent Bezard	<i>Cooper Tire Europe</i>	Steve Morris	<i>Goodyear</i>		
In attendance					
Graham Willson	<i>BTMA</i>				

1. Welcome and housekeeping matters

<i>Discussion</i>	<i>Decision</i>
Graham welcomed participants to the call. Apologies were received as above.	Noted.

2. Compliance statement

<i>Discussion</i>	<i>Decision</i>
Graham highlighted the need to respect Competition law and the requirements of the TIF compliance statement.	Members agreed to abide by the requirements of the compliance statement.

3. Minutes of last meetings held 7th December 2021 & 26th January 2022

<i>Discussion</i>	<i>Decision</i>
Review of the minutes of the meetings held 7 th December 2021 & 26 th January 2022.	The minutes were approved unanimously.

4. Matters arising not elsewhere on the agenda

<i>Discussion</i>	<i>Decision</i>
Graham reported that Mark Cartwright Head of Commercial Vehicle Incident Prevention at National Highways had accepted to speak at the July 21 st meeting.	Noted.

5. DVSA guide to recalls in the aftermarket

<i>Discussion</i>	<i>Decision</i>
Graham reported DVSA and SMMT have endorsed BTMA proposed amendments clarifying application to tyre and aftermarket recalls. It is hoped that these changes should avoid repeat of recent over-zealous application. DVSA has invited SMMT to convene a small working party to pursue due process for formal adoption.	Members welcomed the progress so far but requested that the formal adoption should be expedited to end June latest.

6. DVSA position re FRT tyres

<i>Discussion</i>	<i>Decision</i>
Graham summarised the latest news from Steve Cope on this topic. DVSA are about to publish the revised HGV/PSV inspection manuals. Since DVSA have agreed to give operators 6 months' notice of the change re FRT tyres, the change is not included in the current update. Steve Cope indicated that he would revert regarding timing of the announcement re FTR tyres.	Graham to pursue Steve Cope for timing of the proposed announcement.

7. GB tyre labelling regulation

<i>Discussion</i>	<i>Decision</i>
Graham reported that DfT are now talking about 'early 2024 at the earliest' for the new GB tyre labelling regulation to be on the statute book. DfT have also confirmed that we are not to expect a call for evidence in 2022, as had been previously indicated.	Noted.

8. Review of guidance on BTMA website

<i>Discussion</i>	<i>Decision</i>
Graham thanked members for identifying a number of 'typos' that will be rectified. Existing guidance revised following discussion is identified in the annex, along with the agreed revised text.	Noted.

9. Potential guidance

<i>Discussion</i>	<i>Decision</i>
Consideration was given to texts proposed for guidance re Sidewall dressings and Tyre shelf-life.	Proposal re Sidewall dressings adopted. To be included in the section 'Motorists: Tyre care'. Members to give further consideration to the proposal re tyre shelf life. To be discussed at next meeting.

10. BSI update

<i>Discussion</i>	<i>Decision</i>
Gary reported activity under the BSI AUE4 committee. New members have been recruited. The search continues for moto, rim and wheel fixing specialists. A 'cull' of inactive members is planned. Several standards are at various stages of 5-yearly review. Agreement has been reached to merge the dormant AUE3 Tyre Repairs committee into AUE4.	Members welcomed the renewed activity thanked Gary for his energies.

11. 2022 committee activity plan

<i>Discussion</i>	<i>Decision</i>
Graham reported progress against the 2022 activity plan.	Noted.

12. Any other urgent business – none

Date and venue of next meeting: 21st July 10:30 – 12:30 on Teams

Annex – review of guidance on BTMA website

<i>Existing</i>	<i>Revised</i>
<p>Glossary of tyre terms: Asymmetric tread pattern Unlike directional tyres, an asymmetric tyre once fitted correctly to the wheel may be fitted to any wheel position on the vehicle. Tyre sidewalls are marked “outside” and “inside” or other similar wording indicating the correct fitment.</p>	<p>Unlike directional tyres, an asymmetric tyre once fitted correctly to the wheel will give optimum performance when fitted on either side of the vehicle. Tyre sidewalls are marked “outside” and “inside” or other similar wording indicating the correct fitment.</p>
<p>Glossary of tyre terms: Load index A two- or three-digit code reflecting the maximum load-carrying capacity of the tyre. By law this must be equal to or greater than the original equipment specification or, for heavy commercial vehicles, the axle plated weight.</p>	<p>A two- or three-digit code reflecting the maximum load-carrying capacity of the tyre. The law requires that tyres fitted to vehicles must be fit for purpose. When replacing tyres on cars or vans, the load index should be at least equal to that specified by the vehicle manufacturer. For heavy commercial vehicles, it is a legal requirement that tyres must be adequate to support the maximum permitted axle weight.</p>
<p>Motorists: Tyre care - Tread depth: Car / Light van UK regulations require the tread pattern depth to be a minimum of 1.6mm within a band comprising the central $\frac{3}{4}$ of the tread width and continuous around the entire tyre circumference. However, not all pattern features fall within the legal definition of “Tread Pattern”. Any feature which is designed to wear out significantly before the main pattern is not subject to the minimum 1.6mm limit. Such features include “Tie Bars”, “Sipes” and “tread wear indicators”.</p>	<p>UK regulations for car and van tyres require that the tread pattern depth must be at least 1.6 mm across the central three-quarters of the tread and around its entire circumference. Furthermore, no reinforcing cord should be exposed anywhere on the tyre. However, not all pattern features fall within the legal definition of “Tread Pattern”. Any feature which is designed to wear out significantly before the main pattern is not subject to the minimum 1.6mm limit. Such features include tie bars and sipes.</p>
<p>Motorists: Tyre care - Tyre age and service life <i>The statutory position regarding tyre age on heavy commercial vehicles and minibuses is presently appended to the guidance re tyre age and service life located in the section of the website aimed at the private motorist.</i></p>	<p>Agreement to relocate the guidance re tyre age on heavy commercial vehicles and minibuses into a new section under Professional road users. Also, to expand the wording re commercial vehicles to more completely address the issue of age markings on retreaded tyres.</p>
<p>Uniform terminology <i>Different definitions are used throughout the guidance concerning who should inspect tyres: a tyre specialist, trained and qualified professional, tyre specialist & trained and competent operator.</i></p>	<p>Agreed to use ‘trained and qualified tyre professional’ throughout.</p>
<p>Other truck tyre guidance</p>	<p>Graham to propose guidance topics drawn from the Guide to Heavy Vehicle tyre management re tread depth, ageing, use of tyre putty, fitting tyres in situ, etc. To be reviewed at the next meeting.</p>