The research leading to the results has received funding from the European Community's Seventh Framework Programme (FP7/2008-2013) under grant agreement n°217920

TYROSAFE

An overview of the TYROSAFE project

Tyre and Road Surface Optimisation for Skid Resistance and Further Effects

3rd TYROSAFE Workshop

13th May 2009, Brussels

Karen Scharnigg

Manfred Haider

arsenal research
A Company of Austrian Research Centers

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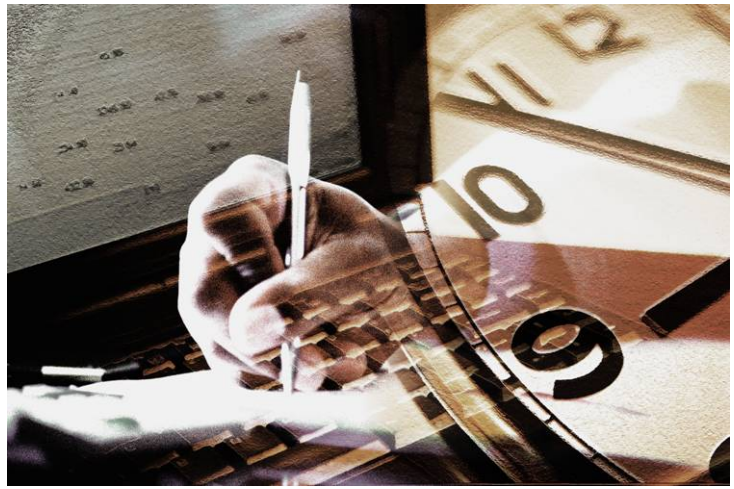
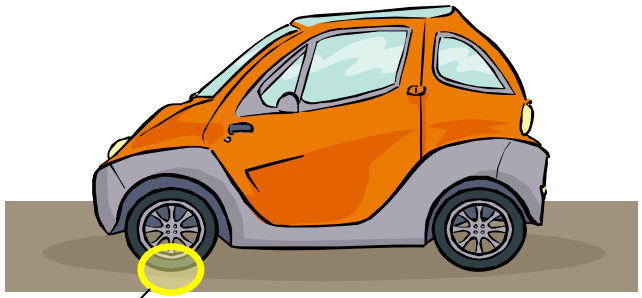
FEHRL

Project information

- FP7 Coordination Action
- Consortium:
  arsenal research (Austria)
  BASt (Germany),
  LCPC (France),
  RWS-DVS (The Netherlands),
  TRL (UK),
  ZAG (Slovenia),
  FEHRL (Belgium)
- Duration: 2 years
- Starting date: 1st July 2008
- Approximately 1.1m EUR total
- Webpage: http://tyrosafe.fehrl.org



Background



Skid resistance (safety)
Rolling resistance (energy)
Noise emission (health)

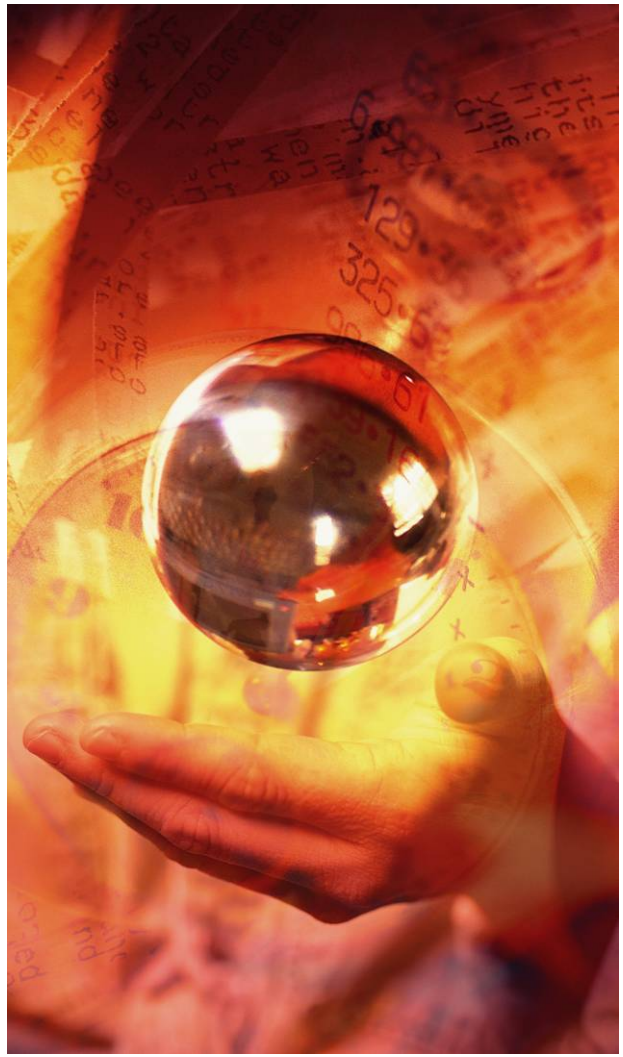
different …

- measuring policies
- measuring methods
- measured parameters

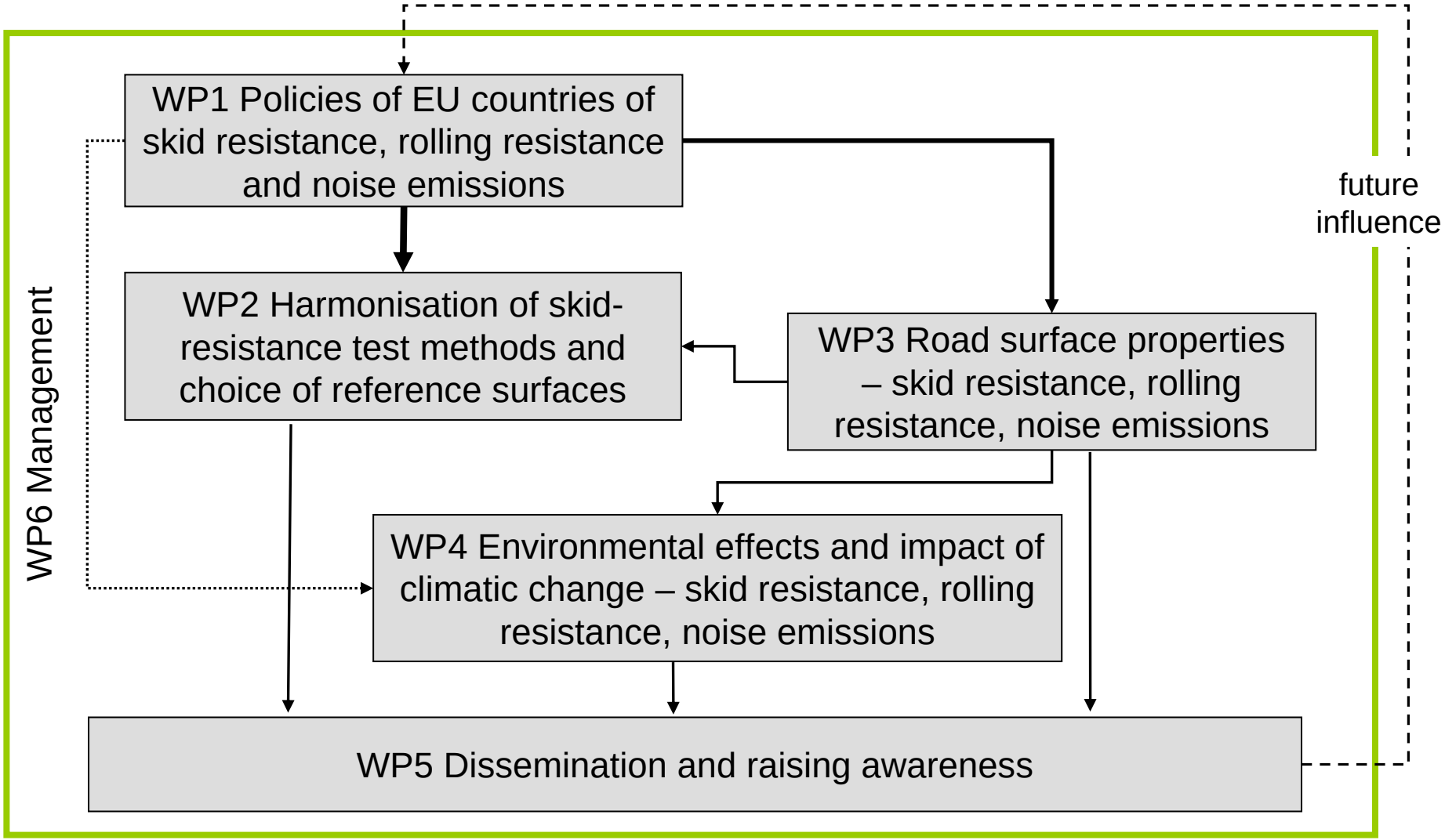
Interdependencies ??

Objectives

- raise awareness, coordinate and prepare
- for European harmonisation and optimisation
- of the assessment and management of essential tyre/road interaction parameters
- to increase road safety and support greening of European road transport



Work Packages

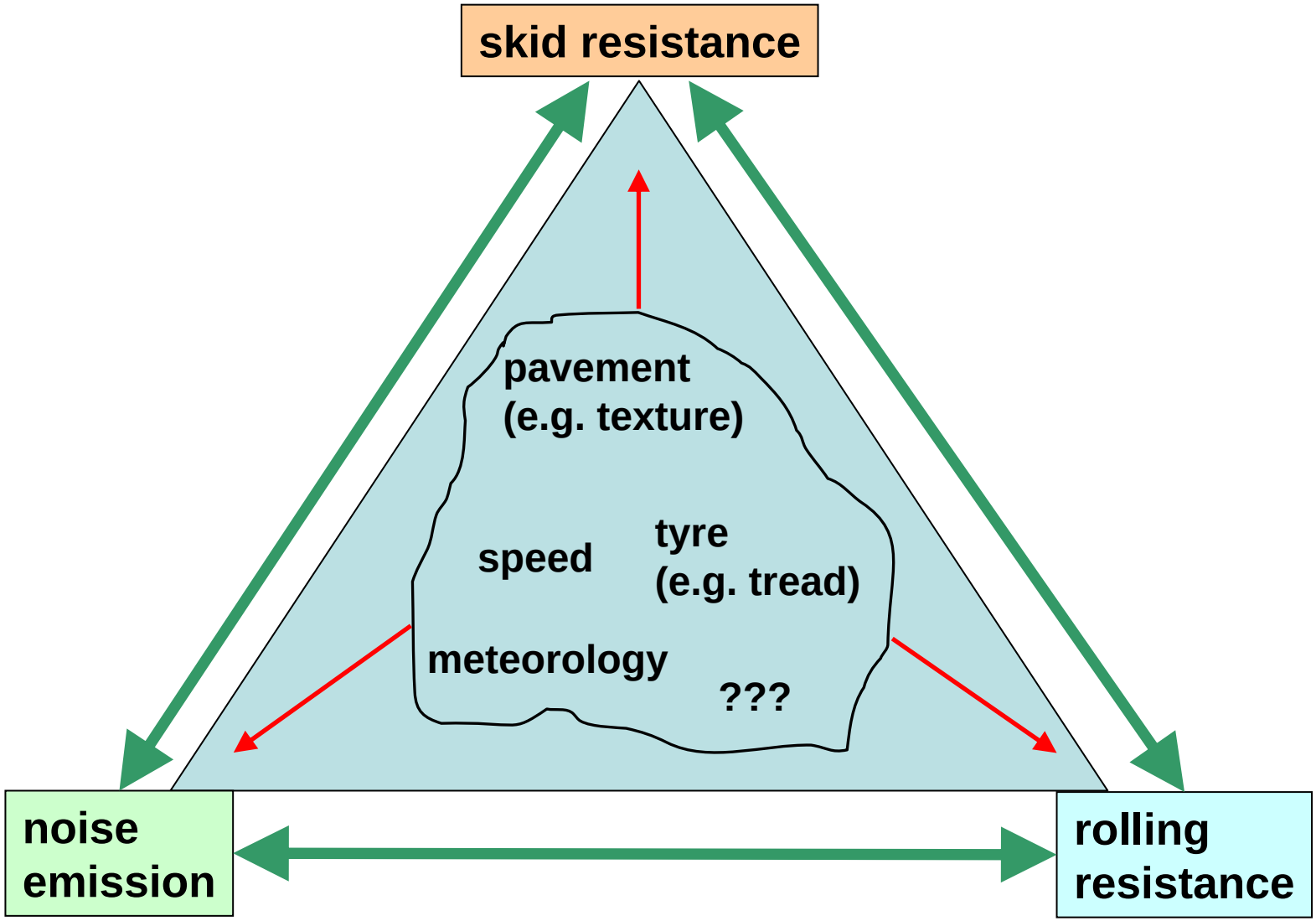


WP3: Road surface properties – skid resistance / rolling resistance / noise emissions

Topics of WP3:

- Describe different parameters of road surfaces and tyres
- Identify interdependencies
- Recommendations for optimisation of road surfaces and tyres
- Identify lack of knowledge and proposals for further research concerning the optimisation of road surfaces and tyres
- Organisation of expert workshops

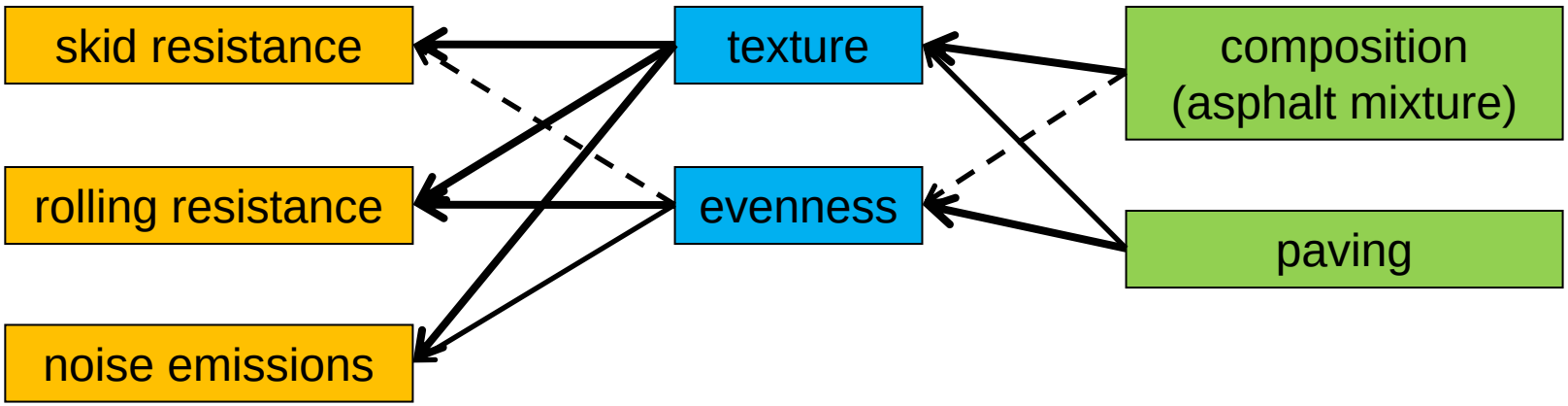
WP3 Road surface properties – skid resistance / rolling resistance / noise emissions



WP3 Road surface properties – skid resistance / rolling resistance / noise emissions

- matrix / matrices focusing on all properties (no one of the three should be neglected)
- **but:** in practice the 3 properties (skid resistance, rolling resistance and noise emissions) are often weighted differently

example:



Outputs and impact

Expected output and impact

- Recommendations for common European policies and approaches concerning the tyre/road interaction effects
- Improving Road Safety
  - Reduction of accidents due to safer, comparable roads (better skid resistance)
  - Safer roads allow for increased mobility
  - Comparable road behaviour on European Roads decreases level of human error
- The Greening of Surface Transport
  - Recommendations for optimising road surfaces and tyres towards low rolling resistance (reduced CO_2 production) and noise emission

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Thank you for your attention and interest on behalf of the TYROSAFE team!