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Canadian Perspectives on Tire Minimum Energy Performance Standards (MEPS)

California Workshop – Tire Efficiency Program Information
February 18, 2021
Outline

- Natural Resources Canada – Fuel Diversification Division Overview
- Climate Change Policy & Regulatory Drivers
- Climate Change Action – What is Canada Doing?
- Light-duty Vehicle Tires – Current Status in Canada
- International Developments
- Tire Design Metrics and Performance Attributes
- Canada’s Tire Market / Segments of Interest
- Tire Testing & Results
- Benchmarking Analysis
- MEPS Development and Regulatory Process
- Tire Performance Label Development
- Key Takeaways
NRCan-Fuel Diversification Division Overview

- Co-leading Government of Canada efforts to support fuel diversification in the transportation sector; including support for infrastructure, awareness, greening freight, greening government operations, and codes and standards (low carbon fuels and tires)

- Implementing a comprehensive Hydrogen Strategy for Canada (including delivering new programming to advance the production and use of hydrogen in Canada; and working with a diverse and broad stakeholder and intergovernmental community to deliver the Strategy)

- Providing implementation support for the Clean Fuel Standard (including developing and implementing complementary programs to increase domestic production of low carbon fuels)

- Delivering on multiple international commitments and initiatives for clean fuels and low carbon transportation, through the Clean Energy Ministerial and various country level MOUs
Climate Change Policy & Regulatory Drivers

Pan-Canadian Framework (PCF) for Clean Growth and Climate Change (2016)
- 3% energy efficiency improvement per year
  - 30% reduction in GHGs by 2030
  - Net-zero by 2050

International Regulatory Alignment
- Global Technical Regulations
  - UN-ECE R117
  - NHTSA FAST

Minimum Energy Performance Standard (MEPS) + Tire Consumer Information Program (TCIP)

Domestic Regulatory Alignment
- Transportation 2030
  - Regulatory Reconciliation and Cooperation Table (RCT)
Climate Change Action – What is Canada Doing?

- The Enhanced Climate Plan “A Healthy Environment and a Healthy Economy” builds upon the “Pan Canadian Framework for Clean Growth and Climate Change”

- Includes 64 measures and $15B in investments in addition to the Canadian Infrastructure Bank’s $6B for clean infrastructure

- Some of the key actions under the plan include:
  - Clean Fuel Standard
  - Carbon Pricing
  - ZEV Incentives
  - Green home retrofits
  - Clean Fuels Fund
Light-duty Vehicle Tires – Current Status in Canada

- Tires are critical components that allow for control, stability, and comfort of on-road vehicles.
- Safety requirements for new or imported tires (for light-duty vehicles under 4,536 kg / 10,000 lbs) in Canada have been regulated under the Motor Vehicle Safety Act (Motor Vehicle Tire Safety Standards) since 1995.
- Currently there are no minimum energy performance standards (MEPS) or tire consumer information programs (TCIP) available to Canadian consumers to help them chose “energy efficient” light-duty vehicle replacement tires.
- However, there is a regulatory commitment under the PCF for a MEPS for light-duty tires.
International Developments

2011 (NRCan began consultations with Tire and Rubber Association of Canada)

2012 EU (MEPS & Label)

2013 South Korea

2014

2015 Brazil (Labelling Program)

2016 Japan (adopted GTR16)

2017 China Voluntary Labeling

2018 Russia MEPS only

2019

2020 USA MEPS & Labeling (Proposed)

2021 Canada MEPS NPRM (CGI)

October 2020
Tire Design Metrics and Performance Attributes

Tire Design Factors
- Material composition (rubber compounds, silicates, filler)
- Size (width, aspect ratio, rim size)
- Tread dimensions (profile, void ratio, tread depth)
- Tire construction (belt overlay)
- Tread pattern (lugs, sipes, gaps)
- Speed and load index

Maintenance & Operation Factors
- Tire selection **
- Inflation pressure
- Driving surface / speed
- Vehicle load
- Surface (concrete, asphalt, other)
- Weather (wet, snow, temperature)

** Consumers select replacement tires based on OEM marketing material (varies between OEM) **
Canada’s Tire Market – Segments of Interest

- Canada has a high percentage of winter tires denoted by the 3-Peak Mountain Snowflake (3PMSF).

- Need to dig deeper into these segments (and sub-segments) to establish which are significant and will have an overall impact on energy efficiency.
  - Passenger All-Season (speed ratings: H&V)
  - Passenger/3PMSF

- More importantly, need to establish which segments are insignificant and would only impact the tire models available for sale (segments that should be excluded from the scope of the MEPS).
  - Passenger All-season/Summer (speed ratings: >V)
  - LT, LT/3PMSF

Source: USTMA/TRAC Presentation to CSA Technical Working Group, Feb 2, 2021
A significant number of tires are classified as “All-Terrain”, both in the Passenger and Light-Truck segments.

Current challenge is that there are no globally accepted definitions for “North American All-Season”, M+S, “all-terrain”, “high-performance”, or “summer” tire segments.

There are technical specifications such as load rating, speed rating, void ratio, and tread depth that make it possible to roughly define these segments.

<table>
<thead>
<tr>
<th>“North American” All Season</th>
<th>Winter Tires (3PMSF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All-Terrain</td>
<td>M+S</td>
</tr>
<tr>
<td>[Image]</td>
<td>[Image]</td>
</tr>
<tr>
<td>Studless</td>
<td>4-Season</td>
</tr>
<tr>
<td>[Image]</td>
<td>[Image]</td>
</tr>
</tbody>
</table>
# Tire Testing

<table>
<thead>
<tr>
<th>Grp</th>
<th>Tire Type</th>
<th>Tire Size</th>
<th>RRC</th>
<th>WGI</th>
<th>DMA</th>
<th>ST</th>
<th>IG</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Passenger 3PMSF</td>
<td>P195/65R15</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>2</td>
<td>Passenger All-Season/Summer (M+S/H&amp;V)</td>
<td>P205/55R16</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Passenger 4-Season (M+S/3PMSF)</td>
<td>P205/55R16</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>4</td>
<td>Passenger (All-Season/All-Terrain/Summer)</td>
<td>Various</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>All-Season/All-Terrain (M+S, 3PMSF)</td>
<td>LT265/70R17</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>All-Season/OE Tires</td>
<td>LT Assorted</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>LT All-Season/All-Terrain/3PMSF</td>
<td>Assorted</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
<td>x</td>
</tr>
</tbody>
</table>

Testing completed at Smithers Rapra – RRC = rolling resistance coefficient (ISO 28580), WGI = wet grip index (UN-ECE R117), DMA=dynamic mechanical analysis, ST= snow traction & IG = ice grip (ASTM F1805)
Tire Test Results - RRC
Tire Test Results - RRC

Light-duty Passenger Vehicle: 4S (3PMSF) & Winter (3PMSF) (Assorted Sizes)

Tested 2014-15, Older Gen. Winter Tires
Tire Test Results - RRC
Tire Test Results – Wet Grip

Light-duty Passenger Vehicle: AT / AS / S (Assorted Sizes)

- AT Test Data
- AS Test Data
- S Test Data

Wet Grip Index

1.0
1.1
1.2
1.3
1.4
1.5

15
Tire Test Results – Wet Grip

Light-duty Passenger Vehicle: 4S (3PMSF) & Winter (3PMSF) (Assorted Sizes)

 Tested 2014-15, Older Gen. Winter Tires

Newer tests, including New Gen.
Benchmarks for MEPS, 2019.  

Annual Energy Saving Assumptions

10% lower RRC results in approx. 1% lower FC
3.1536 e^{-8} PJ/L gasoline
2.3 kg CO₂/L gasoline

Annual Energy Savings (approx.)

316M Litres of fuel
$350M savings
9.5 PJ of energy
0.7 MT of CO₂

• Tire energy efficiency regulations are dependent on complimentary wet grip regulations (Transport Canada’s jurisdiction).
Tire Performance Label Development

- Literature review to compile information about global consumer information programs
  - voluntary vs. mandatory programs
  - specific design elements that can contribute to an effective energy and safety performance label (what performance criteria, how is information displayed, where is the label available to consumers)

- Consult with industry representatives from the Tire and Rubber Association of Canada (TRAC) and Tire Dealers Association of Canada (TDAC)
  - operational considerations from OEMS
  - cost considerations for consumers

- Design tire performance labels
  - Present labels to industry for their consideration and feedback
Key Takeaways

- Tire energy efficiency regulations are a very small, but significant measure to meet climate change objectives.

- Tire energy efficiency regulations need to be complimented by wet grip regulations— not to drive performance, but to prevent degradation.

- The tire market is very complex - need to know market segments and sub segments and how an energy efficiency standard would impact those markets (this will define the scope of your regulation).

- Benchmarking analysis will only give an estimate of energy/GHG emissions reductions after assumptions and key metrics have been plugged in. This will need to be refined and updated as tire performance and use cases change.
Thank you

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