

DOCKETED

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Addendum to the following reports:

- 1) Summary of Tire Testing for California's Replacement Tire Efficiency Program, per Assembly Bill 844; reported March 1, 2023 (Phase 1); Smithers File F49432BS-01VAU
- 2) Summary of Tire Testing for California's Replacement Tire Efficiency Program per Assembly Bill 844 January 2023: Phase 2 – Correlated to the European Virtual Machine; reported May 30, 2024; Smithers File F53018BS

Addendum

The Phase 1 and Phase 2 tire testing performed by Smithers MSE and reported to the California Energy Commission included one tire tested per SKU for wet traction. As noted in both reports, procedure ISO 23671 (2021) "Passenger Car Tyres - Method for measuring relative wet grip performance - loaded new tyres" (trailer method) was used for the 144 passenger tire sets in Phase 1 of the Smithers work, and all passenger tire sets of the Phase 2 work.

The purpose of this addendum is to clarify that ISO 15222 (2021) "Truck and bus tyres — Method for measuring relative wet grip performance — Loaded new tyres" (trailer method) was used for the 6 light truck tire sets in Phase 1 and all light truck tire sets of Phase 2.