

Elimination of National/Regional Markings from the Tyre Sidewall
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Industry Position

Through the 1998 agreement of the GTR for tyres, all signatories of the agreement would accept tyres into their region that meet the performance requirements of the GTR. Any tyre meeting these requirements would then have the appropriate marking on the sidewall signifying as to which modules (Compulsory, A, B, any combination thereof, or all) it has been certified. With the appropriate GTR marking on the sidewall of the tyre, signatories of the agreement will no longer need their national/regional marks located on the tyre.

Countries who are not signatories of the 1998 agreement should be encouraged to join in an effort to truly make these technical regulations global, eliminate costly duplication of testing, enhance global tyre safety, and preserve the limited space on the sidewall of a tyre.

Please refer to section 4.2.1 of the draft proposal, “Harmonized Provisions Concerning Pneumatic Tyres for Passenger and Light Truck (Commercial) Vehicles” for further information describing the proposed GTR Identification Format.

Examples of National/Regional Markings

AIS (India)
CCC mark + factory code + certification mark (China)
DOT (USA)
E mark (ECE regulation)
e mark (EU directive)
INMETRO symbol (Brasil)
Maple Leaf symbol (Canada)
SNI (Indonesia)
UTQG – Treadwear, Traction, Temperature (USA), and Saudi Arabian SASO Standard)

Sidewall Marking Requirements

The sidewall marking requirements for the GTR are listed under section 4.2 of the draft proposal, “Harmonized Provisions Concerning Pneumatic Tyres for Passenger and Light

Truck (Commercial) Vehicles”. Section 4.2.1 refers to the GTR Identification Format, and section 4.2.8 refers to Other (non GTR Certification) Sidewall Marking (Labeling).

The industry would presume that once these requirements are approved for the GTR that no other additional sidewall markings would be required by any signatories of the 1998 agreement for any GTR tyres. Tyres intended only for a local market, and not following the GTR marking format and performance requirements, could continue to comply with existing local regulations.

Uniform Tyre Quality Grading Standards

Uniform Quality Grading is currently specified in the US Code of Federal Regulations, Title 49, Chapter V, Part 575.104 Consumer Information. Some countries also require Quality Grading information, but the reference is the US regulation.

No contracting party to the 1998 agreement has proposed that Quality Grading be added to the compendium of required tests. Therefore, the Tyre Industry position is that Quality Grading is now considered a national/regional mark. Quality grades, required to be marked on a tyre, are not compatible with the GTR.

The Tyre Industry has included performance requirements as part of the draft GTR which directly address the Temperature and Traction components of the exiting UTQG.

The current Temperature information will be conveyed as the international speed symbol, which is included in the required service description, section 4.2.8.1.3.

The Traction information will be addressed by the Tyre Wet Grip Test, which is specified in the Compulsory Module, and detailed, including specified performance requirements, in section 4.11.

No Treadwear information is included in the Tyre GTR. If this information is to be required by a local region, the philosophy of the GTR is that this information will not be required to be marked on the tyre, but could be available via electronic media or point-of-sale information.

Elimination of National/Regional Markings from the Tyre Sidewall

The industry would expect that any signatories of the 1998 agreement would accept the appropriate GTR Identification Format as described in section 4.2.1, and no longer require their national/regional mark to be stamped on the sidewall of the tyre.

Any additional regulatory or consumer information that may be required by an individual contracting party, but is outside of the requirements of the GTR, should be communicated to the consumer via electronic media, paper labeling, or point-of-sale materials, and should not be required to be stamped on sidewall of the tyre.