

Draft Tyre GTR:



Resolving Marking Issue

Proposal by the Russian Federation
June 2009

Proposal Outline

- # Consideration of implementation of the Tyre GTR through the ECE Regulations
- # Modifications in the Tyre GTR to be proposed for providing its implementation through the ECE Regulations

What is a GTR?

A Philosophic Point of View

Registry of GTRs
(Article 6 of 1998 Agreement)



FORM

GTR

**CONTENT,
i.e. PURE
PROVISIONS**

CPs' National Laws
(Article 7 para. 7.1 of 1998 Agreement)



Implementation

A GTR application depends on how it is implemented within national laws of the Contracting Parties. **Let's talk about implementation.**

Implementation of the Tyre GTR

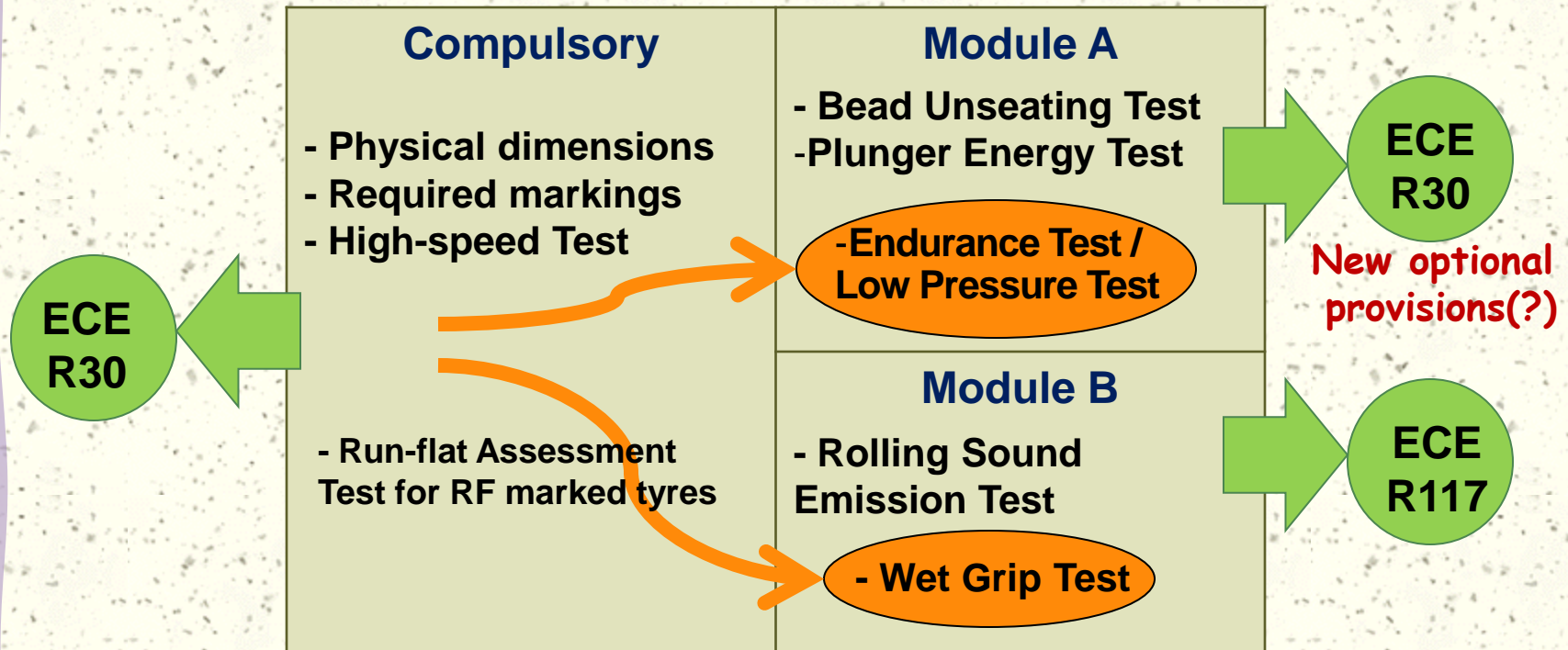
Suggestion: For the Contracting Parties of the 1958 Agreement, it would be reasonable to apply the Tyre GTR through the ECE Regulations

After adoption of the Tyre GTR no parallel technical provisions of the UNECE Regulations will have to exist, since they should be merged with the appropriate GTR provisions

Consequences:

- # The ECE Regulations Nos. 30 & 117 (+ 54?) to be amended (including marking provisions)
- # In the Tyre GTR the compliance modules to be modified
- # The country numbers assigned within 1958 Agreement to be used in the Tyre GTR (as proposed by the TI)
- # The non-1958 Agreement countries to be assigned numbers within the Tyre GTR (same way as in the ECE Regs.)

Implementation of the GTR Modules through the ECE Regulations



Moving Endurance / Low Pressure Test to Module A and Wet Grip Test to Module B would make easier to implement the GTR provisions (including marking) through the ECE Regulations.

Interrelation of the GTR Marking and Compliance with the ECE Regulations

| Suggested GTR Marking | Meaning: Compliance with the ECE Regulations |
|-----------------------|--|
| G | R30 + R30 (New optional provisions) + R117 |
| R | R30 |
| R^A | R30 + R30 (New optional provisions) |
| R^B | R30 + R117 |

- # ECE R30 is considered as a base for the Tyre GTR implementation
- # In the ECE R30, the GTR marking provisions could be set with a reference to the compliance with the related ECE Regulations
- # In the ECE R30, the existing marking provisions could be kept, if necessary

Additional Justification of Move the Wet Grip Test to the Module B

- # For the CPs of the 1958 Agreement applying both ECE R30 and ECE R117, it seems does not matter which module the Wet Grip Test is positioned
- # How about the non-1958 Agreement Countries?
There are just 5 of them (ECE/TRANS/WP.29/2009/43):

| Country - CP to the 1998 Agreement | Preference Module for the Wet Grip Test |
|------------------------------------|---|
| Canada | ? |
| U.S. | ? |
| China | B (Confirmed Feb. '09) |
| India | B (Confirmed Feb. '09) |
| Moldova | ? |

Assignment of the numbers to the non-1958 Agreement countries

Only countries, which use type approval as a national compliance confirmation procedure, actually need numbers to be assigned, so they could implement the GTR through their national law.

| Country - CP to the 1998 Agreement | National compliance confirmation | Number to be assigned (suggestion) |
|------------------------------------|----------------------------------|------------------------------------|
| Canada | Self Certification | No need |
| U.S. | Self Certification | No need |
| China | Type Approval | 81 |
| India | Type Approval | 82 |
| Moldova | Type Approval (?) | 83 |

Assignment of the numbers can be made within the Tyre GTR. Such assignment will not create obligations for the CPs of the 1958 Agreement to recognize type approvals issued by the above mentioned countries.

Conclusive Summary

- # The ECE R30 and R117 (+ R54?) should ensure implementation of the Tyre GTR provisions:
 - By aligning the performance requirements;
 - By setting the GTR marking provisions in the ECE R30;
 - By adding to the ECE R30 the provisions of the Module A on the optional basis.
- # The Wet Grip Test should be moved to the Module B as it would help to simplify the GTR implementation through the ECE R117.
- # For the purpose of type approval with respect to the GTR provisions, the country numbers assigned within the 1958 Agreement should be used. The non-1958 Agreement countries should be assigned numbers within the Tyre GTR.



Thank you for your attention!