



Global Technical Regulation Marking for Tyres

Presentation for WP.29/AC.3

Objectives



- The certification mark must be:
 - Simple
 - The simpler the better (one letter or symbol and a certification number)
 - Can be combined with or placed near to the tyre identification number (TIN)
 - Must satisfy authorities who want visual indication of its certification status on tyre
 - Universal
 - Must be valid for type approval under 1958 Agreement
 - So letter E would be replaced by new symbol or pictogram
 - Must be valid for type approval for 1998 Agreement countries
 - So local/regional marks would be replaced by new symbol or pictogram
 - Must be valid for self-certification
 - So current USA DOT mark, for example, would be replaced by new symbol or pictogram

Simplicity



Administrative component of GTR certification mark

GTR Marking and Tyre Identification Number

Option1: XXXXXXXX_G_YYY_MMMMMMMM_DDDD

Option2: XXXXXXXX_G_
YYY_MMMMMMMM_DDDD

XXXXXXXX	Type Approval Number [7 digits] <i>[Self certification will use all "0"s]</i>
G	New GTR Global Pictogram Without optional country code subscript <i>[Actual pictogram To Be Determined]</i>
YYY	Plant Code <i>[increased from 2 to 3 digits]</i>
MMMMMMMM	Manufacturer's Code <i>[Combines current size and type codes]</i>
DDDD	Four Digit Date Code
—	Space <i>[6mm – 19mm]</i>

Tyre Identification Number (TIN; already exists in slightly different format; not part of certification mark)

Universality



- The global symbol or pictogram is used by all stakeholders to indicate respect of global requirements
- The global symbol or pictogram can or may replace all current 1958 and 1998 Agreement CP's certification marks such as E (UN ECE), DOT (USA), CCCs (China), ISI (India), etc., depending on each national regulation

Summary



- No major issues with defining a new GTR mark for:
 - Type approval under 1958 Agreement
 - Self-certification
- The serious problem to be resolved concerns 1998 Agreement CPs who are not also signatories of the 1958 Agreement
 - Additional markings required (not only GTR mark, but other local or regional marks)
 - Additional administrative procedures required (not only GTR tests and papers)
 - There is NO mutual recognition
- Until solutions are found, no product which is required to have certification marks under a GTR (tyres, glazing, lighting, etc.) will be truly global



Thank you for your attention