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1958 Agreement – Consideration of draft amendments to existing Regulations submitted by GRRF

Proposal for Supplement 1 to the 02 series of amendments to Regulation No. 64 (Temporary use spare unit, run flat tyres, run flat system and tyre pressure monitoring system)

Submitted by the Working Party on Brakes and Running Gear*

The text reproduced below was adopted by the Working Party on Brakes and Running Gear (GRRF) at its sixty-ninth session to allow N₁ category vehicles to be fitted with a certain type of temporary spare wheel and tyre. It is based on ECE/TRANS/WP.29/GRRF/2011/10, as amended by Annex VI to the report (ECE/TRANS/WP.29/GRRF/69, para. 29). It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration.

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208/, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Paragraph 5.1.4.1.1., amend to read:

"5.1.4.1.1. An 120 km/h maximum speed warning...

...

The requirements of this paragraph shall only apply to a type 4 temporary-use spare unit as defined in paragraph 2.10.4. to be supplied for use on an M₁ and N₁ category vehicle."

Annex 3, paragraphs 2.3. to 2.3.1.2., amend to read:

"2.3. The braking performance shall correspond to the test procedure given in Regulation No. 13 or 13-H for categories M₁ and N₁ vehicles for the Type O cold test with the engine disconnected, and is based on the stopping distance and the mean fully developed deceleration. The performance of the vehicle shall be determined by measuring the stopping distance in relation to the prescribed speed of the vehicle and/or by measuring the mean fully developed deceleration during the test.

2.3.1. In the case of M₁ category vehicles approved to Regulation No. 13 fitted with type(s) 1, 2, 3 and 5 temporary use spare units as defined in paragraphs 2.10.1., 2.10.2., 2.10.3. and 2.10.5. and tested using a prescribed speed of 80 km/h;

the stopping distance achieved using a maximum force of 500 N applied to the foot control, shall not exceed 50.7 m and;

the mean fully developed deceleration (d_m) shall be calculated as the deceleration averaged with respect to distance over the interval v_b to v_e, according to the following formula and shall be not less than 5.8 ms⁻²:

$$d_m = \frac{v_b^2 - v_e^2}{25.92 (s_e - s_b)}$$

where:

v_o = initial vehicle speed at beginning of braking in km/h,

v_b = vehicle speed at 0.8 v_o in km/h,

v_e = vehicle speed at 0.1 v_o in km/h,

s_b = distance travelled between v_o and v_b in metres,

s_e = distance travelled between v_o and v_e in metres.

2.3.1.1. In the case of N₁ category vehicles approved to Regulation No. 13 fitted with type(s) 1, 2, 3 and 5 temporary use spare units as defined in paragraphs 2.10.1., 2.10.2., 2.10.3. and 2.10.5. and tested using a prescribed speed of 80 km/h;

the stopping distance achieved using a maximum force of 700 N applied to the foot control shall not exceed 61.2 m and;

the mean fully developed deceleration (d_m) shall be calculated as the deceleration averaged with respect to distance over the interval v_b to v_e, according to the formula given in paragraph 2.3.1. and shall be not less than 5.0 ms⁻².

- 2.3.1.2. In the case of M_1 category vehicles approved to Regulation No. 13 fitted with type 4 spare unit as defined in paragraph 2.10.4. and tested using a prescribed speed of 120 km/h;
- the stopping distance achieved using a maximum force of 500 N applied to the foot control, shall not exceed 108 m and;
- the mean fully developed deceleration (d_m) shall be calculated as the deceleration averaged with respect to distance over the interval v_b to v_e , according to the formula given in paragraph 2.3.1. and shall be not less than 5.8 ms^{-2} ."

Insert a new paragraph 2.3.1.3, to read:

- "2.3.1.3. In the case of N_1 category vehicles approved to Regulation No. 13 fitted with type 4 spare unit as defined in paragraph 2.10.4. and tested using a prescribed speed of 120 km/h;
- the stopping distance achieved using a maximum force of 700 N applied to the foot control, shall not exceed 128.8 m and;
- the mean fully developed deceleration (d_m) shall be calculated as the deceleration averaged with respect to distance over the interval v_b to v_e , according to the formula given in paragraph 2.3.1. and shall be not less than 5.0 ms^{-2} ."

Paragraphs 2.3.1.3.(former) and 2.3.1.4., renumber as paragraphs 2.3.1.4 and 2.3.1.5 and amend to read:

- "2.3.1.4. In the case of M_1 or N_1 category vehicles approved to Regulation No. 13-H fitted with type(s) 1, 2, 3 and 5 temporary use spare units as defined in paragraphs 2.10.1., 2.10.2., 2.10.3. and 2.10.5. and tested using a prescribed speed of 80 km/h;
- the stopping distance achieved using a maximum force of 500 N + 0 / -50 N applied to the foot control, shall not exceed 46.4 m and;
- the mean fully developed deceleration (d_m) shall be calculated as the deceleration averaged with respect to distance over the interval v_b to v_e according to the formula given in paragraph 2.3.1. and shall be not less than 6.43 ms^{-2} .
- 2.3.1.5. In the case of M_1 and N_1 category vehicles approved to Regulation No. 13-H fitted with type 4 temporary use spare unit as defined in paragraph 2.10.4. and tested using a prescribed speed of 120 km/h;
- the stopping distance achieved using a maximum force of 500 N + 0 / -50 N applied to the foot control, shall not exceed 98.4 m and;
- the mean fully developed deceleration (d_m) shall be calculated as the deceleration averaged with respect to distance over the interval v_b to v_e , according to the formula given in paragraph 2.3.1. and shall be not less than 6.43 ms^{-2} ."