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Tyres - Other business

Proposal for Supplement 2 to the 02 Series of Amendments to Regulation No. 64 (Temporary use spare wheels/tyres and run flat tyres)

Submitted by the expert from the International Organization of Motor Vehicle Manufacturers *

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA) to insert into Regulation No. 64 a reference to Regulation No. 54. Changes to the current text of the Regulation are marked in bold characters for new or strikethrough for deleted characters.

* 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.

I. Proposal

Paragraph 5.1.1., amend to read:

"5.1.1. Tyres intended for use as part of a temporary-use spare unit as defined in paragraph 2.10., shall be approved in accordance with Regulations Nos. 30 **or 54.**"

II. Justification

The equipment of temporary-use spare units approved in accordance with UN Regulation No. 54 should also be permitted, because the extension of the scope of UN Regulation No. 64 to the N₁ category makes it possible for N₁ vehicles to be equipped with temporary-use spare units approved under UN Regulation No. 54, as type 2, type 3 or type 4.

Temporary-use spare units may be of the following types:

Type 1	An assembly in which the tyre is a temporary use spare tyre designed to be different from a normal tyre and intended only for temporary-use under restricted driving condition.
Type 2	An assembly in which the wheel has a different offset from that of the wheel fitted in the same axle position for normal operation of the vehicle.
Type 3	An assembly in which the tyre is of a different structure from that fitted in the same axle position for normal operation of the vehicle.
Type 4	An assembly in which the tyre is a normal tyre, but where the size designation of the wheel or the tyre or both, differ from those of the wheel or tyre fitted in the same axle position for normal operation of the vehicle.
Type 5	An assembly in which a wheel and tyre unit are fitted to the vehicle for normal, long-term road use, but used in an emergency in a totally deflated condition (e.g. Run-flat tyre).