

Proposal for amendments to TRANS/WP29/GRRF/2014/13 (Proposal for a new Regulation on Tyre Installation)

This document amends the official document GRRF/2014/13 and supersedes document GRRF-78-28. The amendments to document GRRF/2014/13 are indicated in bold characters for new text and strikethrough characters for deleted text.

I. Proposal

Paragraph 1., amend to read:

"1. Scope

This Regulation applies to the approval of vehicles of category M1¹ with regard to the installation of their tyres;

It does not apply to the approval of vehicles with regard to their:

- (a) Temporary use spare unit, and/or
- (b) Run-flat tyres and/or run-flat system **when operating in their flat tyre running mode**, and/or
- (c) Tyre pressure monitoring system

Paragraph 5.2.2.3., amend to read:

5.1.1. Subject to the provisions of paragraph ~~5.2.4.4.~~ **5.2.4.2.**, every tyre fitted to a vehicle, including where applicable any spare tyre, shall meet the requirements of this Regulation.

Insert a new paragraphs 5.1.2., to read:

"5.1.2. Every tyre installed to a vehicle, including where applicable any spare tyre, shall fulfil the technical requirements and respect transitional provisions of UN Regulations Nos. 30, 54 and 117 as applicable."

Paragraph 5.2.2.3., amend to read:

"5.2.2.3. The manufacturer shall provide in the vehicle ~~owner's handbook or by any other means~~ the necessary information about replacement tyres load capacity."

Paragraph 5.2.3.3., amend to read:

"5.2.3.3. The manufacturer shall provide in the vehicle ~~owner's handbook or by any other means~~ the necessary information about replacement tyres speed capacity."

Paragraphs 5.2.4. to 5.2.4.3., amend to read:

"5.2.4. Special cases

5.2.4.1. In the case of vehicles which are designed to be capable of towing a trailer, the additional load imposed at the trailer coupling device may cause the rear tyre maximum load ratings to be exceeded in case of class C1 tyres, but not

by more than 15 per cent. In such a case, the vehicle owner's handbook, or the other communication means referred to in paragraph 5.2.3.3., shall contain clear information and advice on the maximum permissible vehicle speed when towing a trailer, in any case not exceeding 100 km/h, and on the rear tyre pressure, at least 20 kPa (0.2 bar) above the tyre pressure(s) as recommended for normal use (i.e. without a trailer attached).

~~5.2.4.2. In the case of some special vehicles, as listed below, fitted with tyres of class C2, the "table load capacity variation with speed" as described in paragraph 5.2.2.2. of this Regulation shall not be applied. In such a case, the tyre maximum load rating to check against the technically permissible maximum axle mass (see paragraphs 5.2.2.1.2. and 5.2.2.1.4.) shall be determined by multiplying the load corresponding to the load capacity index by an appropriate coefficient which is related to the type of vehicle and its use, rather than to the maximum vehicle design speed, and the requirements of paragraph 5.2.3.1.2. of this Regulation shall not apply.~~

5.2.4.3.2. In exceptional cases, where vehicles are designed for conditions of use which are incompatible with the characteristics of tyres of class C1 or C2 and it is therefore necessary to fit tyres with different characteristics, the requirements of paragraph 5.1.1. of this Regulation shall not apply, provided that the Type Approval Authority and Technical Service are satisfied that the tyres fitted are suitable for the operating conditions of the vehicle. The nature of the exemption and motivation of acceptance shall be stated in the test report as well as under the remarks on the communication form of Annex 2. **all of the following conditions are met:"**

Insert new paragraphs 5.2.4.3.1. and 5.2.4.3.2., to read:

"5.2.4.2.1. the tyres shall be approved according to either Regulation No. 75 or Regulation No. 106; and

5.2.4.2.2. the type-approval authority and technical service are satisfied that the tyres fitted are suitable for the operating conditions of the vehicle. The nature of the exemption and motivation of acceptance shall be stated in the test report as well as on the communication form of Annex 2."

II. Justification

1. This document amends the official document GRRF/2014/13 and supersedes document GRRF-78-28.
2. Paragraph 1: Reference to Run Flat Tyres and Run Flat Systems in the scope should address them only when they are in their flat tyre running mode because they are similar to conventional tyres when correctly inflated.
3. Paragraph 1 and paragraph 5.2.5.: some debate took place at GRRF-78 as to whether the new regulation on tyre installation should refer to tyres and tyres and technologies which are specifically excluded from the scope per paragraph 1, keeping in mind the objective of avoiding double homologation work. The discussions between the interested experts, that followed GRRF-78, led to the solution of a restricted scope (per paragraph 1) with clear reference to UN R64.
 - a. This well clarifies to what the regulation applies (clear frame of application)
 - b. The key is in the wording, as paragraph 1 specifies that the regulation "does not apply to the approval of vehicles with regard to their temporary spare wheels and RFT/RFS", i.e. the regulation does well apply to the vehicles equipped with temporary spare wheels and RFT/RFS, but these systems are not

subject to the approval. It then makes sense that paragraph 5.2.5.2. request compliance to UN R64 for what regards temporary spare wheels and RFT/RFS.

4. Paragraph 5.1.2.: If references to UN Regulations Nos. 30, 54 and 117 are requested by GRRF, Industry would favour the wording proposed by the European Commission (email to the interested parties dated 28 October 2013).
5. Paragraph 5.2.2.3.: References to handbook is clarified in order to mandate that the relevant necessary information are present in the vehicle (whether in paper or not).
6. Paragraph 5.2.4.: Provisions of paragraph 5.2.4.2. are deleted as recommended by NL, as they were originally addressing non M1 vehicles in EU Regulation 458/2011
7. Paragraphs 5.2.4.3.1. and 5.2.4.3.2.: References to UN R75 and 106 (currently present in EU Regulation 458/2011) are introduced in order to permit future possible technologies and for best alignment on the European Union's regulations.