

Proposal for amendments to UN Regulation No. 64

This proposal was prepared by the expert from OICA and is based on the existing UN Regulation No. 64. It is aimed at moving the Tyre Pressure Monitoring System provisions in a separate Regulation and only contains the changes compared to the current text of the regulation, indicated in bold for new or strikethrough for deleted characters.

I. Proposal

Title, amend to read:

"Uniform provisions concerning the approval of vehicles with regard to their equipment which may include: a temporary-use spare unit, run-flat tyres and/or a run-flat system, ~~and/or a tyre pressure monitoring system.~~"

Contents, delete the reference to Annex 5.

Paragraph 1, Scope, amend to read (including the deletion of footnote 2):

"1. This Regulation applies to the approval of vehicles of category M₁ and N₁¹ when equipped with:

- (a) A temporary use spare unit; and/or
- (b) Run-flat tyres and/or a run-flat system; ~~and/or~~
- ~~(c) A tyre pressure monitoring system².~~

For the purposes of this Regulation, spare wheel and tyre substitute units in the form of run-flat tyres or a run-flat system in a totally deflated condition, are to be treated as being temporary-use spare units as defined in paragraph 2.10. of the Regulation."

Paragraphs 2.2.2. to 2.2.2.3., delete.

Paragraphs 2.14 to 2.19, delete.

Paragraph 3.1., amend to read:

"3.1. The application for approval of a vehicle type with regard to its equipment with:

- ~~(a)~~ A temporary-use spare unit (including, where applicable, a run-flat warning system); ~~and/or~~
- ~~(b) A tyre pressure monitoring system;~~

shall be submitted by the vehicle manufacturer or by his duly accredited representative;"

¹ As defined in Annex 7 of the Consolidated Resolution on the Construction of Vehicles (R.E.3) (TRANS/WP.29/78/Rev.1/Amend.2, as last amended by Amend.4).

² ~~In the case of vehicles of categories M₁ up to a maximum mass of 3,500 kg and N₁, in both cases with all axles equipped with single tyres.~~

Paragraph 4.1.2., delete.

Paragraph 4.2., amend to read:

"4.2. An approval number shall be assigned to each type approved. Its first two digits (at present ~~02~~ **03** corresponding to the ~~02~~ **03** series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party may not assign the same number to another type of vehicle. However, variants of a model range which are in separate categories with respect to the criteria of paragraph 2.2. may be covered by the same type approval, provided that the results of the tests described in paragraphs 5.2. ~~and 5.3.~~ do not show major differences."

Paragraphs 4.4.2. to 4.4.2.3., amend to read:

4.4.2.1. The letter "R" in the case of vehicles approved in accordance with paragraph 4.1.1. ~~only;~~

~~4.4.2.2. The letter "P" in the case of vehicles approved in accordance with paragraph 4.1.2. only;~~

~~4.4.2.3. The letters "RP" in the case of vehicles approved in accordance with both paragraphs 4.1.1. and 4.1.2.;~~

Paragraph 5.1.6., amend to read:

"5.1.6. In the case of vehicles equipped with run-flat/self-supporting tyres or run-flat/extended mobility system, the vehicle shall also be fitted with a Run-Flat Warning System (defined in paragraph 2.13.) capable of operating within a speed range from 40 km/h to the maximum design speed of the vehicle and meeting the requirements of paragraphs 5.1.6.1. to 5.1.6.6. However, if the vehicle is fitted with a tyre pressure monitoring system meeting the requirements of ~~paragraph 5.3.~~ **Regulation No. [TPMS]** the additional fitment of a run-flat warning system is not required."

Paragraphs 5.3. to 5.3.5.5., deleted.

Paragraphs 6.2. to 6.2.3., amend to read:

"6.2. If the vehicle is fitted with a ~~Tyre Pressure Monitoring System or a Run-flat Warning System~~, the owner's manual of the vehicle shall contain at least the following information:

6.2.1. A statement that the vehicle is equipped with such a system (and information how to reset the system, if the actual system includes such a feature).

6.2.2. An image of the tell-tale symbol described in paragraph 5.1.6.1. ~~or 5.3.5.1. as appropriate~~ (and an image of the malfunction tell-tale symbol, if a dedicated tell-tale is used for this function).

~~6.2.3. Additional information about the significance of the low tyre pressure warning tell tale illuminating and a description of the corrective action to be undertaken if this happens."~~

Insert paragraphs 12.9. to 12.11., to read:

"**12.9. As from the official date of entry into force of the 03 series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type approvals under this UN Regulation as amended by the 03 series of amendments.**

12.10. As from [1 September 2016], Contracting Parties applying this UN Regulation shall grant UN type approvals only if the vehicle type to be approved meets the requirements of this UN Regulation as amended by the 03 series of amendments.

12.11. Even after entry into force of the 03 series of amendments, Contracting Parties applying this Regulation shall continue to accept type approvals granted to the preceding series of amendments to this Regulation."

Annex 1, title, amend to read:

"... with regard to their equipment which may include: a temporary-use spare unit, run-flat tyres and/or a run-flat system², ~~and/or a tyre pressure monitoring system~~ pursuant to Regulation No. 64

Annex 1, paragraph 9.4. to 9.5., amend to read:

"9.4. The vehicle is fitted with a run-flat warning system yes/no²

If the answer to the above item is yes, the run-flat warning system meets the requirements of paragraphs 5.1.6. to 5.1.6.6./meets the requirements of ~~paragraphs 5.3. to 5.3.5.5. (tyre pressure monitoring system)~~ **Regulation No. [TPMS]²**

9.5. ~~The vehicle is fitted with a tyre pressure monitoring system meeting the requirements of paragraphs 5.3. to 5.3.5.5. yes/no²"~~

Annex 1, paragraph 9.6., renumbered as 9.5 and amend to read:

"9.6. Brief description of run-flat warning system/~~tyre pressure monitoring system where if applicable~~....."

Annex 1, paragraph 10., delete. Re-number the subsequent paragraphs accordingly.

Annex 2, Model B and Model C, delete.

Annex 5, delete.

II. Justification

1. This document supplements another document providing the consolidated text on UN R64 and superseding GRRF-78-38. It addresses only the changes necessary to UN Regulation No. 64 in the frame of the regulation split.

2. The definition of the words, the marking, the required performance, and the equipment relevant to TPMS are not necessary.

3. According to the comments received at the 78th GRRF meeting OICA led debates with the interested parties for achieving consensus on the necessary changes to the regulation.

4. Industry proposes transitional provisions according to the consensus of WP.29 at its June 2014 session, under the recommendation of the informal group in charge of the revision of the 58 Agreement, such that the switch from the unique UN Regulation No. 64 to the "split mode" of two independent regulations starts a "1st of September" date. It is however still at the appreciation of the experts at GRRF as to whether 2016 is the year when this split mode is to be initiated, taking into account that the Revision 3 of the 58 Agreement is expected to enter into force at the March 2016 session of WP29.

5. The examples of the approval mark in Annex 2 should not contain any reference to TPMS (“P”) and the remaining examples should refer to the 03 Series of amendments.

6. Paragraph 1 (scope): this paragraph must be amended for the deletion of its reference to TPMS, including Footnote 2 which limits the application of the regulation with regard to TPMS to the vehicles below 3.5 tons and equipped with single tyres.

7. Paragraph 3.1. (application for approval): the extraction of the TPMS provisions reduces the possible application to temporary-use spare units and run-flat warning systems. As a reminder, UN R64 considers run-flat tyres and run-flat systems as temporary use spare units when they are in their deflated conditions.

8. Paragraph 4.2. (approval number): the extraction of TPMS, in spite of being a reduction of the requirements contained in the regulation, are considered a considerable step in the evolution of the regulation. As a consequence, and for permitting the Technical Services and the Approval Authorities to discriminate the vehicles not equipped with TPMS approved with the current version of the regulation, from those equipped with TPMS approved with the new version of the regulation, it is proposed to extract TPMS via a new series of amendments.

The last sentence of the paragraph reverse to the version before the introduction of TPMS (dated 2008), i.e. deletes the reference to paragraph 5.3. (TPMS performance requirements).

9. Paragraphs 12.9. to 12.11. (transitional provisions): see item 4 of the justifications above.

10. Annex 1, Paragraph 9.4. (Communication Form, description of the vehicle): the current text of the regulation permits the alternative to RFWS between compliance to paragraphs 5.3. to 5.3.5.5. and compliance to the relevant provisions for TPMS. The proposal keeps this alternative, yet referring to the new regulation on TPMS.

Paragraph 9.5. is an entry with no relevancy in a regulation not including provisions for TPMS.

11. All the other paragraphs, not mentioned in the detailed justifications above, are amended or deleted as a simple consequence of the extraction of the TPMS requirements.
