



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### 181st session

Geneva, 23-25 June 2020

Item 4.9.6 of the provisional agenda

#### 1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRBP

## **Proposal for Supplement 12 to the 02 series of amendments to UN Regulation No. 117 (Tyre rolling resistance, rolling noise and wet grip)**

### **Submitted by the Working Party on Noise and Tyres\***

The text reproduced below was adopted by the Working Party on Noise and Tyres (GRBP) at its seventy-first session (ECE/TRANS/WP.29/GRBP/69, para. 21). It is based on Annex VII to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their June 2020 sessions.

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\* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

*Annex 3*

*Paragraph 2.5.1.*, amend to read:

"2.5.1.       General

Four identical tyres shall be fitted on the test vehicle. In the case of C3 tyres with a load capacity index in excess of 121 and without any dual fitting indication, two of these tyres of the same type and range shall be fitted to the rear axle of the test vehicle; the front axle shall be fitted with tyres of size suitable for the axle load and planed down to the minimum depth in order to minimize the influence of tyre/road contact noise while maintaining a sufficient level of safety.

In the case of C2 tyres with a load capacity index lower or equal to 121, with a section width wider than 200 mm, an aspect ratio lower than 55, a rim diameter code lower than 15 and without any dual fitting indication, two of these tyres of the same type and range shall be fitted to the rear axle of the test vehicle; the front axle shall be fitted with tyres of a size suitable for the axle load and planed down to the minimum depth in order to minimize the influence of tyre/road contact noise while maintaining a sufficient level of safety.

Tyres with special fitting requirements shall be tested in accordance with these requirements (e.g. rotation direction). The tyres shall have full tread depth before being run-in.

Tyres are to be tested on rims permitted by the tyre manufacturer."

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