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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Noise and Tyres****Seventy-first session**

Geneva, 28-31 January 2020

Item 5 (a) of the provisional agenda

Tyres: UN Regulation No. 30 (Tyres for passenger cars and their trailers)**Proposal for amendments to UN Regulation No. 30****Submitted by the experts from the European Tyre and Rim
Technical Organisation***

The text reproduced below was prepared by the experts from the European Tyre and Rim Technical Organisation (ETRTO). The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

* 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.

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I. Proposal

Paragraph 2.9.2., amend to read:

"2.9.2. **"Bias-belted"** describes a tyre structure of diagonal (bias-ply) type in which the carcass is the ply cords that extend to the beads are laid at alternate angles of substantially less than 90° to the centre line of the tread, the structure being restricted by a belt comprising two or more layers of substantially inextensible cord material laid at alternate angles close to those of the carcass;"

Paragraph 3.1.15. renumber to 3.1.14.

Paragraph 4.1.10., amend to read:

"4.1.10. The ply-rating number of diagonal (bias-ply) tyres, **except for T-type temporary use spare tyres;**"

Paragraph 6.2.3., amend to read:

"6.2.3. **In case of diagonal (bias-ply) or bias-belted structures, the** The outer diameter of the tyre, measured six hours after the load/speed performance test as specified in paragraph 2. of Annex 7, must not differ by more than ± 3.5 per cent from the outer diameter as measured before the test."

Paragraph 6.1.4.2.1., amend to read:

"6.1.4.2.1. in diagonal (bias-ply) **and bias-belted** tyres: 6 per cent;"

Insert a new paragraph 11.4. to read:

"11.4. **Unless specified differently, until 3 months after the date of entry into force of a new Supplement to the 02 series of amendments to this Regulation, Contracting Parties applying this Regulation may continue to grant and/or extend type approvals according to the 02 series of amendments to this Regulation, without taking into account the provisions of this new Supplement.**"

Annex 7, paragraph 3.2., amend to read:

"3.2. Carry out the procedure as detailed in paragraphs 1.2. to 1.5. above with a test room temperature at ~~38 °C + 3 °C~~ **38 °C ± 3 °C** in relation to conditioning the tyre-and-wheel assembly as detailed in paragraph 1.4. The temperature sensor shall be at a distance not less than 0.15 m and not more than 1.00 m from the tyre sidewall."

II. Justification

1. The purpose of this change is to converge to consistent definitions across tyre UN Regulations as presented in Informal document GRRF-82-21, which should be amended in order to allow technical progress. This is in line with the proposed amendment to UN Regulation No. 75.
2. This proposal is aimed to cure an editorial error made when merging documents ECE/TRANS/WP.29/GRVA/2018/6, ECE/TRANS/WP.29/GRB/2019/5 and Annex III to the report.
3. The ply-rating number is not relevant for T-type temporary use spare tyres because all these tyres are tested at the same inflation pressure independent of their construction.

4. For radial and run flat tyres the variation of outer diameter of the tyre, measured six hours after the load/speed performance test as specified in paragraph 2 of Annex 7, is far below ± 3.5 per cent from the outer diameter as measured before the test.
5. The reference to bias-belted tyres has been added for correctness.
6. This amendment provides a correction to a typographical error origination from a wrong formatting of “ \pm ”.
7. It is proposed to include a general provision addressing the gap between the effective date of entry into force and the date of notification of the adoption of the Supplement to the Contracting Parties. Currently, during this period, the type approval cannot be granted pursuant to the new Supplement in force, although it is mandatory. Even after the notification of the adoption of the Supplement, the Type Approval Authorities and Technical Services may need further time to implement the requirements of the new Supplement. This period shall also be covered by the proposed provisions.
