

**Economic and Social Council**Distr.: General  
29 June 2021

Original: English

---

**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on Noise and Tyres****Seventy-fourth session**

Geneva, 15–17 September 2021

Item 7 (a) of the provisional agenda

**Tyres: UN Regulation No. 30 (Tyres for passenger cars and their trailers)****Proposal for a Supplement to the 02 series of amendments to  
UN Regulation No. 30****Submitted by the experts from France and the European Commission\***

The text reproduced below was prepared by the experts from France and the European Commission as a continuation to ECE/TRANS/WP.29/GRBP/2020/21 and informal document GRBP-72-24. 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 2021 as outlined in proposed programme budget for 2021 (A/75/6 (Sect.20), para 20.51), 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.



## I. Proposal

*Paragraph 2.9.3.*, amend to read:

"2.9.3. "Radial" or "radial-ply" describes tyre structure in which the ply cords extend to the beads and are laid substantially at 90° to the centre line of the tread, ~~the carcass being stabilized by an essentially inextensible circumferential belt in a~~ **zone including most of the side wall and located outside the bead and the essentially inextensible circumferential belt that stabilizes the carcass."**

## II. Justification

1. At the seventy-second session of the Working Party on Noise and Tyres (GRBP), France proposed an amendment to the definition of "radial tyre" in UN Regulation No. 30 (ECE/TRANS/WP.29/GRBP/2020/21) with the aim to enlarge and enrich the current definition of a radial structure while ensuring the key features of radial tyres (mechanical decoupling between the tread and the bead). This will allow new potentially innovative features that do not strictly meet the current definition of a radial tyre structure but could provide significant improvement in safety and/or environmental performances.

2. The European Commission completed this proposal (informal document GRBP-72-24), by clarifying in the amended radial tyre definition the common points with the currently applicable definition, so that both state-of-the-art and potentially innovative features of a radial structure are included in this amended definition.

3. The present joint proposal from France and the European Commission compiles the above-mentioned documents and adds the word "located" for better understanding.

---