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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-fourth session**

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Item 7 (a) of the provisional agenda

Tyres: UN Regulation No. 30 (Tyres for passenger cars and their trailers)**Proposal for amendments to UN Regulations No. 54, 75, 106,
108, 109****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 with the aim to amend the definition of "radial tyre" in UN Regulations No. 54, 75, 106, 108 and 109, based on the proposal for UN Regulation No. 30 in ECE/TRANS/WP.29/GRBP/2021/9. The modifications to the existing texts of the Regulations 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

A. UN Regulation No. 54 (Tyres for commercial vehicles and their trailers)

Paragraph 2.6.2., amend to read:

"2.6.2. "Radial" or "radial ply" describes a 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.~~"

B. UN Regulation No. 75 (Tyres for L-category vehicles)

Paragraph 2.5.3., amend to read:

"2.5.3. "Radial" or "radial ply" describes a 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.~~"

C. UN Regulation No. 106 (Tyres for agricultural vehicles and their trailers)

Paragraph 2.6.3., amend to read:

"2.6.3. "Radial" or « **radial ply** » describes a tyre structure in which the ply cords extend to the beads and are laid substantially at 90° to the centreline of the tread, ~~the carcass being stabilised 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.~~"

D. UN Regulation No. 108 (Retreaded tyres for passenger cars and their trailers)

Paragraph 2.2.3., amend to read:

"2.2.3. "Radial" or « **radial ply** » describes a ~~pneumatic~~-tyre structure in which the ply cords extend to the beads and are laid substantially at 90° to the centreline of the tread, ~~the carcass being stabilised 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.~~"

E. UN Regulation No. 109 (Retreaded tyres for commercial vehicles and their trailers)

Paragraph 2.7.3., amend to read:

"2.7.3. "Radial" or « **radial ply** » describes a tyre structure in which the ply cords extend to the beads and are laid substantially at 90° to the centreline of the tread, ~~the carcass being stabilised 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. The proposal from France and the European Commission in ECE/TRANS/WP.29/GRBP/2021/9 amends the definition of “radial tyre” in UN Regulation No. 30 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. Nevertheless, tyres complying with the current definition will still comply with the proposed amended definition.

2. Based on ECE/TRANS/WP.29/GRBP/2021/9, the present proposal amends UN Regulations Nos. 54, 75, 106, 108 and 109, where the definition of “radial tyre” has to be modified in the same way as in UN Regulation No. 30.
