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World Forum for Harmonization of Vehicle Regulations

Working Party on Noise and Tyres

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Item 7 (f) of the provisional agenda

Tyres: UN Regulation No. 141 (Tyre pressure monitoring systems)**Proposal for Supplement 1 to 01 series of amendments to UN Regulation No. 141****Submitted by the Task Force on Tyre Pressure Monitoring System and Tyre Installation***

The text below has been prepared by the experts of the Task Force on Tyre Pressure Monitoring System and Tyre Installation (TF TPMSTI) in order to align UN Regulation No. 141 with the transitional provisions of European Union (EU) Regulation 2019/2144. The new text is shown with bold and deleted text is shown with strikethrough 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 12, amend to read:

- "12. Transitional provisions
- 12.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 01 series of amendments.
- 12.2. As from 6 July 2022, for vehicle types of category ~~M₁~~ and as from 6 July 2024 for vehicle types of other categories than ~~M₁~~ **N₁ without twin wheels fitted on an axle**, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 6 July 2022.
- 12.3. Until 6 July 2022, for vehicle types of category M₁ **up to a maximum mass of 3,500 kg and without twin wheels fitted on an axle** and until 6 July 2024 for vehicle types of other categories than ~~M₁~~ **category N₁ without twin wheels fitted on an axle**, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 6 July 2022.
- 12.4. As from 6 July 2022, for vehicle types of category M₁ **up to a maximum mass of 3,500 kg and without twin wheels fitted on an axle** and as from 6 July 2024 for vehicle types of other categories than ~~M₁~~ **category N₁ without twin wheels fitted on an axle**, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.
- 12.5. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation/are only obliged to accept type approval granted in accordance with the 01 series of amendments.
- 12.6. Notwithstanding paragraph 12.4., Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the preceding series of amendments to this Regulation, for the vehicles/vehicle systems which are not affected by the changes introduced by the 01 series of amendments.
- 12.7. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation.
- 12.8. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation."

II. Justification

1. The transitional provisions concern only the vehicle categories that were already in the scope of the original series of amendments to UN Regulation No. 141. For other M, N and O vehicle categories, the 01 series of amendments to UN Regulation No. 141 is a new UN Regulation.
2. In addition, paragraph 12.4. covers paragraph 12.2. for vehicles of category M₁ up to a maximum mass of 3,500 kg and without twin wheels fitted on an axle.
3. The necessary corrections of the transitional provision dates are introduced in order to fully align with the corresponding transitional provisions in Regulation (EU) 2019/2144.



4. The text in this proposal is based on ECE/TRANS/WP.29/2021/10/Rev.1.
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