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Working Party on Noise and Tyres

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Item 5 (b) of the provisional agenda

Tyres: UN Regulation No. 75 (Tyres for L-category vehicles)**Proposal for amendments to UN Regulation No. 75****Submitted by the experts from the European Tyre and Rim Technical Organization***

The text reproduced below was prepared by the experts from the European Tyre and Rim Technical Organization (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 2023 as outlined in proposed programme budget for 2023 (A/77/6 (Sect. 20), table 20.6), 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 2.1., subparagraph (c), amend to read:

- "(c) Category of use (normal **tyre**: for normal highway service; snow **tyre**, moped **tyre**, all terrain **tyre** (AT), special **tyre**: for special application such as on- and off-road);"

Paragraph 2.20.6., amend to read:

- "2.20.6. The suffix "M/C" for tyres intended to be fitted on rims designed for motorcycles; this suffix is mandatory for tyres having a nominal rim diameter equivalent to code 13 (330 mm) or above **and optional for tyres with nominal rim diameter equivalent to code 12 (305 mm) or below** ~~and optional for tyre sizes listed in Annex 5.~~ **Tyres not intended to be fitted on rims designed for motorcycles shall not be marked with M/C.**"

Paragraph 2.33., amend to read:

- "2.33. "Snow tyre" means a tyre whose tread pattern ~~and whose structure are primarily designed to ensure in mud and fresh or melting snow a performance better than that of a normal tyre with regards to its ability to initiate or maintain vehicle motion.~~ **tread compound or construction is primarily designed to achieve in mud and/or snow conditions a performance better than that of a normal tyre with regard to its ability to initiate and control vehicle motion.**"

Add a new paragraph 2.40., to read:

- "2.40. "**Special tyre**" means a tyre intended for mixed use both on- and off-road or for other special duty. These tyres are primarily designed to initiate and maintain the vehicle in motion in off-road conditions."

Paragraph 3.1.9., amend to read:

- "3.1.9. The inscription of ~~M+S~~ "**M+S**" or "**M.S**" or "~~M & S~~" "**M&S**" ~~in the case of a snow tyre~~ **if the tyre is classified in the category of use "snow tyre" or if the tyre is classified in the category of use "special tyre" when declared by the tyre manufacturer at paragraph 4.1.3. as complying also with the definition given in paragraph 2.33.** The inscription "DP" (~~±E~~ i.e. Dual Purpose) is accepted as a permitted alternative;

"M+S" or "M.S" or "M&S" means "Mud and Snow";"

Add a new paragraph 4.1.3.1., to read:

- "4.1.3.1. **For the tyres belonging to the category of use "special tyre", those which may bear the inscription M+S or M.S or M&S."**

Annex 5,

Tables 1, 1a, 2, 3, 4, 6 and 7:

Amend the heading of the leftmost column from "Tyre size" to "Tyre size *designation**".

After each table, add a note to read:

"* If the suffix "M/C" is not already part of the tyre size designation, it may be added optionally as part of the tyre size designation (e.g. 4.00-5 M/C); this is recommended for tyres having a nominal rim diameter equivalent to code 13 (330 mm) or above."

Tables 5 and 8, amend the heading of the leftmost column "Tyre size" to "Tyre size *designation*".

Annex 6, paragraph 4., amend to read:

- "4. The overall width is measured ~~by calliper~~ at six equally-spaced points, account being taken of the thickness of the protective ribs or bands. The highest measurement so obtained is taken as the overall width."

II. Justification

1. It is proposed to explicitly allow other technical measurement solutions of the tyre overall width by removing the words “*by calliper*” which fix a technical limitation. The removal of this technical limitation would be advisable following the principle of not stopping the technical innovations.
 2. The definition of "special tyre" is added, as it is currently missing.
 3. The definition of "snow tyre" is amended to clarify that "snow tyres" are not only suitable for the use in snow conditions but also on mud and by replacing the term "maintain vehicle motion" (i.e. keeping the vehicle speed and direction of movement constant) by a more general concept of "controlling vehicle motion" (i.e. also being able to change the vehicle speed and direction of movement as intended).
 4. The current UN Regulation No. 75 does not consider the case of a "special tyre" that can also fulfil the definition of a "snow" tyre. For this case it is proposed that, if declared by the tyre manufacturer, the tyre has to be marked with the inscription M+S or M.S or M&S while remaining in the category of use "special tyre". The same provision has been already introduced in UN Regulations No. 30 and 54.
 5. Editorial corrections are introduced to ensure that the categories of use are used consistently throughout the text and to correct the headings in the tables in Annex 5.
 6. The application of the suffix M/C is clarified.
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