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Working Party on Noise and Tyres

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Item 5 (e) of the provisional agenda

Tyres: UN Regulation No. 117 (Tyres rolling resistance, rolling noise and wet grip)

Proposal for amendments to UN Regulation No. 117

Submitted by the experts from the European Commission*

The text reproduced below was prepared by the experts from the European Commission. 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

Insert a new paragraph 12.17., to read:

"12.17. Contracting Parties applying this Regulation shall continue to allow first fitting on a vehicle in use of new tyres manufactured prior to the date set out in paragraph 12.5. and approved to this Regulation as amended by the 02 or 03 series of amendments during the 30 months period which follows the date set out in paragraph 12.5."

II. Justification

1. Distribution channels of tyres are very complex and include several stages, involving numerous actors. Once placed on the market, tyres are directed to mounting centres, third party consignment stocks, wholesalers, regional distributors or to retailers and garages, where they may remain up to 30 months prior to being fitted on the vehicles of the final consumers. The entry into service date is out of the control of tyre manufacturers and the authorities can only verify the date of production of the tyres. In addition, approval markings are affixed during the production process and cannot be changed subsequently.

2. The existing transitional provisions do not address the issue of tyres produced in accordance with the applicable requirements and placed in the distribution channels before 7 July 2026. Thus, a huge quantity of tyres will stay stocked within the different stages of the distribution channels. Estimated figures only for the European market show around millions of those tyres. If those tyres are to be scrapped on 7 July 2026, this will adversely affect sustainability, resulting in significant negative impact on environment, economic burden for the tyre industry and potential tyre shortages for the consumers.

3. Therefore, a new transitional provision is proposed based on the clause R.4 of part C – “Transitional provisions for replacement parts for vehicles in use” of the General Guidelines for United Nations Regulatory Procedures and Transitional Provisions in UN Regulations. It will clarify that new tyres manufactured before 7 July 2026 and approved according to the 02 or 03 series of amendment will be allowed to be sold and fitted on vehicles in use for additional period not exceeding 30 months from 7 July 2026.
