

**Economic and Social Council**Distr.: General
24 November 2023

Original: English

Economic Commission for Europe

Inland Transport Committee

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

Geneva, 6–9 February 2024

Item 7 (a) of the provisional agenda

Tyres: UN Regulation No. 30 (Tyres for passenger vehicles and their trailers)**Proposal for Supplement 26 to the 02 series of amendments
to UN Regulation No. 30****Submitted by the experts from the European Tyre and Rim Technical
Organisation***

The text reproduced below was prepared by the experts from the European Tyre and Rim Technical Organisation (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 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect.20), para 20.5), 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 1., amend to read (including the footnotes):

- "1. SCOPE
- This Regulation covers new pneumatic tyres * designed primarily for vehicles of categories M1, N1, O1 and O2. ~~***~~^{(1) (2)}
- It does not apply to tyres designed primarily for:
- 1.1 The equipment for vintage cars;
- 1.2 Competitions.

* For the purpose of this regulation "tyres" means "pneumatic tyres".

~~⁽¹⁾ As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles R.E.3 (document TRANS/WP.29/78/Rev.1 as last amended by Amend. 4).~~ **As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3).**

~~⁽²⁾ This Regulation defines requirements for tyres as a component. It does not limit their installation on any categories of vehicles."~~

Paragraph 6.1.4.2.4., amend to read:

- "6.1.4.2.4. ~~However~~**Notwithstanding the above**, for tyres identified by the "tyre to rim fitment configuration" (see para. 2.27.1.) symbol "A" or "U", the **maximum** overall width of the tyre, in the lower area of the tyre, equals the nominal width of the rim on which the tyre is mounted, as shown by the manufacturer in the descriptive note, increased by 20 mm."

Annex 6, paragraph 4., amend to read:

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

II. Justification

1. The entire paragraph 1. (Scope) is properly recapped, including footnote (2) (renumbered from **) inadvertently omitted in Supplement 18. This text is strictly aligned with the valid text of UN Regulation No. 30 that was adopted as follows:

- UN Regulation No. 30, Revision 3 (valid text up to Supplement 14 to the O2 series of amendments, date of entry into force: 18 January 2006);
- UN Regulation No. 30, Revision 3, Amendment 2 (Supplement 16), including the addition of footnote ** as adopted by the Working Party on Brakes and Running Gear (GRRF) at its sixty-fifth session in February 2009 (Annex II to ECE/TRANS/WP.29/GRRF/65) and by the World Forum for Harmonization of Vehicle Regulations (WP.29) at its 148th session in June 2009 (ECE/TRANS/WP.29/2009/65 and ECE/TRANS/WP.29/1077);
- UN Regulation No. 30, Revision 3, Amendment 4 (Supplement 18) as adopted by GRRF at its eighty-first session in February 2016 (ECE/TRANS/WP.29/GRRF/2016/11) and by WP.29 at its 169th session in June 2016 (ECE/TRANS/WP.29/2016/51 and ECE/TRANS/WP.29/1123), inserting the new footnote * on the meaning of "tyres" and renumbering the existing footnotes as "1" only, thus inadvertently not reflecting the already existing footnote **.

2. A generic reference to the Consolidated Resolution on the Construction of Vehicles (R.E.3) for its up-to-date version (presently ECE/TRANS/WP.29/78/Rev.7) is given in footnote (1).
 3. The wording in paragraph 6.1.4.2.4. is aligned with UN Regulation No. 54 as recently adopted by GRBP at its seventy-eighth session (September 2023).
 4. It is proposed to explicitly allow other technical measurement solutions for the tyre overall width by removing the words “by calliper” which fix a technical limitation. The removal of this technical limitation is advisable following the principle of not stopping the technical innovations. This is in line with same amendment proposal recently adopted in UN Regulations No. 54, 75 and 106.
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