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World Forum for Harmonization of Vehicle Regulations**Working Party on Brakes and Running Gear****Eightieth session**

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Item 7(b) of the provisional agenda

Tyres – Regulation No. 30**Proposal for an amendment the 02 series of amendments to Regulation No. 30 (Pneumatic Tyres for Motor Vehicles and their Trailers)****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) amending the requirements for the load/speed performance test of UN Regulation No. 30. The modifications to the existing text of the 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 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Paragraph 6.2.1.1., amend to read:

"6.2.1.1. Where application is made for tyres identified by means of letter code "ZR" within the size designation and suitable for speeds over 300 km/h (see paragraph 4.1.15.), the above load/speed test is carried out on one tyre at ~~the load and speed conditions~~ **appropriate for the load index** marked on the tyre **and the speed symbol "Y"** ~~(see paragraph 3.1.4.1.)~~. Another load/speed test must be carried out on a second sample of the same tyre type **according to paragraph 2.6. of Annex 7 corresponding to** ~~at~~ the load and speed conditions specified as maximum by the tyre manufacturer (see paragraph 4.1.15. of this Regulation).

The second test may be carried out on the same tyre sample if the tyre manufacturer agrees."

Annex 7, Paragraph 2.2., amend to read:

- "2.2. Apply to the test axle a load equal to 80 per cent of:
- 2.2.1. the maximum load rating equated to the Load Capacity Index for tyres with Speed Symbols L to H inclusive,
 - 2.2.2. the maximum load rating associated with a maximum speed of 240 km/h for tyres Speed Symbol "V" (see para. ~~2.31.2.2.34.2.~~ of this Regulation).
 - 2.2.3. the maximum load rating associated with a maximum speed of 270 km/h for tyres with speed symbol "W" (see paragraph ~~2.31.3.2.34.3.~~ of this Regulation).
 - 2.2.4. the maximum load rating associated with a maximum speed of 300 km/h for tyres with speed symbol "Y" (see paragraph ~~2.31.4.2.34.4.~~ of this Regulation)."

Annex 7, Paragraph 2.5.2., amend to read:

"2.5.2. initial test speed: prescribed maximum speed for the type of tyre (see para. ~~2.29.3.2.31.1.~~ of this Regulation), less 40 km/h in the case of the smooth wheel having 1.70 m \pm 1 per cent in diameter or less 30 km/h in the case of the smooth wheel having 2 m \pm 1 per cent in diameter;"

Annex 7, Paragraph 2.6.2., amend to read:

- "2.6.2. The test shall be run without interruptions in accordance with the following:
- 2.6.2.1. Ten minutes to build up from zero to the maximum **test speed** ~~specified by the tyre manufacturer (see paragraph 4.1.15. of this Regulation)~~ **for the second test.**
 - 2.6.2.2. Five minutes at the maximum test speed **for the second test.**
 - 2.6.2.3. **maximum test speed for the second test: maximum speed specified by the tyre manufacturer (see paragraph 4.1.15. of this Regulation), less 10 km/h in the case of the smooth wheel having 1.7 m \pm 1 per cent in diameter or equal to the maximum speed specified by the tyre manufacturer in the case of the smooth wheel having 2 m \pm 1 per cent in diameter."**

Annex 7, Paragraph 3., amend to read:

"3. Procedure to assess the "flat tyre running mode" of "run flat system" "

II. Justification

1. The change in paragraph 6.2.1. serves to clarify the conditions to be used for the first load/speed performance test of a tyre designed for speeds above 300 km/h.
 2. The changes in paragraphs 2.2. and 2.5.2. of Annex 7 is a correction of references that become wrong by the insertion of additional paragraphs in paragraph 2. through Supplement 17 to the 02 series of amendments.
 3. The changes in paragraph 2.6.2. are proposed to correct the test procedure when the test is done on a 1.7-m drum. Deviating from the procedure on the 2.0-m drum the original text provides that the drum speed on a 1.7-m drum needs to be increased to 10 km/h above the maximum test speed and then reduced to the maximum test speed. As this would pose an unjustifiably more severe test condition if the test is carried out on a 1.7-m drum, it is proposed to adapt the test procedure to the one for the 2-m drum, namely increasing the drum speed to the maximum test speed and afterwards keeping it at that speed for 5 min.
 4. The change in para. 3. of Annex 7. corrects a spelling mistake.
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