

Submission by the United Kingdom for amendments to Regulation No. 64, Temporary use spare wheels/tyres – Document No. TRANS/WP.29/GRRF/2002/17

As a result of discussion with ETRTO, the following proposals are made, both to amend Document TRANS/WP.29/GRRF/2002/17 and to add further amendments to Regulation No.64.

Changes are highlighted by using strikethrough and bold text.

2.7 “Standard unit” – Amend wording of 2002/17 to read:

2.7 “Standard spare unit” means an assembly of a wheel and tyre identical **in terms of wheel and tyre size designations, wheel inset and tyre structure** to that fitted **in the same axle position and to the particular model or version of the vehicle for normal operation. in terms of wheel and tyre size designations, wheel inset and tyre structure.** It includes the case of a wheel that is produced from a different material, for example, steel instead of aluminium alloy, that may use different wheel fixing nut or bolt designs but which is otherwise identical to the wheel intended for normal operation.

2.8 “Spare unit” – Amend wording of 2002/17 to read:

2.8 Temporary use spare unit” means an assembly of any wheel and tyre that is not within that defined as a standard spare wheel and tyre unit in paragraph 2.7 above. It includes, for example:

_____ - an assembly in which tyre is a normal tyre as defined in paragraph 2.4.1 but where the size designation of the wheel or the tyre or both, differ from those of the wheel or tyre fitted **in the same axle position** for normal operation of the vehicle;

_____ - an assembly in which the tyre is a temporary use spare tyre as defined in paragraph 2.4.2:

_____ - an assembly in which the wheel has a different inset from that of the wheel fitted **in the same axle position** for normal operation of the vehicle;

_____ - an assembly in which the tyre is of a different structure from that fitted **in the same axle position** for normal operation of the vehicle.

It also includes:

_____ - an assembly in which the tyre is a uni-directional tyre which, if used in certain positions on the vehicle, may result in the direction of rotation being opposite to that marked on the sidewall of the tyre;

_____ - an assembly in which a run-flat system tyre is used in a totally deflated condition;

With the exception of a run-flat system tyre, certain versions of temporary use spare wheel and tyre units may be supplied and intended for storage on the vehicle in a deflated condition.

Add new paragraph 5.1.5 to read:

5.1.5 Except in the case of a run flat system tyre, only one temporary use spare unit shall be supplied with the vehicle.

Add new paragraph 5.1.6 etc to read:

5.1.6 In the case of vehicles equipped with run flat system tyres, the vehicle shall also be fitted with an inflation pressure monitoring system that at least warns the driver of a total loss of inflation pressure in each individual tyre that is in contact with the road, that is, it shall be capable of indicating multiple failures;

5.1.6.1 The failure indication shall be by means of an optical red warning signal and if a symbol is used or incorporated in the warning device, it shall be in accordance with ISO 2575:2000, reference K10, ISO/IEC Registration No. 7000-1434;

5.1.6.2 Any electrical failure or sensor anomaly that affects the pressure monitoring system, including failure of the electrical source, supply or transmission of the output signal, shall be indicated to the driver by operation of the warning signal referred to in paragraph 5.1.6.1;

5.1.6.3 The warning signal shall operate when the ignition circuit of the vehicle is energised and it shall be verified that none of the defects referred to in paragraphs 5.1.6 and 5.1.6.2 are present before extinguishing the signal.