

Retreaded Tyres – Tyre to road rolling sound emissions

Further information submitted by BIPAVER

Informal document No. GRB-41-2 is identical to Informal document No. WP.29-134-11 submitted to WP.29 in November 2004. On the basis of this document WP.29 asked the Chairmen of both GRB and GRRF to consider the issues at the next meetings of their respective Groups and to recommend a course of action to the WP.29 meeting in March 2005 regarding the establishment of a work programme to consider the development of Regulations with respect to tyre to road rolling sound emissions from retreaded tyres.

The development of such Regulations to allow the retreading industry to compete in the market place on an equal footing with new tyres is an important issue for the industry and would help to maintain existing markets, both as original equipment and as in-service replacements.

The issue was discussed at the GRRF meeting earlier in February and whilst it was recognised that the subject of noise emissions was primarily the responsibility of GRB, there were not any objections from delegates to the principle of establishing tyre to road rolling sound emissions with respect to retreaded tyres. The Chairman was mandated to make a positive recommendation to the WP.29 meeting in March.

In informal document No. GRB-41-2, BLIC and BIPAVER suggests the possibility of extending the type approval Regulations for retreaded tyres, Regulations Nos. 108 (Passenger Car retreaded tyres) and 109 (truck retreaded tyres), to incorporate the tyre to road rolling sound emissions provisions. However, the industry recognises that, from an administrative point of view, it may be beneficial to consider the amendment of the existing Regulation No. 117 and would be happy to draft a proposal for such amendment. The amendment would be in the form of additional text to reflect the different type approval procedures between new and retreaded tyres and it is not expected that there would be any changes to the existing test procedures or noise limit values.

We hope that delegates will consider this issue and allow the Chairman to make a positive recommendation to WP.29 to establish a work programme in a similar manner to the mandate given to the Chairman of GRRF.

In re-reading informal document No. GRB-41 –2, there are three small errors, which, if corrected, make the document more understandable.

- The opening of the fifth paragraph should read: “Proposals by the European Union ---“.
 - The third sentence of the sixth paragraph should read: “In addition ---- produced by companies that other than those ----“.
 - Finally the fifth sentence of the seventh paragraph should read: “This situation exists with the present proposal for new tyres contained in TRANS/WP.29/1032.”
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