

PROPOSAL TO DEFINE AND INCLUDE TYRES WITH KERB BANDS  
FOR RETREADED TYRES IN UNECE REGULATION No. 109

**A. PROPOSAL**

Add a new paragraph 2.42.1., to read:

“2.42.1. “ASP” (additional sidewall protection) is an additional material applied to the sidewall(s) of the casing for improving resistance against sidewall abrasion on special tyres in urban usage.”

Add a new paragraph 3.2.7.1., to read:

“3.2.7.1. The abbreviation “ASP” if the tyre is fitted with additional material for increased resistance against sidewall abrasion”

Add a new paragraph 6.5.5., to read:

“6.5.5. After retreading, the dimensions of the retreaded tyre, when measured in accordance with annex 6 to this Regulation, must conform either to dimensions calculated according to the procedures in paragraph 7 or to those given in annex 5 to this Regulation. Note that the maximum overall width of a retreaded radial tyre with additional ASP (s) applied may be up to max 8 mm per sidewall greater than the maximum section width of a new, original tyre permitted by Regulation No. 54.”

Add a new paragraph 7.1.4.3., to read:

“7.1.4.3. For radial tyres fitted with ASP (s), the actual overall width may exceed the maximum section width of a new, original tyre permitted by Regulation 54 by up to max 8 mm per sidewall.”

Annex 5, amend to read:

“The section width of a radial tyre fitted with ASP (s) may in all cases be greater than that shown in the tables in Annex 5 to Regulation No. 54, but by no more than 8 mm per sidewall.”

## **B. JUSTIFICATION**

When Regulation No. 109 was created, the since long time practice of applying ASP (s) for enhancing safety and durability of special tyres in urban use was not considered. Consequently many casings would not be retreadable with ASP (s) because of the section width tolerances for the Regulation No. 109.

ASP's are applied in the retread process to existing casings, in order to provide additional abrasion protection of the sidewall in aggressive urban usage. ASP can be applied on one sidewall or on both sidewalls depending on the user conditions, adding safety and value for the specific users, who are mainly city bus, waste hauling operations or other in city start and stop operations. Fitment on vehicles are depending local conditions and described in local user recommendations.

To correct this incoherence, it is proposed to amend Regulation No. 109, in order to allow usage of radial retreaded tyres with ASP's, with an additional allowance of max 8 mm per sidewall over the maximum authorized overall width for the same tyre in Regulation No. 54.

Logic impose that Regulation No. 109 is modified to take into account this already existing practice, to avoid that transport and retread industry will not be penalized. It should be noted that this modification will actually not change the overall width of tyres in the market, but simply regularises a pre-existing but unrecognized condition.

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