

**PROPOSED AMENDMENTS TO REGULATIONS Nos. 30 and 54 REGARDING
MANUFACTURER'S INFORMATION ON ROLLING RESISTANCE COEFFICIENT**

BACKGROUND

This document has been prepared basing on RR problem consideration at Brussels and Korea ISO TC31 WG6 meeting on September, December 2006 and July 2007 jointly with ETRTO RR WG meeting on August, 29, 2006 and GRRF 60th session. It contains a combination of the ETRTO Reference method for tyre RR measurement (transformed into ISO 28580) and the proposal to introduce additions, concerning RR declaration, into ECE Regulations Nos. 30 and 54 (initial informal document GRRF-56-14 proposed by RF delegation). The text below is the modification of the informal document GRRF 60-22 on the same problem.

Seven previous sessions of GRRF requested the experts from Russian Federation, ETRTO and ISO TC31 WG6 to elaborate the proposal solving tyre rolling resistance problem. The document presented is differed from previous by including a note, underlined that manufacturer's tyre RR level data is informational only without any standardized norms and any Contracting Parties obligations or abilities touching of checking this data. The positive experience of such method of data collecting before its standardization gives the Regulation No. 51 (see ECE/TRANS/WP.29/2006/31, page 4, paragraph 5.1).

PROPOSAL

Regulation No. 30

Insert new paragraph 4.1.15., to read:

"4.1.15. Rolling resistance coefficient according to ISO 28580.

NOTE:

1. The requirements 4.1.15 to render Rolling Resistance data applies to newly manufactured pneumatic tyres intended to be fitted to road vehicles of categories M, N and O manufactured on, or after 1 October 1980. It does not, however, apply to:

- 1.1. Tyres intended to be fitted to road vehicles of categories other than M, N and O;
- 1.2. Tyres designed as "Temporary use spare tyres" and marked "Temporary use only";
- 1.3. Tyres having a nominal rim diameter code ≤ 10 (or ≤ 254 mm) or 25 (or ≥ 635 mm);
- 1.4. Tyres designed for competitions;
- 1.5. Tyres fitted with additional devices to improve traction properties (e.g. studded tyres);
- 1.6. Tyres with a speed rating less than 80 km/h (F).

2. The result of the test run in accordance with measurement method pointed is only informational and the level of rolling resistance coefficient is out of any norms and any Contracting Parties obligations or abilities touching of checking this data, but type approval shall only be granted if rolling resistance coefficient have been included in homologation application."

Regulation No. 54

Insert new paragraph 4.1.14., to read:

"4.1.14. Rolling resistance coefficient according to ISO 28580.

NOTE:

1. The requirements 4.1.14 to render Rolling Resistance data applies to newly manufactured pneumatic tyres intended to be fitted to road vehicles of categories M, N and O, manufactured on, or after 1 October 1980. It does not, however, apply to:

- 1.1. Tyres intended to be fitted to road vehicles of categories other than M, N and O;
- 1.2. Tyres designed for competitions;
- 1.3. Tyres fitted with additional devices to improve traction properties;
- 1.4. Tyres with a speed rating less than 80 km/h (F).

2. The result of the test run in accordance with measurement method pointed is only informational and the level of rolling resistance coefficient is out of any norms and any Contracting Parties obligations or abilities touching of checking this data, but type approval shall only be granted if rolling resistance coefficient have been included in homologation application."

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JUSTIFICATION

ETRTO has proposed in EC consultation that the date for RR future regulation is "around 2012" after formal proposal to Council and Parliament during 2008. It should include tyre noise, wet grip performance and RR with type approval. The deadline for public replies is October, 18. The ISO 28580 "Tyre Rolling Resistance measurement method designed to ease international cooperation and, possibly, regulation building" will be issued in 2008. Thus 4-years period for RR level data accumulation and end-user information before its standardizing is formed and must be used with benefits.

Besides that the main advantages of **end-user information** are the following:

1. Satisfaction of consumer's rights to be informed without opportunity of any limitation in choice of tyres.
2. Consumer's opportunity to choose correlation between C_r and adhesion coefficient which needed. (Modern end-users have got an appropriate competence for it.)
3. Elimination the necessity to introduce numerous norms due to different tyre's types and sizes and accord them with many Contracting Parties.
4. The Information giving satisfaction for consumers may occurs as more effective then the Regulation as a stimulus for tyre quality progress without numerous onerous norms for manufacturers.

The system proposed may be used just after ISO 28580 will be issued. This system also provides the data collection for future RR level limitation without its reglamentation at present time.
