

Proposal for amendments to document ECE/TRANS/WP.29/GRRF/2014/13

I. Proposal

Paragraph 1., amend to read:

"1. Scope

This Regulation applies to the approval of vehicles of category M1¹ with regard to the installation of their tyres;

It does not apply to the approval of vehicles with regard to their:

- (a) Temporary use spare unit, and/or
- (b) Run-flat tyres and/or run-flat system **in their totally deflated condition**, and/or
- (c) Tyre pressure monitoring system

¹ As defined in section 2 of the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.2)."

Paragraphs 5.2.5. and 5.2.5.1., amend to read:

"5.2.5. ~~Spare wheels and tyres~~

~~5.2.5.1.~~ In cases where a vehicle is provided with a standard spare unit, it shall be of the same size as the tyres actually fitted to the vehicle."

Paragraph 5.2.5.2., deleted.

Annex 2, Addendum to communication form No., paragraphs 3. to 4.1., deleted.

II. Justification

Paragraph 1, Scope

The new wording of the scope makes it clear that an inflated RTF is in the scope of this "draft tyre installation" regulation, while a deflated RFT is not. A deflated RFT is covered by UN R64. This solution permits to avoid any legal loophole. The RFT should be excluded from the scope of the Regulation only when they are in their deflated condition and then considered as a temporary spare unit. UN R64 will then apply to the vehicle with deflated RFT.

Paragraphs 5.2.5. to 5.2.5.2.

Since UN R64 is a vehicle regulation, there is no need to make a reference to UN R64. Thus it is proposed to delete paragraph 5.2.5.2. This deletion permits to avoid any double homologation. The draft Regulation on tyre installation and UN R64 will be two independent and complementary vehicle regulations, one dealing with the installation of the tyres, the other dealing with the vehicle behaviour when equipped with a temporary spare wheel. This should permit any Contracting Party to choose which regulation to apply in the context of IWTA

Annex 2, Addendum to communication form No., paragraphs 3. to 4.1.

While paragraphs 3 and 4 could remain in the draft Regulation, there is no real need for such connection between the draft Regulation on tyre installation and UN R64, as the two Regulations are independent.