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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Brakes and Running Gear

Sixty-third session  
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Item 9(a) of the provisional agenda

OTHER BUSINESS

Clarification of the scope of Regulations

Proposal for collective amendments to Regulations  
Nos. 30, 54, 108 and 109

Submitted by the expert from the International Organization of  
Motor Vehicle Manufacturers \*

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) in order to clarify the scopes of the relevant regulations. It is based on a document without a symbol (informal document No. GRRF-62-18), distributed during the sixty-second session of the Working Party on Brakes and Running Gear (GRRF) (see report ECE/TRANS/WP.29/GRRF/62, para. 52). The modifications to the current text (Revision 6) of the Regulation are marked in **bold** characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

A.1. PROPOSAL TO REGULATION No. 30 (Pneumatic tyres for motor vehicles and their trailers)

Paragraph 1., amend to read (including the addition of footnote \*\*):

"1. SCOPE

This Regulation covers new pneumatic tyres designed primarily, ~~but not only~~, for vehicles in categories **M<sub>1</sub>, O<sub>1</sub> and O<sub>2</sub>**. \*/ \*\*/

~~It does not apply to tyres designed for  
(a) the equipment for vintage cars  
(b) competitions.~~

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

**\*\*/ This Regulation defines requirements for tyres as a component. It does not limit their installation on any categories of vehicles."**

A.2. PROPOSAL TO REGULATION No. 54 (Pneumatic tyres for commercial vehicles and their trailers)

Paragraph 1., amend to read (including the addition of footnote \*\*):

"1. SCOPE

This Regulation covers new pneumatic tyres designed primarily, ~~but not only~~, for vehicles in categories M<sub>2</sub>, M<sub>3</sub>, N and O<sub>3</sub> and O<sub>4</sub> \*/ \*\*/. However, it does not apply to tyre types identified by speed category symbols corresponding to speeds below 80 km/h.

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

**\*\*/ This Regulation defines requirements for tyres as a component. It does not limit their installation on any categories of vehicles."**

A.3. PROPOSAL TO REGULATION No. 108 (Retreaded pneumatic tyres for motor vehicles and their trailers)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation ~~applies to~~ **covers** the production of retreaded tyres **designed primarily for vehicles of category M<sub>1</sub>, O<sub>1</sub> and O<sub>2</sub>.** ~~\*/ intended to be fitted to private (passenger) cars and their trailers used on the road.~~ **However,** it does not apply to **the production of:**

~~1.1. Retreaded tyres for commercial vehicles and their trailers.~~

**1.1.** Retreaded tyres with a speed capability below 120 km/h or above **300 km/h.**

~~1.3. Tyres for cycles and motorcycles.~~

**1.2.** Tyres originally produced without speed symbols and load indices.

**1.3.** Tyres originally produced without type approval and without either an "E" or "e" mark.

**1.4.** Tyres designed for the equipment of cars produced prior to 1939.

**1.5.** Tyres designed exclusively for competition or off road use and marked accordingly.

**1.6.** Tyres designated as "T type" temporary use spares."

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

A.4. PROPOSAL TO REGULATION No. 109 (Retreaded pneumatic tyres for commercial vehicles and their trailers)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation ~~applies to~~ **covers** the production of retreaded **pneumatic** tyres **designed primarily for vehicles of category M<sub>2</sub>, M<sub>3</sub>, N, O<sub>3</sub> and O<sub>4</sub>** ~~\*/ intended to be fitted to commercial vehicles and their trailers used on the road.~~ **However,** it does not apply to **the production of:**

~~1.1. Retreaded tyres for private (passenger) cars and their trailers.~~

**1.1.** Retreaded tyres with a speed capability below 80 km/h.

~~1.3. Tyres for cycles and motorcycles.~~

**1.2.** Tyres originally produced without speed symbols and/or load indices.

**1.3.** Tyres originally produced without type approval and without either an "E" or "e" mark.

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

## B. JUSTIFICATION

This compromise proposal attempts to accommodate the interests of all Contracting Parties.

For all four tyre Regulations (Regulations Nos. 30, 54, 108 and 109), the same general wording is proposed whereby only 'designed primarily' is used, without the wording 'but not only'. The clarity of the scope is given now.

'Designed primarily' means that the respective vehicle categories are the main group of vehicles where these tyres are being used, but the particular tyres are allowed to be fitted on other vehicle categories where the service description of the tyre (mainly load and speed index) permits. Furthermore, the meaning of "component" is aligned with its definition in the new European Union (EU) framework Directive 2007/46/EC.

The service description is the main criteria to determine on which vehicle categories each tyre can be fitted.

In the case that tyres from another vehicle category are used, they shall fulfil all appropriate criteria for the relevant vehicle category.

As a reminder, there are no 'installation' requirements in Regulations Nos. 30 or 54 and Contracting Parties are free to set their own installation requirements (for example, in EU Directive 92/23/EEC).

Concerning UNECE Regulation No. 108, paragraph 1.1. (new), the speed limit of 300 km/h is already mentioned in the current text of the Regulation, as from Supplement 1 to the original version.

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