|  |  |  |
| --- | --- | --- |
|  | United Nations | ECE/TRANS/WP.29/2016/59 |
| Description: _unlogo | **Economic and Social Council** | Distr.: General6 April 2016Original: English |

**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**169th session**

Geneva, 21-24 June 2016

Item 4.9.11 of the provisional agenda

**1958 Agreement – Consideration of draft amendments**

**to existing Regulations submitted by GRRF**

Proposal for Supplement 14 to Regulation No. 106 (Tyres for agricultural vehicles)

**Submitted by the Working Party on Brakes and Running Gear**[[1]](#footnote-2)\*

The text reproduced below was adopted by the Working Party on Brakes and Running Gear (GRRF) at its eightieth session (ECE/TRANS/WP.29/GRRF/80, para. 43) and at its eighty-first session (ECE/TRANS/WP.29/GRRF/81, para. 38). It is based on ECE/TRANS/WP.29/GRRF/2015/31 as well as ECE/TRANS/WP.29/GRRF/2016/15. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration at their June 2016 sessions.

 Supplement 14 to Regulation No. 106 (Tyres for agricultural vehicles)

*Annex 4*, *Table*, amend to read:

"

| *LI* | *kg* |  | *LI* | *kg* |  | *LI* | *kg* |  | *LI* | *kg* |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 1 | 46.2 |  | 71 | 345 |  | 141 | 2 575 |  | 211 | 19 500 |
| 2 | 47.5 |  | 72 | 355 |  | 142 | 2 650 |  | 212 | 20 000 |
| 3 | 48.7 |  | 73 | 365 |  | 143 | 2 725 |  | 213 | 20 600 |
| 4 | 50 |  | 74 | 375 |  | 144 | 2 800 |  | 214 | 21 200 |
| 5 | 51.5 |  | 75 | 387 |  | 145 | 2 900 |  | 215 | 21 800 |
| 6 | 53 |  | 76 | 400 |  | 146 | 3 000 |  | 216 | 22 400 |
| 7 | 54.5 |  | 77 | 412 |  | 147 | 3 075 |  | 217 | 23 000 |
| 8 | 56 |  | 78 | 425 |  | 148 | 3 150 |  | 218 | 23 600 |
| 9 | 58 |  | 79 | 437 |  | 149 | 3 250 |  | 219 | 24 300 |
| 10 | 60 |  | 80 | 450 |  | 150 | 3 350 |  | 220 | 25 000 |
| 11 | 61.5 |  | 81 | 462 |  | 151 | 3 450 |  | 221 | 25 750 |
| 12 | 63 |  | 82 | 475 |  | 152 | 3 550 |  | 222 | 26 500 |
| 13 | 65 |  | 83 | 487 |  | 153 | 3 650 |  | 223 | 27 250 |
| 14 | 67 |  | 84 | 500 |  | 154 | 3 750 |  | 224 | 28 000 |
| 15 | 69 |  | 85 | 515 |  | 155 | 3 875 |  | 225 | 29 000 |
| 16 | 71 |  | 86 | 530 |  | 156 | 4 000 |  | 226 | 30 000 |
| 17 | 73 |  | 87 | 545 |  | 157 | 4 125 |  | 227 | 30 750  |
| 18 | 75 |  | 88 | 560 |  | 158 | 4 250 |  | 228 | 31 500 |
| 19 | 77.5 |  | 89 | 580 |  | 159 | 4 375 |  | 229 | 32 500 |
| 20 | 80 |  | 90 | 600 |  | 160 | 4 500 |  | 230 | 33 500 |
| 21 | 82.5 |  | 91 | 615 |  | 161 | 4 625 |  | 231 | 34 500 |
| 22 | 85 |  | 92 | 630 |  | 162 | 4 750 |  | 232 | 35 500 |
| 23 | 87.5 |  | 93 | 650 |  | 163 | 4 875 |  | 233 | 36 500 |
| 24 | 90 |  | 94 | 670 |  | 164 | 5 000 |  | 234 | 37 500 |
| 25 | 92.5 |  | 95 | 690 |  | 165 | 5 150 |  | 235 | 38 750 |
| 26 | 95 |  | 96 | 710 |  | 166 | 5 300 |  | 236 | 40 000 |
| 27 | 97.5 |  | 97 | 730 |  | 167 | 5 450 |  | 237 | 41 250 |
| 28 | 100 |  | 98 | 750 |  | 168 | 5 600 |  | 238 | 42 500 |
| 29 | 103 |  | 99 | 775 |  | 169 | 5 800 |  | 239 | 43 750 |
| 30 | 106 |  | 100 | 800 |  | 170 | 6 000 |  | 240 | 45 000 |
| 31 | 109 |  | 101 | 825 |  | 171 | 6 150 |  | 241 | 46 250 |
| 32 | 112 |  | 102 | 850 |  | 172 | 6 300 |  | 242 | 47 500 |
| 33 | 115 |  | 103 | 875 |  | 173 | 6 500 |  | 243 | 48 750 |
| 34 | 118 |  | 104 | 900 |  | 174 | 6 700 |  | 244 | 50 000 |
| 35 | 121 |  | 105 | 925 |  | 175 | 6 900 |  | 245 | 51 500 |
| 36 | 125 |  | 106 | 950 |  | 176 | 7 100 |  | 246 | 53 000 |
| 37 | 128 |  | 107 | 975 |  | 177 | 7 300 |  | 247 | 54 500 |
| 38 | 132 |  | 108 | 1 000 |  | 178 | 7 500 |  | 248 | 56 000 |
| 39 | 136 |  | 109 | 1 030 |  | 179 | 7 750 |  | 249 | 58 000 |
| 40 | 140 |  | 110 | 1 060 |  | 180 | 8 000 |  | 250 | 60 000 |
| 41 | 145 |  | 111 | 1 090 |  | 181 | 8 250 |  | 251 | 61 500 |
| 42 | 150 |  | 112 | 1 120 |  | 182 | 8 500 |  | 252 | 63 000 |
| 43 | 155 |  | 113 | 1 150 |  | 183 | 8 750 |  | 253 | 65 000 |
| 44 | 160 |  | 114 | 1 180 |  | 184 | 9 000 |  | 254 | 67 000 |
| 45 | 165 |  | 115 | 1 215 |  | 185 | 9 250 |  | 255 | 69 000 |
| 46 | 170 |  | 116 | 1 250 |  | 186 | 9 500 |  | 256 | 71 000 |
| 47 | 175 |  | 117 | 1 285 |  | 187 | 9 750 |  | 257 | 73 000 |
| 48 | 180 |  | 118 | 1 320 |  | 188 | 10 000 |  | 258 | 75 000 |
| 49 | 185 |  | 119 | 1 360 |  | 189 | 10 300 |  | 259 | 77 500 |
| 50 | 190 |  | 120 | 1 400 |  | 190 | 10 600 |  | 260 | 80 000 |
| 51 | 195 |  | 121 | 1 450 |  | 191 | 10 900 |  | 261 | 82 500 |
| 52 | 200 |  | 122 | 1 500 |  | 192 | 11 200 |  | 262 | 85 000 |
| 53 | 206 |  | 123 | 1 550 |  | 193 | 11 500 |  | 263 | 87 500 |
| 54 | 212 |  | 124 | 1 600 |  | 194 | 11 800 |  | 264 | 90 000 |
| 55 | 218 |  | 125 | 1 650 |  | 195 | 12 150 |  | 265 | 92 500 |
| 56 | 224 |  | 126 | 1 700 |  | 196 | 12 500 |  | 266 | 95 000 |
| 57 | 230 |  | 127 | 1 750 |  | 197 | 12 850 |  | 267 | 97 500 |
| 58 | 236 |  | 128 | 1 800 |  | 198 | 13 200 |  | 268 | 100 000 |
| 59 | 243 |  | 129 | 1 850 |  | 199 | 13 600 |  | 269 | 103 000 |
| 60 | 250 |  | 130 | 1 900 |  | 200 | 14 000 |  | 270 | 106 000 |
| 61 | 257 |  | 131 | 1 950 |  | 201 | 14 500 |  | 271 | 109 000 |
| 62 | 265 |  | 132 | 2 000 |  | 202 | 15 000 |  | 272 | 112 000 |
| 63 | 272 |  | 133 | 2 060 |  | 203 | 15 500 |  | 273 | 115 000 |
| 64 | 280 |  | 134 | 2 120 |  | 204 | 16 000 |  | 274 | 118 000 |
| 65 | 290 |  | 135 | 2 180 |  | 205 | 16 500 |  | 275 | 121 000 |
| 66 | 300 |  | 136 | 2 240 |  | 206 | 17 000 |  | 276 | 125 000 1500 |
| 67 | 307 |  | 137 | 2 300 |  | 207 | 17 500 |  | 277 | 128 500 |
| 68 | 315 |  | 138 | 2 360 |  | 208 | 18 000 |  | 278 | 132 000 |
| 69 | 325 |  | 139 | 2 430 |  | 209 | 18 500 |  | 279 | 136 000 |
| 70 | 335 |  | 140 | 2 500 |  | 210 | 19 000 |  |  |   |

"

*Annex 5, Table 4*, amend to read:

**"Drive wheel tyres for agricultural tractors - Low section series**

| *Tyre sizedesignation (1)* | *Theoretical rim width code (A1)* | *Nominal sectionwidth (S1) (mm)* | *Overall diameter (D) (mm)* | *Nominal rimdiameter (d)(mm)* |
| --- | --- | --- | --- | --- |
|  |  |  |  |  |
| 300/70R20 | 9 | 295 | 952 | 508 |
| 320/70R20 | 10 | 319 | 982 | 508 |
| 320/70R24 | 10 | 319 | 1 094 | 610 |
| 320/70R28 | 10 | 319 | 1 189 | 711 |
| 360/70R20 | 11 | 357 | 1 042 | 508 |
| 360/70R24 | 11 | 357 | 1 152 | 610 |
| 360/70R28 | 11 | 357 | 1 251 | 711 |
| 380/70R20 | 12 | 380 | 1 082 | 508 |
| 380/70R24 | 12 | 380 | 1 190 | 610 |
| 380/70R28 | 12 | 380 | 1 293 | 711 |
| 420/70R24 | 13 | 418 | 1 248 | 610 |
| 420/70R28 | 13 | 418 | 1 349 | 711 |
| 420/70R30 | 13 | 418 | 1 398 | 762 |
| 480/70R24 | 15 | 479 | 1 316 | 610 |
| 480/70R26 | 15 | 479 | 1 372 | 660 |
| 480/70R28 | 15 | 479 | 1 421 | 711 |
| 480/70R30 | 15 | 479 | 1 478 | 762 |
| 480/70R34 | 15 | 479 | 1 580 | 864 |
| 480/70R38 | 15 | 479 | 1 681 | 965 |
| 520/70R26 | 16 | 516 | 1 456 | 660 |
| 520/70R30 | 16 | 516 | 1 536 | 762 |
| 520/70R34 | 16 | 516 | 1 640 | 864 |
| 520/70R38 | 16 | 516 | 1 749 | 965 |
| 580/70R38 | 18 | 577 | 1 827 | 965 |
| (1) "Improved flexion tyres" are identified by means of the letters "IF" added in front of the size designation (e.g. IF480/70R38) ; "Very high flexion tyres" are identified by means of the letters "VF" added in front of the size designation (e.g. VF480/70R38) – see paragraph 3.1.12. of this Regulation. |

"

*Annex 7, Part A,* amend to read:

**"Part A: Drive wheel tyres for agricultural tractors**

Applicable to tyres classified with categories of use: "Tractor drive wheel" (see paragraph 2.20. of this Regulation)

Variation of load carrying capacity (per cent)

|  |  |  |  |
| --- | --- | --- | --- |
| *Speed**(km/h)* | *Speed category symbol* |  |  |
| *A2* | *A6 (+)* | *A8 (+)* | *D (+)* | *A8 (2)* | *D (2)* | *(1)* |
| 10 | [0] | +40 | +50 | +50 | 0 | 0 |  | + 58 |
| 15 | -6 | +30 | +34 | +34 | 0 | 0 |  | + 32 |
| 20 | -11 | +20 | +23 | +23 | 0 | 0 |  | + 26 |
| 25 | -16 | +7 | +11 | +18,5 | 0 | 0 |  | + 19 |
| 30 | -20 | [0] | +7 | +15 | 0 | 0 |  | + 12 |
| 35 | -24 | -5 | +3 | +12 | 0 | 0 |  | + 10 |
| 40 | -27 | -10 | [0] | +9,5 | [0] | 0 |  | + 6 |
| 45 | - | - | -4 | +7 | -4 | 0 |  | + 2 |
| 50 | - | - | -9 | +5 | -9 | 0 |  | [0] |
| 55 | - | - | - | +3 | - | 0 |  | - |
| 60 | - | - | - | +1,5 | - | 0 |  | - |
| 65 | - | - | - | [0] | - | [0] |  | - |
| 70 | - | - | - | -9 | - | -9 |  | - |

The above load/speed variations apply when the tyre is not subjected to sustained high torque service.

(+) For field applications with sustained high torque service the values shown in the line 30 km/h apply.

(1) These percentages apply only in case of tyres listed in Annex 5, Table 7, with nominal rim diameter (d) 381 mm and above, marked with speed symbol "B"

(2) These load/speed variations apply to IF and VF Tyres."

1. \* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate. [↑](#footnote-ref-2)