

## **Proposal for amendments to ECE/TRANS/WP.29/GRBP/2019/21**

The proposed amendments are marked in bold for new or strikethrough for deleted characters.

### **I. Proposal**

Part I, para. 62 *amend to read:*

62. Definitions of “load index”, “load capacity”, “maximum load rating”, “reference test inflation pressure”, “standard reference test tyre (SRTT)” were added consistent with the amendments made in UN GTR No. 16 to harmonize concepts of load range and PSI Index by translating load range into inflation pressure ranges and replacing the term “PSI Index” with the term “Reference Test Inflation Pressure”.

Part I, para. 72 *amend to read:*

72. As described in paragraph 64 above, FMVSS 139 requirements relative to load range and UN PSI index (~~3.14 and 3.15~~), ~~S~~strength test and bead unseat test provisions were harmonized to translate load range into a corresponding reference test inflation pressure.

Part I, para. 83 *amend to read:*

83. Physical dimensions provisions were harmonized by deleting the previous section ~~3.5.1 3.20~~ and ~~3.5.2 3.21~~ adding a new section ~~3.20~~ **3.5.2**. Physical dimensions provisions were also harmonized by integrating provisions for measuring and calculating physical dimensions and assuring that all LT/C tyre sizes are addressed by the provisions. Additional provisions were added to address high flotation sizes.

Part I, para. 84 *amend to read:*

84. The high-speed performance test for LT/C tyres was harmonized. The harmonized test contains two sets of requirements: the first for LT/C tyres with speed symbols below “Q” and other for LT/C tyres with speed symbols greater than or equal to “Q”. The informal working group concluded that for tyres with speed symbols below “Q” the FMVSS 139 test was the most severe then developed a modified UN Regulation No. 54 high-speed performance test that was equivalent to the FMVSS 139 high-speed performance test in terms of test severity. This modified UN Regulation No. 54 test represents a more efficient test than the FMVSS 139 high-speed performance test because it is of shorter duration, which impacts the capacity of testing facilities and reduces testing costs while representing a test that is comparable in terms of safety. Additionally, eliminating the break-in and cool down cycles further economizes laboratory resources without affecting test results. The results of the tyre industry testing programme were accepted by the informal working group without additional validation by a Contracting Party. For tyres with Speed Symbols “Q” and above the Amendment 2 of UN GTR No. 16 substituted the non-harmonized provisions of UN Regulation No. 54 by the new harmonized provisions of the modified load/speed endurance test method. A provision was also added to recognise a case of a tyre with an alternative service description, specifying that a second tyre of the same type should be tested according to the alternative service description unless a clear engineering justification is made that a single test represents the worst-case combination of load index and speed category symbol. **Consistently with UN Regulation No 54, no provisions were developed for LT/C tyres with speed symbol above “H”.**

## **II. Justification**

1. Paragraphs 62 and 83: Correction of mistyping.
  2. Paragraph 72: Correction of reference and punctuation.
  3. Paragraph 84: Change introduced for clarification (missed wording).
-