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**ECONOMIC COMMISSION FOR EUROPE**

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Working Party on Brakes and Running Gear (GRRF)

(Fifty-fourth session, 6-8 October 2003,  
agenda item 6.5.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 108  
(Retreaded pneumatic tyres)

Revision 2

Transmitted by the Expert from the United Kingdom

Note: The text reproduced below was prepared by the expert from the United Kingdom in order to add definitions for "tyre to rim fitment configuration", which do not exist currently in the Regulation, and to bring it into line with recent amendments to Regulation No. 75 (Motorcycle tyres) and proposed amendments to Regulations Nos. 30 and 54, to ensure consistency in the location of the identification of tyre to rim fitment configuration where this differs from a normal rim. This document is essentially an amended and consolidated version of document TRANS/WP.29/GRRF/2002/18/Rev.1 presented to the fifty-third session of GRRF and revised subsequent to discussion in that session. The amendments are indicated in bold or crossed out as appropriate.

Note: This document is distributed to the Experts on Brakes and Running Gear only.

**A. PROPOSAL**

Paragraph 2.21.2., amend to read:

".....annex to this Regulation, or, depending on the tyre design type, the nominal outer diameter expressed in mm;"

Insert a new paragraph 2.21.4. to read:

"2.21.4. an indication of the tyre to rim fitment configuration when it differs from the standard configuration."

Insert a new paragraph 2.23.1., to read:

"2.23.1. "Tyre to rim fitment configuration" means the type of rim to which the tyre is designed to be fitted. In the case of non-standard rims this will be identified by a symbol applied to the tyre, for example, "CT", "TR", "TD" or "A"."

Insert a new paragraph 3.2.9., to read:

"3.2.9. **No later than two years of the date of entry into force of this amendment, ~~In the case of~~ ~~of~~ ~~tyres manufactured using the "bead to bead" process as defined in paragraph 2.37.3., or any process in which the sidewall material is renewed, first approved after [1 January 2009]~~ shall have** the identification referred to in paragraph 2.21.4. ~~shall be~~ placed only immediately after the rim diameter marking referred to in paragraph 2.21.3.

Annex 3, amend to read:

"Annex 3

ARRANGEMENT OF RETREAD TYRE MARKINGS

1. Example of the .....

.....  
.....  
..... or 28 of the year 2003.

2. In the particular case of tyres having a tyre to rim fitment configuration "A", the marking shall be in the form of the following example:

185-560 R 400A where:

185 is the nominal section width in mm

560 is the outer diameter expressed in mm

R is an indication of the structure of the tyre (see paragraph 3.2.3. of this Regulation).

400 is the nominal diameter of the rim expressed in mm

A is the tyre to rim fitment configuration.

The marking of the load index, speed category date of manufacture and other markings, shall be as given in example 1 above.

3. The positioning and order of the .....

(a) the size designation as defined in paragraph 2.21. of this Regulation shall be grouped as shown in the examples:

185/70 R 14 and 185-560 R 400A;

(b) the service description comprising the load index and the speed symbol shall be placed immediately after the tyre size designation as defined in paragraph 2.21. of this Regulation;

(c) the symbols.....

(d) the word ..... "

\* \* \*

## **B. JUSTIFICATION**

The amendments align the positioning of the tyre to rim fitment configuration within the tyre size designation with recent agreed changes to Regulation No.75, Motorcycle Tyres.

The suggested changes to paragraph 3.2.9. relate to the date of introduction of this requirement for tyres produced using the "bead to bead" process where the sidewall material of the original tyre is replaced with new material, thereby covering the original tyre markings. In the case of tyres produced without renewal of the sidewall material, the requirement will follow automatically from the requirement to mark new tyres in accordance with similar amendments to Regulation No.30. It is considered that two years will be a sufficiently long period to allow the retread tyre industry to modify moulds without great hardship or cost, particularly in view of the small number of tyres bearing a tyre to rim fitment configuration identification.

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