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**ECONOMIC COMMISSION FOR EUROPE**

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World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Brakes and Running Gear (GRRF)

(Fifty-fourth session, 6-8 October 2003,  
agenda item 6.6.)

PROPOSAL FOR DRAFT AMENDMENT TO REGULATION No. 109

(Retreaded pneumatic tyres for commercial vehicles)

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 amend the proposal as agreed at the fifty-third session (TRANS/WP.29/GRRF/53, para. 52). The proposal refers to document TRANS/WP.29/GRRF/2002/19/Rev.1

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

**A. PROPOSAL**

The inserted paragraph 3.2.12., amend to read:

"3.2.12. **No later than two years of the date of entry into force of this amendment, In the case 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."**

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**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 addition of paragraph 3.2.12. relates 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. 54. 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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