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TYRES

Regulation No. 109

(Retreaded pneumatic tyres for commercial vehicles and their trailers)

Proposal for draft amendments to Regulation No. 109

Submitted by the experts from the Bureau International Permanent des Associations
de Vendeurs et Rechapeurs de Pneumatiques (BIPAVÉR)

The text reproduced below has been prepared by the experts from BIPAVÉR in order to insert into the Regulation new provisions for retreaded tyres with additional sidewall protection (ASP). This document supersedes the former proposal ECE/TRANS/WP.29/GRRF/2006/26 on the same subject.

The modifications to the existing text of the Regulation are marked in **bold** characters.

A. PROPOSAL

Insert a new paragraph 2.42.1., to read:

"2.42.1. "Additional Sidewall Protection (ASP)" is an additional protective rubber layer applied to one sidewall only of the casing for improving resistance against sidewall abrasion."

Insert a new paragraph 3.2.7.1., to read:

"3.2.7.1. In the case that a tyre with an ASP on the out sided sidewall exceeds the maximum overall section width of paragraph 6.5.4., the abbreviation 'ASP' shall be applied to both sidewalls. The scope for retreaded tyres fitted with an ASP is given in paragraph 6.5.5."

Insert new paragraphs 6.5.5., 6.5.6. and 6.5.7., to read:

"6.5.5. The scope for retreaded radial tyres with an ASP is applicable to retreaded radial tyres with a section width exceeding 305mm.

6.5.6. After retreading, the dimensions of the retreaded tyre, when measured in accordance with Annex 6 to this Regulation, shall conform either to dimensions calculated according to the procedures in paragraph 7. or to those given in Annex 5 to this Regulation. Note that the maximum overall width of a retreaded radial tyre with an ASP may be up to maximum 8 mm greater than the maximum section width of the same tyre size description permitted by Regulation No. 54.

6.5.7. For retreaded radial tyres with an ASP, the maximum allowed speed rating is index J (100 km/h)."

Insert a new paragraph 7.1.4.3., to read:

"7.1.4.3. For retreaded radial tyres with an ASP, the actual overall width may be up to a maximum of 8 mm greater than the section width of the same tyre size description permitted by Regulation No. 54."

Insert a new paragraph 3.2.13., to read:

"3.2.13. The inscription 'ASP' shall be applied to both sidewalls of retreaded radial tyres fitted with an ASP. In the case of tyres fitted with an ASP, the word 'OUTSIDE' shall be moulded into the sidewall with the fitted ASP."

Annex 5, amend to read:

"FOR THIS INFORMATION REFER TO ANNEX 5 OF ECE REGULATION NO. 54

Note that with reference to to Regulation No. 54, but by no more than 1.5 per cent.

The overall section width of a retreaded radial tyre with an ASP may in all cases be greater than that shown in the tables of Annex 5 to Regulation No. 54, but by no more than 8 mm."

B. JUSTIFICATION

When Regulation No. 109 was created, the long-time practice of applying ASP for enhancing safety and durability of tyres in urban use was not considered. Consequently, many casings would not be retreadable with ASP because of the section width tolerances for Regulation No. 109.

ASP is applied in the retread process to existing casings, in order to provide additional abrasion protection of the sidewall in aggressive urban usage. ASP is to be applied on one sidewall adding safety and value for the specific users, who are mainly city bus, waste hauling operations or other in city start and stop operations. Fitments on vehicles are depending on local conditions and described in local user recommendations.

To correct this incoherence, it is proposed to amend Regulation No. 109, in order to allow the use of retreaded radial tyres with a section width greater than 305 mm, fitted with an ASP, an additional allowance of maximum 8 mm over the maximum authorized overall width for the same tyre in Regulation No. 54, and to indicate with text that this ASP is to be fitted to the outside of the wheel fitments to ensure the minimum dual spacing is not reduced.

The purpose of this proposal is to amend Regulation No. 109 to take into account this existing practice, to avoid that transport and retread industry be penalized. It should be noted that this modification will actually not change the overall width of tyres in the market, but will simply regularize a pre-existing, but unrecognized condition.
