

Regulation No. 64 (Temporary use spare wheels)

Proposal for a corrigendum to the 02 series of amendments to Regulation No. 64

The text reproduced below was prepared by the expert from OICA in order to clarify the scope of Regulation No. 64.

A. PROPOSAL

The title, (in both instances where the title is used), amend to read:

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO **THEIR** EQUIPMENT WHICH MAY INCLUDE : A TEMPORARY USE SPARE WHEEL AND TYRE UNIT, **RUN FLAT TYRES OR A RUN-FLAT TYRE** SYSTEM, A TYRE PRESSURE MONITORING SYSTEM"

Paragraph 1. (Scope), amend to read:

"1. Scope

This Regulation applies to the approval of vehicles of category M₁ and N₁ ^{1/} with regard to ~~equipment which may include tyre pressure monitoring systems ^{2/}, run flat tyre systems, run flat tyres, a run flat system, a spare wheel and tyre unit, other than a "Standard spare unit" as defined in paragraph 2.9. of the Regulation, intended for temporary use in the event of damage to the wheel and tyre unit fitted to the vehicle for normal, long term, road use.~~ **when equipped with:**

- a) a temporary use spare unit, and/or
- b) run-flat tyres or a run-flat system, and/or
- c) a tyre pressure monitoring system ^{2/}.

For the purposes of this Regulation, spare wheel and tyre substitute units in the form of run-flat tyres or a run-flat system in a totally deflated condition, are to be treated as being temporary use spare units as defined in paragraph 2.10. of the Regulation."

2/ In the case of vehicles of categories M1 up to a maximum mass of 3,500 kg and N1, in both cases **exclusively equipped** with single tyres"

Paragraphs 2.2.8. and 2.2.9., to be deleted.

Paragraph 5.3.1.1., amend to read:

"5.3.1.1. Subject to the requirements of paragraph 12., any vehicle of categories M1 up to 3,500 kg and N1, in both cases **exclusively equipped** with single tyres, and fitted with a tyre pressure monitoring system complying with the definition of paragraph 2.14. shall meet the performance requirements contained in paragraphs 5.3.1.2. to 5.3.5.5. below and shall be tested in accordance with Annex 5."

Paragraphs 12.6. and 12.7., amend to read:

- "12.6. As from 1 November 2012, Contracting Parties applying this Regulation may refuse to grant national or regional approval to a vehicle type of categories M1 up to a maximum mass of 3,500 kg and N1, in both cases **exclusively equipped** with single tyres, if the vehicle type does not meet the requirements of the 02 series of amendments to this Regulation.
- 12.7. As from 1 November 2014, Contracting Parties applying this Regulation may refuse first national or regional registration (first entry into service) of a vehicle in categories M1 up to a maximum mass of 3,500 kg and N1, in both cases **exclusively equipped** with single tyres, if the vehicle type does not meet the requirements of the 02 series of amendments to this Regulation."

Annex 1, paragraph 9.4., amend to read:

- "9.4. The vehicle is fitted with a run flat warning system yes/no ^{2/}
- If the answer to the above item is yes, the run flat warning system meets the requirements of paragraphs 5.1.6. to 5.1.6.6. / meets the requirements of paragraphs 5.3. to 5.3.5.5. (tyre pressure monitoring system) ^{2/}
- 9.5** The vehicle is fitted with a tyre pressure monitoring system meeting the requirements of paragraphs 5.3 to 5.3.5.5..... yes/no ^{2/}"

Annex 1, paragraph 9.5., renumber as paragraph 9.6.

B. JUSTIFICATION

The proposed amendments are necessary to clarify the scope of Regulation No. 64.

The title and the scope of the current text are overly complicated and difficult to understand. They do not clearly state that this regulation applies for vehicles equipped with

- a temporary use spare unit, and/or
- run-flat tyres or a run-flat system, and/or
- a tyre pressure monitoring system.

The current text states that only vehicles with single tyres can be type approved with regard to tyre pressure monitoring system (TPMS). However, it may be misunderstood that the presence of one single tyre, for instance on the steering axle, requires already the compliance with the TPMS requirements of this regulation even if the other axles are fitted with dual tyres. The proposed amendment clarifies that only vehicles exclusively fitted with single tyres are concerned by the requirements on TPMS.

The renumbering inside Annex 1 will improve the clarity of the type approval communication for TPMS.

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