
Proposal for amendments to ECE/TRANS/WP.29/GRRF/2015/27

Part A – Amendment to UN Regulation No. 54

I. Proposal

Paragraph 3.1.10., amend to read:

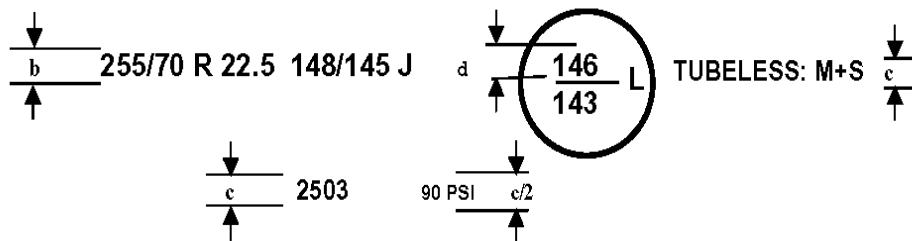
"3.1.10. An indication, by the "PSI" index, of the inflation pressure to be adopted for the load/speed endurance tests, as explained in Annex 7, Appendix 2. However, this indication, which it is permissible to restrict to one sidewall, shall not be mandatory, on any tyre submitted for approval, until two years after the date of entry into force of this Regulation.⁵

For tyres first approved after 1 January 2018, the inflation pressure for the dimension measurement and for the load/speed endurance test, pursuant to paragraph 4.1.12 of this Regulation, shall be indicated in kilopascals, replacing the "PSI" index.

kPa marking instead of PSI may be used for tyres first approved before 1 January 2018. "

Annex 3, replace:

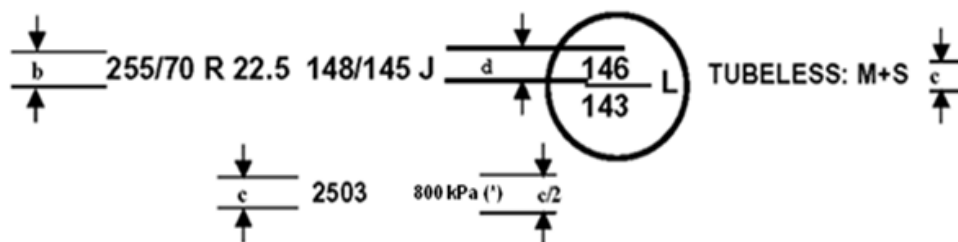
"



"

by:

"



(*) PSI marking instead of kPa may be used for tyres first type approved before 1 January 2018. "

Paragraph 4.1.12., amend to read:

"4.1.12. The **inflation** ~~measuring~~ pressure for the dimension measurement and for the load/speed endurance test pressure ~~and test pressure index~~;"

Header of annex 6, amend to read:

"Method of **dimension measurement** for measuring pneumatic tyres"

Paragraph 1. of annex 6, amend to read:

"1. The tyre is mounted on the measuring rim specified by the manufacturer pursuant to paragraph 4.1.11. of this Regulation and is inflated to **the** ~~a~~ pressure specified by the manufacturer pursuant to paragraph 4.1.12. of this Regulation."

Paragraph 1.3. of annex 7, amend to read:

"1.3. Inflate the tyre to the pressure corresponding to the pressure ~~index~~ specified by the manufacturer pursuant to paragraph 4.1.12. of this Regulation"

II. Justification

It is proposed to replace the PSI Index by indicating the inflation pressure in kilopascals ("kPa"). By this, it will become possible to mark the same pressure as in all major tyre standards and avoid confusion in case of tyres marked according to UN Regulation N°. 54 and, at the same time, according to FMVSS 119 or FMVSS 139.

Part B – Amendment to UN Regulation No. 117

I. Proposal

Annex 3, paragraph 2.5.3., amend to read:

"2.5.3. Tyre inflation pressure

Each tyre fitted on the test vehicle shall have a test pressure P_t not higher than the reference pressure P_r and within the interval:

$$P_r \cdot \left(\frac{Q_t}{Q_r} \right)^{1.25} \leq P_t \leq 1.1 P_r \cdot \left(\frac{Q_t}{Q_r} \right)^{1.25}$$

For Class C2 and Class C3 the reference pressure P_r is the **inflation** pressure corresponding to the pressure **in kPa or the pressure index** marked on the sidewall. ~~If P_r is not marked on the sidewall, refer to the specified pressure in applicable tyre standards manuals corresponding to maximum load capacity for single applications.~~

For Class C1 the reference pressure is $P_r = 250$ kPa for "standard" tyres and 290 kPa for "reinforced" or "extra load" tyres; the minimum test pressure shall be $P_t = 150$ kPa."

II. Justification

This proposal maintains coherency with the proposed amendment to UN Regulation No. 54 (Part A of this document)
