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agenda item 6.5.)

PROPOSAL FOR DRAFT AMENDMENT TO REGULATION No. 64

(Temporary use spare wheels/tyres))

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 simplify and clarify the existing requirements and to extend them to cover the case of vehicles fitted with run-flat system tyres. The current Regulation has been the subject of certain confusion over the years and the United Kingdom is aware of previous lengthy discussions in GRRF on the issues.

The following proposals are intended to require any vehicle that has a spare wheel and tyre unit that is different from the normal everyday road-going wheel and tyre unit or has a run-flat system wheel and tyre unit, in the deflated condition, to be subject to approval in accordance with this Regulation.

The amended text is given in *italics and underlined*.

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

A. PROPOSAL

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

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES
WITH REGARD TO THE SPARE WHEEL AND TYRE UNIT"

Paragraph 1. (including the addition of a new footnote 1/), amend to read:

"1. SCOPE

This Regulation applies to the approval of vehicles of category M1 1/(passenger cars) up to [2500]kg maximum permissible mass that are equipped with a spare wheel and tyre unit other than one defined as a "Standard spare unit" in paragraph 2.7. of the Regulation.

For the purposes of this Regulation, spare wheel and tyre units fitted with a uni-directional tyre and run-flat system tyres in a totally deflated condition, are to be treated as being temporary use spare units as defined in paragraph 2.8. of the Regulation.

1/ As defined in annex 7 of the consolidated resolution of the Construction of Vehicles (R.E.3) (TRANS/WP.29/78/Rev.1/Amend.2)."

Paragraph 2.1., amend to read:

" regard to its spare wheel and tyre unit."

Paragraph 2.2.2., amend to read:

"2.2.2. the characteristics of the temporary-use "

Insert a new paragraph 2.2.7., to read:

"2.2.7. wheel inset."

Paragraph 2.3., amend to read:

" of a rim and a wheel disc;"

Insert new paragraphs 2.31. and 2.3.2., to read:

"2.3.1. "Wheel size designation" means a designation comprising at least the nominal rim diameter, the nominal rim width and the rim profile;

2.3.2. "Wheel inset" means the distance from the hub abutment face to the centre line of the rim."

Paragraph 2.4., amend to read:

"2.4. "Tyre" means a pneumatic tyre, being a reinforced flexible envelope that is provided with, or forms in conjunction with the wheel on which it is mounted, a continuous, essentially toroidal, closed chamber containing a gas (usually air) or a gas and liquid, that is intended normally to be used at a pressure greater than atmospheric pressure. It may be a:"

Insert new paragraphs 2.4.1. to 2.4.4., to read:

- "2.4.1. "Normal tyre" being a tyre that is suitable for all normal, on-road, conditions of use but not including a run-flat system tyre;
- 2.4.2. "Temporary use spare tyre" being a tyre that is specifically designed to be different from a normal tyre and intended only for temporary use under restricted driving conditions;
- 2.4.3. "Run-flat system tyre" being a tyre or tyre system specifically designed to allow continued, but limited, use under restricted conditions following deflation caused by a penetration of the tyre carcass;
- 2.4.4. "Uni-directional tyre" being a tyre designed to operate in a particular direction of rotation relative to normal forward travel of the vehicle."

Paragraphs 2.5. to 2.8., amend to read:

- "2.5. "Tyre size designation" means a combination of figures that uniquely identify the geometric size of the tyre, comprising the nominal section width, the nominal aspect ratio and the nominal diameter. Precise definitions of these features may be found in Regulation No. 30.
- 2.6. "Tyre structure" means the technical characteristics of the tyre's carcass. This may be bias ply (diagonal or cross ply), bias-belted or radial ply as further defined in Regulation No. 30.
- 2.7. "Standard spare unit" means an assembly of a wheel and tyre identical to that fitted to the vehicle for normal operation in terms of wheel and tyre size designations, wheel inset and tyre structure. It includes the case of a wheel that is produced from a different material, for example, steel instead of aluminium alloy, that may use different wheel fixing nut or bolt designs but which is otherwise identical to the wheel intended for normal operation.
- 2.8. "Temporary use spare unit" means an assembly of any wheel and tyre that is not within that defined as a standard spare wheel and tyre unit in paragraph 2.7. above. It includes, for example:
- an assembly in which tyre is a normal tyre as defined in paragraph 2.4.1. but where the size designation of the wheel or the tyre or both, differ from those of the wheel or tyre fitted for normal operation of the vehicle;
 - an assembly in which the tyre is a temporary use spare tyre as defined in paragraph 2.4.2.;
 - an assembly in which the wheel has a different inset from that of the wheel fitted for normal operation of the vehicle;
 - an assembly in which the tyre is of a different structure from that fitted for normal operation of the vehicle.

It also includes:

- an assembly in which the tyre is a uni-directional tyre which, if used in certain positions on the vehicle, may result in the direction of rotation being opposite to that marked on the sidewall of the tyre;

- an assembly in which a run-flat system tyre is used in a totally deflated condition;

With the exception of a run-flat system tyre, certain versions of temporary use spare wheel and tyre units may be supplied and intended for storage on the vehicle in a deflated condition."

Paragraphs 2.8.1. to 2.8.2.4., should be deleted.

Paragraph 2.11., should be deleted

Paragraph 3.3., amend to read:

" shall be submitted to the type approval authority or the technical service

Paragraph 4.4.1., the reference to footnote 1/ and footnote 1/, renumber as footnote 2/, and amend to read:

"2/ 1 for Germany, 2 for France, 3 for Italy, 4 for Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Yugoslavia, 11 for the United Kingdom, 12 Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for the Republic of South Africa and 48 for New Zealand. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approval Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement."

Paragraph 5.1.1., the reference to footnote 2/ and footnote 2/, renumber as footnote 3/.

Paragraph 5.1.4.1., amend to read (the diagram is not amended):

"5.1.4.1. An 80km/h maximum speed warning symbol arranged in accordance with the diagram below, shall be permanently displayed on the outer face of the wheel in a prominent position.

.....

Scale-full size (1:1)

In the case of vehicles intended to be sold in countries using imperial units of measurement, the figure "80" shall be replaced by "50" and the wording "km/h" by "mph".

The requirements of this paragraph shall not apply to a temporary use spare wheel and tyre unit that includes or comprises either a run-flat system tyre or a uni-directional tyre."

Paragraph 5.1.4.2., amend to read:

" by this wheel cover.

The requirements of this paragraph shall not apply to a temporary use spare unit that includes or comprises either a run-flat system tyre or a uni-directional tyre."

Paragraph 6.1.2., amend to read:

"6.1.2. An instruction to drive with caution and at no more than the permitted maximum speed of 80 km/h (or 50 mph) when the temporary-use unit as possible. It shall be made clear that this instruction also applies to the use of a uni-directional tyre being used in the incorrect direction of rotation and to a run-flat system tyre being used in its deflated condition except that in the latter case the maximum speed limit shall be [50] km/h ([30] mph)."

Paragraph 6.1.3., amend to read:

" fitted at the same time. This requirement shall also apply to the use of run-flat system tyres in a deflated condition."

Paragraph 6.1.5., amend to read:

"6.1.5. For vehicles equipped with a temporary use spare unit stored in a deflated condition, a description of the procedure for "

Paragraph 6.2., amend to read:

"6.2. If the vehicle is equipped with a temporary use spare unit stored in a deflated condition, a device must be provided"

Paragraph 6.3., amend to read:

"shall be displayed in a prominent place on the vehicle."

Paragraph 8.1., amend to read:

"8.1. The Conformity of Production procedures shall comply with those set out in Appendix 2 of the Agreement (E/ECE/324 - E/ECE/TRANS/505/Rev.2), with the following requirements:"

Paragraph 8.2., amend to read:

"8.2. The type approval authority or technical service which has granted type approval, may at any time verify the conformity of production in each production facility. The normal frequency of these verifications shall be at least once per year."

Paragraphs 8.3. to 8.4.5., should be deleted.

Paragraph 9.1., amend to read:

" .. laid down in paragraph 8. are not complied with."

Annex 1, item 9.3., amend to read:

"9.3. Details of temporary use spare unit, including wheel and tyre size designations and marking, tyre load and speed capability, run-flat system tyre or uni-directional tyre, wheel inset (where different from standard unit)."

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B. JUSTIFICATION

The present wording of paragraph 5.1.4.1. has led to confusion and in some cases has been interpreted, in conjunction with paragraph 5.1.3., that the maximum speed limit is related to the speed rating of the tyre used. The proposed wording should make it clear that the maximum speed limit is 80 km/h regardless of the speed capability of the tyre fitted to a temporary use spare wheel and tyre unit.
