UNITED NATIONS

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Economic and Social Council

Distr.
GENERAL

TRANS/WP.29/GRRF/2003/30/Corr.1
9 September 2003

ENGLISH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

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 6.2.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATIONS Nos. 30 and 54

Corrigendum 1

(Pneumatic tyres and pneumatic tyres for commercial vehicles)

Transmitted by the expert from the Russian Federation

The Note of the first page, correct the reference to document "TRANS/WP.29/GRRF/52" to read "TRANS/WP.29/GRRF/53".

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

Part A. (Background), correct to read:

" …… It can be predicted that **comparability** of the test results could be …… "

Part C (Justification),:

Fourth paragraph, correct to read:

"The main disadvantage of the torque method is that parasitic losses contained in the measurement include rotational test wheel losses as well as tyre spindle losses. Hence, the parasitic losses are larger **than** those of the force method and can be of the same order of magnitude as the rolling resistance itself. In addition, speed-hunting oscillation in the drive motor can introduce errors."

Tables 1 and 2, correct to read:
"

Standard	Test method	Drum diameter [mm]	Test speed, km/h	Load, % of Max	Inflation pressure, kPa (base ±)	Warm-up		Temperature sensor **distance** (cm)
						speed, km/h	time, minute	
ISO-8767	Force, Torque, Power, Deceleration	1500-3000	80	80	- 30	80.	30	**100**
			50, 90, 120	90 50	-30, +70 -30, +70			
SAE-J1269, SAE-J1270	Force, Torque, Power	1708 (most standard)	80	90 50	-50, +70 -30, +70	80	30	**40**
SAE J2452	Force	1219-1707	80	70	00	80	30	**40**
			from 115 to 15	90 60 30	-40, +60 -40 +10			
OCT-4754 (Russian Federation)	Force	1592, 1707, 2000	80	80	+10 ÷ +40	80	60	**200**
OCT- 37.001.522 (Russian Federation)	Deceleration	1592, 1707, 2000	from max to zero	80	-30	80	to stable temp.	**10-15**

Table 1. Passenger car tyres – Methods of measuring rolling resistance.
Comparison of test conditions

Standard	Test method	Drum diameter [m]	Test speed, km/h	Load, % of Max	Inflation pressure, % of max	Warm-up		Temperature sensor **Distance** (cm)
						speed, km/h	time, minute	
ISO-9948	Force, Torque, Power, Deceleration	1.700-3.000	80 60[1)]	85 100 75 50 25	100 100,95 70 120 70	80.	90 30 1/	**100**
SAE-J1269, SAE-J1270	Force, Torque, Power	1708 (most standard)	80	100 75 50 25	100,95 70 120 70	80	90 30	**40**
OCT-5513 (Russian Federation)	Force	1.592, 1.707, 2.000	80 60[1)]	85	100	80 60[1)]	60	**200**
OCT- 37.001.522 (Russian Federation)	Deceleration	1.592, 1.707, 2.000	from max to zero	85	100	80 60[1)]	to stable temp.	**10-15**

Table 2. Truck and bus tyres – Methods of measuring rolling resistance.
Comparison of test conditions"

1/ For tyres for speed category F to J