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agenda item 6.2.)

PROPOSAL FOR COLLECTIVE AMENDMENTS TO
- REGULATIONS Nos. 30, 54, 75, 108 and 109 (Part I.)
- REGULATIONS Nos. 78 and 90 (Part II.)

(Clarification of the scopes of the Regulations)

Transmitted by the expert from the European Commission (EC)

Note: The text reproduced below was prepared by the expert from the EC in order to make the scope of the Regulations concerned more precise. It is based on a document without a symbol (informal document No. GRRF-57-09), distributed during the fifty-seventh GRRF session.

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

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

PART I. (TYRES)

A.1. PROPOSAL

Regulation No. 30 – Pneumatic tyres (motor vehicles and their trailers)

Paragraph 1., amend to read (including the deletion of footnote */ and the third sentence of the paragraph):

"1. SCOPE

This Regulation **applies to new pneumatic tyres for vehicles of category M₁, O₁ and O₂ with a maximum design speed of not more than 300 km/h.**

It does not apply for tyres designed for:

- (a) the equipment for vintage cars
- (b) competitions."

B.1. JUSTIFICATION

1. The text "... designed primarily, but not only, for ..." is ambiguous and could exclude components "designed only for ...".

2. The speed limitation should be properly introduced in the scope in order to make sure that tyres for vehicles running faster than 300 km/h cannot be approved according to this Regulation.

A.2. PROPOSAL

Regulation No. 54 – Pneumatic tyres (commercial vehicles and their trailers)

Paragraph 1., amend to read (including the deletion of footnote */):

"1. SCOPE

This Regulation **applies to new pneumatic tyres for vehicles of category M₂, M₃, N, O₃ and O₄.** However, it does not apply to tyre types identified by speed category symbols corresponding to speeds below 80 km/h."

B.2 JUSTIFICATION

The text "... designed primarily, but not only, for ..." is ambiguous and could exclude components "... designed only for ...".

A.3. PROPOSAL

Regulation No. 75 – Pneumatic tyres (motorcycles and mopeds)

Paragraph 1., amend to read (including the deletion of footnote */ and the last sentence of the paragraph):

"1. SCOPE

This Regulation **applies to** new pneumatic tyres **for vehicles of category L₁, L₂, L₃, L₄, L₅, L₆ and L₇.**

However, it does not apply to tyre types designed exclusively for the "off-road" use, which are marked "NHS" (Not for Highway Service) and to tyre types designed exclusively for competitions.

Because of the design characteristics of moped and motorcycle tyres, and particularly those of the tread, a substantial number of different types of tyres of the same nominal dimensions are available on the market."

B.3. JUSTIFICATION

1. The text "... designed primarily, but not only, for..." is ambiguous and could exclude components "... designed only for ...".
2. Categories L₆ and L₇ are to be covered. No new testing requirements have to be set up for these vehicle categories.
3. The last sentence expresses a wish, but has no function in a legal text.

A.4. PROPOSAL

Regulation No. 108 – Retreaded pneumatic tyres for motor vehicles and their trailers

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to the production of retreaded tyres **for vehicles of category M₁, O₁ and O₂** . It does however not apply to the production of:"

Paragraphs 1.1. to 1.3., should be deleted.

Paragraphs 1.4. to 1.8. (former), renumber as paragraphs 1.1. to 1.5.

B.4. JUSTIFICATION

1. Wherever possible, it should be referred to the vehicle categories of R.E.3 Annex 7.
2. It is not clear what "private passenger cars" are. The word "private" is not really helpful as it relates to the ownership or use status of the vehicle.
3. It is even unclear what "their trailers" are. Including O₁ and O₂ here would be in line with Regulation No. 30.
4. Paragraphs 1.1. and 1.3. are superfluous.

A.5. PROPOSAL

Regulation No. 109 – Retreaded pneumatic tyres for commercial vehicles and their trailers

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to the production of retreaded tyres **for vehicles of category M₂, M₃, N, O₃ and O₄**. It does however not apply to the production of:"

Paragraphs 1.1. to 1.3., should be deleted.

Paragraphs 1.4. to 1.8. (former), renumber as paragraphs 1.1. to 1.5.

B.5. JUSTIFICATION

1. Wherever possible, it should be referred to the vehicle categories of R.E.3 Annex 7.
2. It is not clear what "commercial vehicles" are. The word "commercial" is not really helpful as it relates to the ownership or use status of the vehicle.
3. It is even unclear what "their trailers" are. Including O₃ and O₄ here would be in line with Regulation No. 54.
4. Paragraphs 1.1. and 1.3. are superfluous.

PART II. (BRAKES)

A.6. PROPOSAL

Regulation No. 78 – Braking (category L vehicles)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to braking devices for vehicles of category L₁, L₂, L₃, L₄, L₅, L₆ and L₇, and to vehicles of category L₁, L₂, L₃, L₄, L₅, L₆ and L₇ with regard to their braking."

Paragraphs 1.1. to 1.2.3. (former), should be deleted.

B.6. JUSTIFICATION

1. Reference should always be made to the common vehicle categories of R.E.3 or the future Horizontal Regulation. Thus the scope could be simplified.

2. Categories L₆ and L₇ are to be covered. No new testing requirements have to be set up for these vehicle categories.

A.7. PROPOSAL

Regulation No. 90 – Replacement brake lining assemblies

Paragraphs 1. to 1.2., amend to read:

"1. SCOPE

1.1. This Regulation applies to:

1.1.1. Replacement service brake lining assemblies intended for use in friction brakes forming part of a braking system of vehicles of category M, N and O [which have a type approval in accordance with Regulation No. 13 or Regulation No. 78].

1.1.2. Replacement drum brake linings designed to be riveted to a brake shoe for fitment to and use on vehicles of category M₃, N₂, N₃, O₃ or O₄ [having a type approval in accordance with Regulation No. 13]."

B.7. JUSTIFICATION

1. Reference should always be made to the common vehicle categories of R.E.3 or the future Horizontal Regulation. Thus the scope could be simplified.

2. The current footnote does not say which international standards for braking systems are accepted under Regulation No. 90. Therefore, the scope is not determined. There are three solutions:

- (a) All braking systems shall be accepted so that no reference to any international standard or UNECE Regulation is needed – the text in square brackets shall then be deleted.
- (b) Only braking systems approved according to Regulations Nos. 13 and 78 shall be accepted – the square brackets can be removed.
- (c) Certain international standards are regarded as equivalent and can be enumerated one by one – the text in square brackets should then be complemented by references to these international standards. The expert from the European Commission is in favour of (b), but welcomes any suggestion for international standards to be included.
