

PROPOSAL FOR COLLECTIVE AMENDMENTS TO
REGULATIONS Nos. 30, 54, 75, 108 and 109

(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.

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 up to 5 t of category M₁, M₂, N₁, N₂, O₁ and O₂.**

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. Given that there is a need for a distinction between Regulation 30 and Regulation 54, but that industry requires some flexibility to be granted, we suggest that Regulation 54 applies to tyres for vehicles above 3,5 t whereas Regulation 30 covers tyres up to 5 t.

3. Contrary to the earlier version, we suggest deleting all references to L₆ and L₇:

- Vehicle categories in the scope of Regulations on components aim at stating for which vehicle categories the component can be used at least so that Contracting Parties cannot say that the component is no good for the specific vehicle category. At the same time, it does not hinder Contracting Parties to extend the use of the component to other vehicle categories in general or under certain conditions.

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

- According to the feedback from some GRRF experts, an unconditional extension to all vehicles of categories L₆ and L₇ is not recommendable. In as much as these categories did not exist under the 1958 Agreement when the scope of this Regulation was drafted, we cannot include them unless there is at least a very large majority of experts in favour of the inclusion. This does not seem to be the case.

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 M₁ above 3.5 t, M₂, M₃, N₂, N₃, 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

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

2. Given that there is a need for a distinction between Regulation 30 and Regulation 54, but that industry requires some flexibility to be granted, we suggest that Regulation 54 applies to tyres for vehicles above 3.5 t whereas Regulation 30 covers tyres up to 5 t.

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 and L₅.**

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."

B.3. JUSTIFICATION

1. The text "... designed primarily, but not only, for..." is ambiguous and could exclude components "... designed only for ...".
2. The sentence "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" contains an explanation, but has not to do with the scope. The last sentence expresses a wish, but has no function in a legal text. The two last sentences should therefore be deleted.
3. Contrary to the earlier version, we suggest deleting all references to L₆ and L₇:
 - Vehicle categories in the scope of Regulations on components aim at stating for which vehicle categories the component can be used at least so that Contracting Parties cannot say that the component is no good for the specific vehicle category. At the same time, it does not hinder Contracting Parties to extend the use of the component to other vehicle categories in general or under certain conditions.
 - According to the feedback from some GRRF experts, an unconditional extension to all vehicles of categories L₆ and L₇ is not recommendable. In as much as these categories did not exist under the 1958 Agreement when the scope of this Regulation was drafted, we cannot include them unless there is at least a very large majority of experts in favour of the inclusion. This does not seem to be the case.

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 up to 5 t of category M₁, M₂, N₁, N₂, O₁ and O₂**. It does however not apply to the production of:"

Paragraphs 1.1. and 1.3., should be deleted.

Paragraphs 1.2, 1.4. to 1.8. (former), renumber as paragraphs 1.1. to 1.6.

B.4. JUSTIFICATION

1. The revised proposal brings this Regulation in line with Regulation 30 for new tyres.
2. Wherever possible, it should be referred to the vehicle categories of R.E.3 Annex 7. 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. It is even unclear what "their trailers" are. Including O₁ and O₂ here would be in line with Regulation No. 30.
3. 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 M₁ above 3.5 t, M₂, M₃, N₂, N₃, O₃ and O₄**. It does however not apply to the production of:"

Paragraphs 1.1. and 1.3., should be deleted.

Paragraphs 1.2, 1.4. to 1.8. (former), renumber as paragraphs 1.1. to 1.6.

B.5. JUSTIFICATION

1. The revised proposal brings this Regulation in line with Regulation 54 for new tyres.
2. Wherever possible, it should be referred to the vehicle categories of R.E.3 Annex 7. 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. 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.
