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REFERENCE: C.N.435.1997.TREATIES-104 (Depositary Notification)

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 APPROVALS GRANTED ON
THE BASIS OF THESE PRESCRIPTIONS
DONE AT GENEVA ON 20 MARCH 1958

AMENDMENTS PROPOSED TO REGULATION NO. 30

The Secretary-General of the United Nations, acting in his capacity as depositary, communicates the following:

On 20 October 1997, the Secretary-General received from the Administrative Committee of the above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to Regulation No. 30 ("Uniform provisions concerning the approval of pneumatic tyres for motor vehicles and their trailers") annexed to the Agreement.

..... A copy, in the English and French languages, of the document containing the text of the proposed amendments is transmitted herewith (supplement 8 to the 02 series: doc. TRANS/WP.29/575).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement which read as follows:

"2. An amendment to a Regulation will be considered to be adopted unless, within a period of six months from its notification by the Secretary-General, more than one-third of the Contracting Parties applying the Regulation at the time of notification have informed the Secretary-General of their disagreement with the amendment. If, after this period, the Secretary-General has not received declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation, the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the unamended Regulation will be regarded as an alternative to the amended Regulation and will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force. In this case the obligations of the Contracting Parties applying the Regulation shall be the same as set out in paragraph 1.

Attention: Treaty Services of Ministries of Foreign Affairs
and of international organizations concerned



3. Should a new Contracting Party accede to this Agreement between the time of the notification of the amendment to a Regulation by the Secretary-General and its entry into force, the Regulation in question shall not enter into force for that Contracting Party until two months after it has formally accepted the amendment or two months after the lapse of a period of six months since the communication to that Party by the Secretary-General of the proposed amendment."

14 November 1997

A handwritten signature in black ink, consisting of a stylized, cursive letter 'R' followed by a vertical line.



**Economic and Social
Council**

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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

**DRAFT SUPPLEMENT 8 TO THE 02 SERIES OF AMENDMENTS
TO REGULATION No. 30**

(Pneumatic tyres)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its sixth session, following the recommendation by the Working Party at its one-hundred-and-twelfth session. It is based on document TRANS/WP.29/R.802, as amended (TRANS/WP.29/566, paras. 56 and 120).

Paragraph 1., amend to read (including a new footnote */):

"1. SCOPE

This Regulation covers new pneumatic tyres designed primarily, but not only, for vehicles in categories M₁, O₁ and O₂. */
It does not apply

.....

*/ As defined in the Consolidated Resolution R.E.3 (document TRANS/SC1/WP29/78/Amend.3)."

Paragraph 2.1.1., to read:

"2.1.1. The manufacturer:"

Paragraphs 2.3.4., amend to read:

"2.3.4. "Reinforced" or "Extra Load" describes a pneumatic-tyre ..."

Paragraph 2.28., amend to read:

"2.28. "Load capacity index" means a number associated to the reference mass a tyre can carry when operated in conformity with requirements governing utilization specified by the manufacturer."

Paragraph 2.30., amend to read:

"2.30. Tread pattern grooves

2.30.1. "Principal grooves" means the wide grooves positioned in the central zone of the tyre tread, which have the tread-wear indicators (see para. 2.27.) located inside them.

2.30.2. "Secondary grooves" means the supplementary grooves of the tread pattern which may disappear in the course of the tyre's life."

Insert a new paragraph 2.31.5., to read:

"2.31.5. For speeds lower or equal to 60 km/h the maximum load rating must not exceed the percentage of mass, associated with the load capacity index of the tyre indicated in the table below with reference to the maximum design speed of the vehicle to which the tyre is to be fitted:

<u>Maximum speed (km/h)</u>	<u>Maximum load rating (%)</u>
25	142
30	135
40	125
50	115
60	110"

Paragraph 3.1.8., amend to read:

"3.1.8. The word "REINFORCED" or the words "EXTRA LOAD" if the tyre is a reinforced tyre;"

Paragraph 6.1.4.2.3., amend to read:

"6.1.4.2.3. in addition, if the tyre has special protective ribs (or bands), the figure as increased by the above tolerance may be exceeded by 8 mm."

Paragraphs 8. and 8.1., amend to read:

"8. CONFORMITY OF PRODUCTION

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

8.1. Tyres approved under this Regulation shall be so manufactured as to conform to the type approved, by meeting the requirements set forth in paragraph 6. above."

Paragraphs 8.2. to 8.4., should be deleted.

Paragraph 8.5., renumber as paragraph 8.2. and amend to read:

"8.2. The authority which has granted type approval may at any time verify the conformity control methods applied in each production facility. For each production facility, the normal frequency of these verifications shall be at least once every two years.

Annex 1, item 1, amend to read:

"1. Manufacturer's name or trade mark(s) on the tyre type:"

Annex 5,

Table III (High Flotation Tyres Radial), should be deleted.

Table IV (45 Series - Radial on TR Metric 5° Rims), renumber as "Table III".



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ECONOMIC COMMISSION FOR EUROPE

COMITÉ DES TRANSPORTS INTÉRIEURS

Groupe de travail de la construction des véhicules

**PROJET DE COMPLEMENT 8
A LA SERIE 02 D'AMENDMENTS AU REGLEMENT No. 30**

(Pneumatiques)

Note : Le texte reproduit ci-après a été adopté par le Comité d'administration (AC.1) de l'Accord de 1958 modifié à sa sixième session, suite à la recommandation du Groupe de travail à sa cent-douzième session. Il a été établi sur la base du document TRANS/WP.29/R.802, tel qu'il a été modifié (TRANS/WP.29/566, par. 56 et 120).

Paragraphe 1, modifier comme suit (en ajoutant une note de bas de page */) :

"1. DOMAINE D'APPLICATION

Le présent Règlement s'applique aux pneumatiques neufs conçus principalement, mais pas exclusivement, pour les véhicules des catégories M₁, O₁ et O₂. */

Il ne s'applique pas

.....

*/ Selon les définitions de la Résolution d'ensemble sur la construction des véhicules (R.E.3) (document TRANS/SC1/WP29/78/Amend.3)."

Paragraphe 2.1.1, modifier comme suit :

"2.1.1 Le fabricant;"

Paragraphe 2.3.4, modifier comme suit :

"2.3.4 "renforcé" ou "Pour fortes charges", décrit une structure pneumatique ..."

Paragraphe 2.28, modifier comme suit :

"2.28 "Indice de capacité de charge", un chiffre lié à la masse de référence que peut supporter un pneumatique utilisé conformément aux prescriptions d'utilisation définies par le fabricant."

Paragraphe 2.30, modifier comme suit :

"2.30 Rainures de la bande de roulement

2.30.1 "Rainures principales", les rainures larges situées au centre de la bande de roulement, à l'intérieur desquelles sont placés les indicateurs d'usure (voir par. 2.27).

2.30.2 "Rainures secondaires", les rainures supplémentaires de la bande de roulement qui peuvent disparaître pendant la durée de vie du pneumatique."

Ajouter un nouveau paragraphe 2.31.5, ainsi conçu :

"2.31.5 Pour des vitesses inférieures ou égales à 60 km/h, la charge maximale ne doit pas dépasser le pourcentage de la masse correspondant à l'indice de capacité de charge du pneumatique figurant dans le tableau ci-dessous, en fonction de la vitesse maximum par construction du véhicule sur lequel doit être monté le pneumatique :

<u>Vitesse maximum (en km/h)</u>	<u>Charge maximale (en %)</u>
25	142
30	135
40	125
50	115
60	110"

Paragraphe 3.1.8, modifier comme suit :

"3.1.8 L'inscription "REINFORCED" ou "EXTRA LOAD" s'il s'agit d'un pneumatique renforcé;"

Paragraphe 6.1.4.2.3, modifier comme suit :

"6.1.4.2.3 en outre, si le pneumatique est équipé de nervures ou de bandes de protection, le chiffre augmenté de la tolérance ci-dessus peut être dépassé de 8 mm."

Paragraphe 8 et 8.1, modifier comme suit :

"8. CONFORMITE DE LA PRODUCTION

Les modalités de contrôle de la conformité de la production sont celles définies à l'appendice 2 de l'Accord (E/ECE/324-E/ECE/TRANS/505/Rev.2), les prescriptions étant les suivantes :

- 8.1 Les pneumatiques homologués en vertu du présent Règlement doivent être fabriqués de façon à être conformes au type homologué, c'est-à-dire satisfaire aux prescriptions du paragraphe 6 ci-dessus."

Paragraphe 8.2 à 8.4, supprimer.

Le paragraphe 8.5 devient le paragraphe 8.2 et il est modifié comme suit :

- "8.2 L'autorité qui a accordé l'homologation de type peut à tout moment vérifier les méthodes de contrôle de la conformité utilisées dans chaque unité de production. Pour chaque installation de production, la fréquence normale de ces vérifications doit être d'au moins une tous les deux ans."

Annexe 1, rubrique 1, modifier comme suit :

- "1. Nom du fabricant ou marque(s) de fabrique du type de pneumatique : ..."

Annexe 5,

Tableau III (Pneumatiques radiaux - High Flotation), supprimer.

Le tableau IV (Série 45 - Pneumatiques radiaux sur jantes TR 5° métriques) devient le Tableau III.