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Reference: C.N.634.1999.TREATIES-3 (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. GENEVA, 20 MARCH
1958

REGULATIONS NO. 30. UNIFORM PROVISIONS CONCERNING THE
APPROVAL OF PNEUMATIC TYRES FOR MOTOR VEHICLES AND THEIR
TRAILERS

1 APRIL 1975

PROPOSAL OF AMENDMENTS

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

On 14 June 1999, 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.

A copy, in the English and French languages, of the document containing the text of the
proposed amendments is transmitted herewith (supplement 10 to the 02 series) (doc.
TRANS/WP.29/668).

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.

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

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

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."

13 July 1999

A handwritten signature in black ink, appearing to be the initials 'M/V'.



**Economic and Social
Council**

Distr.

GENERAL

TRANS/WP.29/668

16 April 1999

ENGLISH

Original: ENGLISH and
FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

DRAFT SUPPLEMENT 10 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 eleventh session, following the recommendation by the Working Party at its one-hundred-and-seventeenth session. It is based on document TRANS/WP.29/1999/4, as corrected (English and Russian only) (TRANS/WP.29/663, paras. 77 and 117).

Paragraph 1., delete the last sentence, reading: "This Regulation does not ... 300 km/h."

Insert a new paragraph 2.31.6., to read:

"2.31.6. For speeds in excess of 300 km/h, the maximum load rating must not exceed the mass specified by the tyre manufacturer with reference to the speed capacity of the tyre. For intermediate speeds between 300 km/h and the maximum speed permitted by the tyre manufacturer, a linear interpolation of the maximum load rating applies."

Insert a new paragraph 3.1.4.1., to read:

"3.1.4.1. Tyres suitable for speeds in excess of 300 km/h must be marked with the service description (load index and speed symbol) corresponding to the tyre performances up to 300 km/h. That service description is to be marked within brackets e.g.: '(95Y)'."

Insert a new paragraph 4.1.15., to read:

"4.1.15. For tyres suitable for speeds in excess of 300 km/h, the maximum speed permitted by the tyre manufacturer and the load carrying capacity allowed for that maximum speed. The tyre manufacturer must also specify these values in the technical literature for the tyre type."

Insert a new paragraph 5.3.1., to read:

"5.3.1. Where type approval is granted for a tyre type suitable for speeds over 300 km/h (see paragraph 4.1.15), the relevant maximum speed (km/h) and the load carrying capacity (kg) allowed for the maximum speed shall be notified in clear in section 10 of the communication form (see annex 1 of this Regulation); load carrying capacities for intermediate speeds higher than 300 km/h may also be specified.

Insert a new paragraph 6.2.1.1., to read:

"6.2.1.1. Where application is made for tyres identified by means of letter code "ZR" within the size designation and suitable for speeds over 300 km/h (see paragraph 4.1.15.), the above load/speed test is carried out on one tyre at the load and speed conditions marked on the tyre (see paragraph 3.1.4.1.). Another load/speed test must be carried out on a second sample of the same tyre type at the load and speed conditions specified as maximum by the tyre manufacturer (see paragraph 4.1.15. of this Regulation).

The second test may be carried out on the same tyre sample if the tyre manufacturer agrees."

Insert a new paragraph 6.2.2.1., to read:

"6.2.2.1. However a tyre marked with speed category symbol 'Y' which, after undergoing the relevant test, does exhibit partial chunking due to the specific test conditions is deemed to have passed the test."

Annex 7. insert new paragraphs 2.6. to 2.6.2.2., to read:

"2.6. However, in case a second test is performed to assess the top performances of a tyre type suitable for speed above 300 km/h, the procedure shall be the following:

2.6.1. Apply to the test axle a load equal to 80% of the maximum load rating associated with the maximum speed specified by the tyre manufacturer (see paragraph 4.15.1. of this Regulation).

2.6.2. The test shall be run without interruptions in accordance with the following:

2.6.2.1. Ten minutes to build up from zero to the maximum speed specified by the tyre manufacturer (see paragraph 4.1.15. of this Regulation).

2.6.2.2. Five minutes at the maximum test speed."
