

No. 4789. AGREEMENT CONCERNING THE ADOPTION OF UNIFORM CONDITIONS OF APPROVAL AND RECIPROCAL RECOGNITION OF APPROVAL FOR MOTOR VEHICLE EQUIPMENT AND PARTS. DONE AT GENEVA ON 20 MARCH 1958¹

ENTRY INTO FORCE of Regulation No. 64 (*Uniform provisions concerning the approval of vehicles equipped with temporary-use spare wheels/tyres*) as an annex to the above-mentioned Agreement of 20 March 1958

The said Regulation came into force on 1 October 1985 in respect of the Netherlands and the United Kingdom of Great Britain and Northern Ireland, in accordance with article 1 (5) of the Agreement:

1. SCOPE

This Regulation applies to the approval of motor vehicles of category M 1 (passenger cars) equipped with temporary-use spare units.

2. DEFINITIONS

For the purposes of this Regulation:

- 2.1. "Approval of a vehicle" means the approval of a vehicle type with regard to its equipment with special spare wheels and/or tyres for temporary use;
- 2.2. "Vehicle type" means a category of vehicles which do not differ significantly in such essential aspects as:
 - 2.2.1. The maximum axle loads of the vehicle, as defined in paragraph 2.10,
 - 2.2.2. The category and/or principal characteristics of the temporary-use spare unit,
 - 2.2.3. Method of drive (front wheel, rear wheel, four wheels),
 - 2.2.4. Suspension,
 - 2.2.5. Braking system,
 - 2.2.6. Wheel size/tyre size;
- 2.3. "Wheel" means a complete wheel consisting of a rim and a wheel disc;
- 2.4. "Temporary-use spare wheel" means a wheel different from one of the standard wheels on the vehicle type;
- 2.5. "Temporary-use spare tyre" means a tyre different from the standard tyre on the vehicle type;
- 2.6. "Unit" means an assembly of a wheel and tyre;
- 2.7. "Standard unit" means a unit which is capable of being fitted to the vehicle for normal operation;
- 2.8. "Spare unit" is a unit which is intended to be exchanged for a standard unit in case of malfunction of the latter. A "spare unit" may be either of the following:
 - 2.8.1. "Standard spare unit" is a unit that conforms to the standard unit of the vehicle type,
 - 2.8.2. "Temporary-use spare unit" is a unit that differs from the standard units of the vehicle type with regard to their principal characteristics (e.g. their size designation, functional

¹ United Nations, *Treaty Series*, vol. 335, p. 211; for subsequent actions, see references in Cumulative Indexes Nos. 4 to 14, as well as annex A in volumes 915, 917, 926, 932, 940, 943, 945, 950, 951, 955, 958, 960, 961, 963, 966, 973, 974, 978, 981, 982, 985, 986, 993, 995, 997, 1003, 1006, 1010, 1015, 1019, 1020, 1021, 1024, 1026, 1031, 1035, 1037, 1038, 1039, 1040, 1046, 1048, 1050, 1051, 1055, 1059, 1060, 1065, 1066, 1073, 1078, 1079, 1088, 1092, 1095, 1097, 1098, 1106, 1110, 1111, 1112, 1122, 1126, 1130, 1135, 1136, 1138, 1139, 1143, 1144, 1145, 1146, 1147, 1150, 1153, 1156, 1157, 1162, 1177, 1181, 1196, 1197, 1198, 1199, 1205, 1211, 1213, 1214, 1216, 1218, 1222, 1223, 1224, 1225, 1235, 1237, 1240, 1242, 1247, 1248, 1249, 1252, 1253, 1254, 1255, 1256, 1259, 1261, 1271, 1273, 1275, 1276, 1277, 1279, 1284, 1286, 1287, 1291, 1293, 1294, 1295, 1299, 1300, 1301, 1302, 1308, 1310, 1312, 1314, 1316, 1317, 1321, 1323, 1324, 1327, 1328, 1330, 1331, 1333, 1335, 1336, 1342, 1347, 1348, 1349, 1350, 1352, 1355, 1358, 1361, 1363, 1364, 1367, 1374, 1379, 1389, 1390, 1392, 1394, 1398, 1401, 1402, 1404, 1405 and 1406.

dimensions, conditions of use or structure). It is intended for temporary use under restricted conditions as specified in paragraph 5. Temporary-use spare units may be of the following categories:

2.8.2.1. *Category 1*

A unit consisting of a wheel which conforms to a wheel of a standard unit and of a tyre which has principal characteristics (e.g. dimensions, structure) different from a standard tyre; the unit is intended to be carried on the vehicle, the tyre inflated to the pressure specified for temporary use;

2.8.2.2. *Category 2*

A unit consisting of a wheel and tyre both having principal characteristics different from a standard unit and intended to be carried on the vehicle with tyre inflated to the pressure specified for temporary use;

2.8.2.3. *Category 3*

A unit consisting of a wheel which conforms to a wheel of a standard unit and a tyre having principal characteristics different from a standard unit and intended to be carried on the vehicle with the tyre folded and not inflated;

2.8.2.4. *Category 4*

A unit consisting of a wheel and tyre both having principal characteristics different from a standard unit and intended to be carried on the vehicle with the tyre folded and not inflated;

- 2.9. "Maximum mass" means the maximum value of the vehicle stated by the manufacturer to be technically permissible (this mass may be higher than the "permissible maximum mass" laid down by the national administration);
- 2.10. "Maximum axle load" means the maximum value, as indicated by the manufacturer, of the total vertical force between the contact surfaces of the tyres or tracks of one axle and the ground and resulting from the part of the vehicle mass supported by that axle; this load may be higher than the "authorized axle load" laid down by the national administration. The sum of the axle loads may be greater than the value corresponding to the total mass of the vehicle;
- 2.11. "Functional dimensions" are dimensions derived from the size designation of the wheels and/or tyres (e.g. diameter, width, aspect ratio) and from the mounting of the unit to the vehicle (e.g. wheel offset).

3. APPLICATION FOR APPROVAL

- 3.1. The application for approval of a vehicle type with regard to its equipment with a temporary-use spare unit shall be submitted by the vehicle manufacturer or by his duly accredited representative;
- 3.2. It shall be accompanied, in triplicate, by a description of the vehicle type with regard to the items specified in annex 1 to this Regulation;
- 3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the technical service responsible for conducting the approval tests.
- 3.4. The competent authority shall verify the existence of satisfactory arrangements for ensuring effective control of the conformity of production before type approval is granted.

4. APPROVAL

- 4.1. If the vehicle submitted for approval pursuant to this Regulation meets the requirements of paragraph 5 below, approval of that vehicle type shall be granted.
- 4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 00 for the Regulation in its original form) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party may not assign the same

number to another type of vehicle. However, variants of a model range which are in separate categories with respect to the criteria of paragraph 2.2 may be covered by the same type approval, provided that the results of the tests described in paragraph 5.2 do not show major differences.

- 4.3. Notice of approval or of extension or of refusal of approval of a vehicle type pursuant to this Regulation shall be communicated to the Parties to the Agreement which apply this Regulation by means of a form conforming to the model in annex 1 to this Regulation.
- 4.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation an international approval mark consisting of:
 - 4.4.1. A circle surrounding the letter "E" followed by the distinguishing number of the country which granted approval;*
 - 4.4.2. The number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the circle prescribed in paragraph 4.4.1.
- 4.5. If the vehicle conforms to a vehicle type approved, under one or more Regulations annexed to the Agreement, in the country which granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1 need not be repeated; in such a case, the Regulation and approval numbers and the additional symbols for all the Regulations under which approval has been granted in the country which granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1.
- 4.6. The approval mark shall be clearly legible and be indelible.
- 4.7. The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer.
- 4.8. Annex 2 to this Regulation gives examples of approval marks.

5. SPECIFICATIONS AND TESTS

5.1. General

- 5.1.1. Tyres intended for use as part of temporary-use spare units shall meet the requirements of Regulation No. 30.¹
- 5.1.2. For vehicles having at least four wheels, the load capacity of the temporary-use spare unit shall be at least equal to one half of the highest of the maximum axle loads of the vehicle; if its use is restricted to a specific axle mentioned in the instructions in paragraph 6 below, its load capacity shall be at least equal to one half of the maximum load of that axle.
- 5.1.3. The design speed of the temporary-use spare unit shall be at least 120 km/h.
- 5.1.4. The temporary-use spare unit shall exhibit the following characteristics:
 - 5.1.4.1. On the outer face of the wheel in a suitable location, a fixed inscription shall display, in characters at least 4 mm in height on a background of contrasting colour, at least the following information:

CAUTION! TEMPORARY USE ONLY! MAX. 80 KM/H! REPLACE BY NORMAL WHEEL AS SOON AS POSSIBLE! DO NOT COVER THIS LABEL IN USE!*

* The text of the warning shall be in an official ECE language and supplemented by the corresponding text in a language of the country where the vehicle is to be registered. The supplementary text may be on a separate label.

¹ 1 for the Federal Republic of Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for Czechoslovakia, 9 for Spain, 10 for Yugoslavia, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 for the German Democratic Republic, 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland and 21 for Portugal. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify the Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, or in which they accede to that Agreement, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.

¹ United Nations, *Treaty Series*, vol. 963, p. 365; vol. 1055, p. 353, and vol. 1218, p. 360.

- 5.1.4.2. If use of the temporary-use spare unit is restricted to a specific axle, the following information shall also be included: "FOR USE ONLY ON A FRONT (REAR) AXLE."
- 5.1.4.3. When mounted to the vehicle for temporary use the outward facing surface of the wheel and/or tyre shall exhibit a distinctive colour or colour pattern which is quite clearly different from the colour(s) of the standard units. If it is possible to attach a wheel cover to the temporary-use spare unit, the distinctive colour or colour pattern shall not be obscured by this wheel cover.
- 5.2. *Braking test*
- 5.2.1. Vehicles intended to be equipped with temporary-use spare units shall meet the requirements of annex 3 to this Regulation.
6. SUPPLEMENTARY INFORMATION
- 6.1. The owner's manual of the vehicle shall contain at least the following information:
- 6.1.1. A statement of the risk resulting from non-compliance with the restrictions on the use of a temporary-use spare unit including, as appropriate, a statement relating to use restricted to a specific axle.
- 6.1.2. An instruction to drive with caution when the temporary-use spare unit is fitted, and to reinstall a standard unit as soon as possible.
- 6.1.3. A statement that operation of the vehicle is not permitted with more than one temporary-use spare unit fitted at the same time.
- 6.1.4. A clear indication of the inflation pressure specified by the vehicle manufacturer for the tyre of the temporary-use spare unit.
- 6.1.5. For vehicles equipped with category 3 or category 4 temporary-use spare units, a description of the procedure for inflating the tyre to the pressure specified for temporary use by means of the device referred to in paragraph 6.2 below.
- 6.2. If the vehicle is equipped with a category 3 or category 4 temporary-use spare unit, a device must be provided on the vehicle which permits the tyre to be inflated to the pressure specified for temporary use within a maximum of five minutes.
- 6.3. If no owner's manual is supplied with the vehicle, the information required in paragraph 6.1 above shall be displayed in an easily accessible place on the vehicle.
7. MODIFICATIONS AND EXTENSION OF APPROVAL OF THE VEHICLE TYPE
- 7.1. Every modification of the vehicle type shall be notified to the administrative department which granted the type approval. The department may then either:
- 7.1.1. Consider that the modifications made are unlikely to have appreciable adverse effects and that in any event the vehicle still complies with the requirements; or
- 7.1.2. Require a further test report from the technical service responsible for conducting the tests.
- 7.2. Confirmation or refusal of approval, specifying the alterations, shall be notified by the procedure specified in paragraph 4.3 above to the Parties to the Agreement applying this Regulation.
- 7.3. The competent authority issuing the extension of approval shall assign a series number to each communication form drawn up for such an extension.
8. CONFORMITY OF PRODUCTION
- 8.1. A temporary-use spare unit approved shall be so manufactured that the vehicle for which it is intended conforms to the type approved under this Regulation by meeting the requirements set out in paragraph 5 above.
- 8.2. To verify conformity, appropriate checks on production shall be carried out.
- 8.3. The holder of the approval shall in particular:
- 8.3.1. Ensure that procedures exist for the effective control of the quality of products;
- 8.3.2. Have access to the control equipment necessary for checking conformity to each type approved;

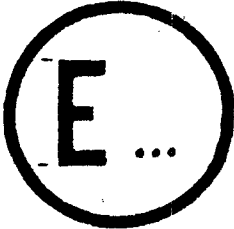
- 8.3.3. Ensure that data of test results are recorded and that the annexed documents remain available for a period to be determined in agreement with the administrative services;
- 8.3.4. Analyse the results of each type of test, in order to verify and ensure the consistency of the product characteristics, allowing for the variations in industrial production;
- 8.3.5. Ensure that for each category of temporary-use spare unit intended for use on a given vehicle type, a vehicle of such type bearing the approval mark of this Regulation shall periodically be taken from series production and subjected to the test prescribed in annex 3 to this Regulation;
- 8.3.6. Ensure that any samples or test pieces giving evidence of non-conformity with the type of test considered shall give rise to another sampling and another test. All the necessary steps shall be taken to re-establish the conformity of the corresponding production.
- 8.4. The competent authority which has granted type-approval may at any time verify the conformity control methods applied to each production unit.
 - 8.4.1. At every inspection, the test books and production survey records shall be presented to the visiting inspector.
 - 8.4.2. The inspector may take samples at random to be tested in the manufacturer's laboratory. The minimum number of samples may be determined according to the results of the manufacturer's own checks.
 - 8.4.3. When the quality level appears unsatisfactory or when it seems necessary to check the validity of the tests carried out under paragraph 8.4.2, the inspector shall take samples to be sent to the technical service which conducted the type approval tests.
 - 8.4.4. The competent authority may carry out any test prescribed in this Regulation.
 - 8.4.5. The normal frequency of inspections authorized by the competent authority shall not be less than one per year. If unsatisfactory results are found during one of these visits, this frequency may be increased and the competent authority shall ensure that all necessary steps are taken to restore conformity of production without delay.
9. PENALTIES FOR NON-CONFORMITY OF PRODUCTION
 - 9.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirements laid down in paragraph 8.1 above are not complied with, or if the temporary-use spare unit(s) has (have) failed to pass the checks provided for in paragraph 8.3 above.
 - 9.2. If a Party to the Agreement which applies this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation, by means of a copy of the approval form bearing at the end, in large letters, the signed and dated annotation "APPROVAL WITHDRAWN".
10. PRODUCTION DEFINITELY DISCONTINUED

If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he shall so inform the authority which granted the approval. Upon receiving the relevant communication that authority shall inform thereof the other Parties to the Agreement applying this Regulation by means of a copy of the approval form bearing at the end, in large letters, the signed and dated annotation "PRODUCTION DISCONTINUED".
11. NAMES AND ADDRESSES OF TECHNICAL SERVICES RESPONSIBLE FOR CONDUCTING APPROVAL TESTS, AND OF ADMINISTRATIVE DEPARTMENTS

The Parties to the Agreement which apply this Regulation shall communicate to the United Nations Secretariat the names and addresses of the technical services responsible for conducting approval tests and of the administrative departments which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval, issued in other countries, are to be sent.

ANNEX 1

(Maximum format: A 4 (210 × 297 mm))



COMMUNICATION CONCERNING THE APPROVAL, THE REFUSAL OF APPROVAL, THE EXTENSION OF APPROVAL, THE WITHDRAWAL OF APPROVAL, THE PRODUCTION DEFINITELY DISCONTINUED OF A VEHICLE TYPE WITH REGARD TO ITS EQUIPMENT WITH TEMPORARY-USE SPARE UNIT, PURSUANT TO REGULATION NO. 64

- Approval No. Extension No.
1. Trade name or mark of the motor vehicle:
 2. Vehicle type (if applicable, variants that are included):
 3. Manufacturer's name and address:
 4. If applicable, name and address of the Manufacturer's representative:
 5. Vehicle submitted for approval on:
 6. Technical service responsible for conducting approval tests:
 7. Date of test report:
 8. Number of test report:
 9. Brief description of the vehicle type:
 - 9.1. Mass of the vehicle during the test:
 - Front axle:
 - Rear axle:
 - Total:
 - 9.2. Marking and wheel size(s) of standard unit equipment:
 - 9.3. Category, tyre marking and wheel size of temporary-use spare unit:
 10. Position of approval mark:
 11. Reason(s) of extension (if applicable):
 12. Approval granted/refused/extended/withdrawn:**
 13. Place:
 14. Date:
 15. Signature:
 16. The list of documents deposited with the Administrative Service which has granted approval is annexed to this communication and which can be obtained upon request.

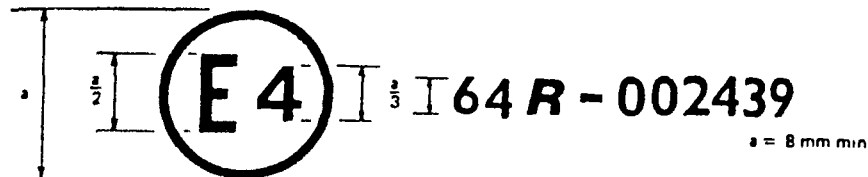
* Name of Administration.
** Strike out what does not apply.

ANNEX 2

ARRANGEMENTS OF APPROVAL MARK

Model A

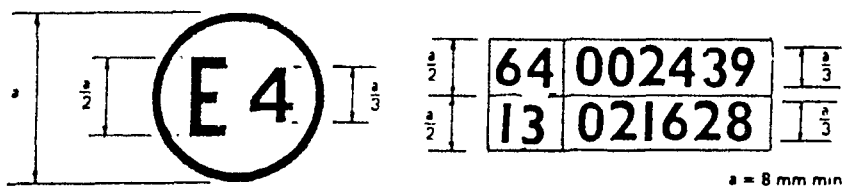
(See paragraph 4.4 of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the equipment of temporary-use spare unit(s) been approved in the Netherlands (E 4), pursuant to Regulation No. 64 under approval No. 002439. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 64 in its original form.

Model B

(See paragraph 4.5 of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to Regulations Nos. 64 and 13.* The approval numbers indicate that, at the dates when the respective approvals were given, Regulation No. 64 had not been modified, but that Regulation No. 13 included the 02 series of amendments.

ANNEX 3

BRAKING AND DEVIATION TEST FOR VEHICLES FITTED WITH TEMPORARY-USE SPARE UNITS

1. GENERAL CONDITIONS
 - 1.1. The test track shall be substantially level and have a surface affording good adhesion.
 - 1.2. The test shall be performed when there is no wind liable to affect the results.
 - 1.3. The vehicle shall be loaded to its maximum mass as defined in paragraph 2.9 of this Regulation.
 - 1.4. The axle loads resulting from the loading condition in accordance with paragraph 1.3 of this annex shall be proportional to the maximum axle loads as defined in paragraph 2.10 of this Regulation.
 - 1.5. The tyres shall be inflated to the pressures recommended for the vehicle type by the manufacturer.

* The latter number is given as an example only.

2. BRAKING AND DEVIATION TEST

- 2.1. The test shall be carried out with the temporary-use spare unit fitted alternately in place of one front wheel and one rear wheel. However, if use of the temporary-use spare unit is restricted to a specific axle, the test shall be carried out only with the temporary-use spare unit fitted to that axle.
- 2.2. The test shall be carried out using the service braking system from an initial speed of 80 km/h with the engine disconnected.
- 2.3. The stopping distance shall not exceed the value resulting from the following formula:*

$$S \leq 0.1 V + \frac{V^2}{150}$$

Where S = stopping distance in m;

and V = initial speed in 80 km/h.

Force applied to foot control: ≤ 500 N.

- 2.4. Tests shall be carried out for each of the fitting conditions of temporary-use spare units specified in paragraph 2.1 of this annex.
- 2.5. The prescribed braking performance shall be obtained without any wheel-locking, deviation of the vehicle from its intended course, abnormal vibration, abnormal wear of the tyre during the test or excessive steering correction.

Authentic texts: English and French.

Registered ex officio on 1 October 1985.

* This formula corresponds to that prescribed for the braking performance of category M₁ vehicles in Regulation No. 13.¹

¹ United Nations, *Treaty Series*, vol. 730, p. 342; vol. 887, p. 52; vol. 943, p. 350; vol. 1122, p. 308; vol. 1247, No. A-4789; vol. 1380, p. 296, and vol. 1392, p. 557.