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Item 7.2. of the provisional agenda

PROPOSAL FOR COLLECTIVE AMENDMENTS TO REGULATIONS

Nos. 30, 54, 75, 108 and 109

(Clarification of the scopes of the Regulations)

Submitted by the expert from the European Commission (EC)

Note: The text reproduced below was prepared by the expert from the EC to clarify the scope of the Regulations. It is based on a document without a symbol (informal document No. GRRF-60-12), distributed during the sixtieth GRRF session (see report ECE/TRANS/WP.29/GRRF/60, para. 42). The modifications to the current text of the Regulation are marked in **bold** characters.

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

GE.06-26469

A.1. PROPOSAL (Regulation No. 30 – Pneumatic tyres for motor 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 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 No. 30 and Regulation No. 54, but that industry requires some flexibility to be granted, the European Commission suggests that Regulation No. 54 applies to tyres for vehicles above 3,5 t whereas Regulation No. 30 covers tyres up to 5 t.

3. Contrary to the earlier version, the European Commission suggests deleting all references to L₆ and L₇:

- (a) 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.
- (b) 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 for 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 No. 30 and Regulation No. 54, but that industry requires some flexibility to be granted, the European Commission suggests that Regulation No. 54 applies to tyres for vehicles above 3.5 t whereas Regulation No. 30 covers tyres up to 5 t.

A.3. PROPOSAL (Regulation No. 75 – Pneumatic tyres for motorcycles and mopeds)

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

"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 nothing to do with the scope. The last sentence expresses a wish, but has no function in a legal text. Therefore, the two last sentences should be deleted.
3. Contrary to the earlier version, the European Commission suggests deleting all references to L₆ and L₇:
 - (a) 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.
 - (b) 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, the European Commission 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:"

Paragraph 1.1., should be deleted.

Paragraph 1.2. (former), renumber as paragraph 1.1.

Paragraph 1.3., should be deleted.

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

B.4. JUSTIFICATION

1. The revised proposal brings this Regulation in line with Regulation No. 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" means. The inclusion of trailers of categories O₁ and O₂ 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:"

Paragraph 1.1., should be deleted.

Paragraph 1.2. (former), renumber as paragraph 1.1.

Paragraph 1.3., should be deleted.

Paragraphs 1.4. to 1.8. (former), renumber as paragraphs 1.2. 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" means. The inclusion of trailers of categories O₃ and O₄ would be in line with Regulation No. 54.
3. Paragraphs 1.1. and 1.3. are superfluous.
