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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Brakes and Running Gear (GRRF)

(Fifty-seventh session, 31 January-4 February 2005,  
agenda item 5.4.)

AMENDMENT PROPOSAL TO REGULATION No. 64

(Draft amendments to document TRANS/WP.29/GRRF/2002/17/Rev.3)

(Temporary use spare wheels/tyres)

Transmitted by the expert from the United Kingdom

Note: The text reproduced below has been prepared by the expert from the United Kingdom in order to take into consideration some of the comments made by other GRRF delegates at the fifty- sixth session of GRRF in relation to document TRANS/WP.29/GRRF/2002/17/Rev.3.

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

Paragraph 2.4.3., amend to read:

"2.4.3. "Run flat tyre" or "Self supporting tyre" describes a pneumatic tyre structure provided with any technical solutions (for example, reinforced sidewalls, etc.) allowing the pneumatic tyre, mounted on the appropriate wheel and in the absence of any supplementary component, to supply the vehicle with the basic tyre functions at a speed of 80km (50mph) and specified limited distance when operating in flat tyre running mode."

Paragraph 2.4.3.1., amend to read:

"2.4.3.1. "Run flat system" or "Extended mobility system" describes an assembly of specified functionally interdependent components, including a tyre, which together provide the specified performance granting the vehicle the basic tyre functions at a speed of 80km (50mph) and specified limited distance when operating in flat tyre running mode."

Paragraph 2.4.3.2., to be deleted.

Paragraph 2.4.4., amend to read:

"2.4.4. "Flat tyre running mode" describes the state of the tyre, essentially maintaining its structural integrity, while operating at an inflation pressure between 0 and 70 kPa."

Paragraph 2.8., amend to read:

"2.8. "Temporary use spare unit" means ....

- .....
- [an assembly in which the tyre is a uni-directional tyre which, when used in certain positions on the vehicle, results in the direction of rotation being opposite to that marked on the sidewall of the tyre;]
- [a wheel and tyre unit as defined in paragraph 2.4.3. ~~(which may be either a self supporting or an internally supported tyre)~~ fitted to the vehicle for normal, long term road use, but used in an emergency in a totally deflated condition.]"

Paragraph 2.11., amend to read:

"2.11. "Run-Flat [Warning] System" describes a system which delivers ~~[real time]~~ information to the driver that a tyre is operating in the flat tyre running mode."

Paragraph 5.1.1., amend to read:

"5.1.1. Tyres intended .....with Regulations No. 30 or 54 as amended."

Paragraph 5.1.4.1. amend to read:

"5.1.4.1. .... background of contrasting colour.

The requirements of this paragraph shall not apply to a temporary use spare wheel and tyre unit that includes or comprises [either] a run-flat or self supporting tyre, [or a uni-directional]."

Paragraph 5.1.6., amend to read:

"5.1.6. .... with run-flat or self supporting tyres the vehicle .....that at least warns the driver that an individual tyre, which is in contact with the road, is in flat tyre running mode."

Paragraph 5.1.6.3., amend to read:

"5.1.6.3. .... the vehicle speed exceeds [40km/h] and it ....."

Paragraph 6.1.2. amend to read:

"6.1.2. .... It shall be ..... also applies to a run-flat or self supporting tyre being ..... for a the maximum distance ~~in [km or miles] to which the tyre is approved~~ specified by the vehicle manufacturer when the vehicle is used in the normal laden and fully laden conditions."

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