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Item 8(b) of the provisional agenda

TYRES
Regulations Nos. 30 and 54
(Pneumatic Tyres)

Proposal for amendments to Regulations Nos. 30 and 54
regarding manufacturer's information
on the rolling resistance coefficient

Transmitted by the expert from the Russian Federation */

The text reproduced below was prepared by the expert from the Russian Federation. This document is based on informal document No. GRRF-63-25, distributed at the sixty-third GRRF session (ECE/TRANS/WP.29/GRRF/63, para. 27). It aims at inserting provisions concerning the manufacturer's tyre rolling resistance declaration at the time of type approval.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

A.1. PROPOSAL FOR AMENDMENTS TO REGULATION No. 30

Add new paragraphs 4.1.17. to 4.1.17.3. (including a new footnote) 4/, to read:

- " 4.1.17. Rolling resistance coefficient according to ISO 28580 4/, for newly manufactured pneumatic tyres intended to be fitted to road vehicles of categories M, N and O except for the tyres as specified in paragraphs 4.1.17.1. to 4.1.17.3. below.
- 4.1.17.1. Tyres designed as "Temporary use spare tyres" and marked "Temporary use only";
- 4.1.17.2. Tyres having a nominal rim diameter code ≤ 10 (or ≤ 254 mm) or ≥ 25 (or ≥ 635 mm);
- 4.1.17.3. Tyres fitted with additional devices to improve traction properties (e.g. studded tyres).

4/ The data on rolling resistance coefficient are subjected neither to any limit value nor to any obligation of the Contracting Parties and are presently collected for further possible establishing of the performance requirements related to tyre rolling resistance."

Paragraph 5.1., amend to read:

- "5.1. Type approval shall only be granted if:
- (a) the pneumatic tyre submitted for approval in pursuance of this Regulation meets the requirements of paragraph 6. below, and
 - (b) the data on the rolling resistance coefficient submitted as required by paragraph 4.1.17. above have been added to the communication form in Annex 1 to this Regulation."

Paragraph 5.4.1., the reference to footnote 4/ and footnote 4/, renumber as footnote 5/.

Paragraph 6.1.2.1., the reference to footnote 5/ and footnote 5/, renumber as footnote 6/.

Annex 1, insert a new item 5.6., to read:

- "5.6. Rolling resistance coefficient according to ISO 28580."

A.2. PROPOSAL FOR AMENDMENTS TO REGULATION No. 54

Add new paragraphs 4.1.14. to 4.1.14.3. (including a new footnote), 5/ to read:

- "4.1.14. Rolling resistance coefficient according to ISO 28580 5/, for newly manufactured pneumatic tyres intended to be fitted to road vehicles of categories M, N and O except for the tyres as specified in paragraphs 4.1.14.1 to 4.1.14.3 below.

- 4.1.14.1. Tyres designed for competitions;
- 4.1.14.2. Tyres fitted with additional devices to improve traction properties;
- 4.1.14.3. Tyres with a speed rating less than 80 km/h (F).

5/ The data on rolling resistance coefficient are subjected neither to any limit value nor to any obligation of the Contracting Parties and are presently collected for further possible establishing of the performance requirements related to tyre rolling resistance. "

Paragraph 5.1., amend to read :

- "5.1. Type approval shall only be granted if :
- (a) the pneumatic tyre submitted for approval in pursuance of this Regulation meets the requirements of paragraph 6. below, and
 - (b) the data on the rolling resistance coefficient submitted as required by the paragraph 4.1.14. above have been added to the communication form in Annex 1 to this Regulation."

Annex 1, add a new item 5.6., to read:

- "5.6. Rolling resistance coefficient according to ISO 28580. "

B. JUSTIFICATION

At the 2007 G8 Summit in Heiligendamm (Germany), the decision was made to take forward the concrete recommendations on energy efficiency presented by the International Energy Agency (IEA). The said recommendations on transport sector include implementing measures for deployment of fuel efficient tyres. Respectively, Governments should adopt new international test procedures for measuring the rolling resistance of tyres to set maximum rolling resistance limits and for road-vehicle tyre labeling. (References: informal document No. WP.29-142-18, http://www.iea.org/G8/docs/recommendations_heiligendamm.pdf). The World Forum for Harmonization of Vehicle Regulations (WP.29) shall take the necessary steps to achieve the IEA recommendations.

Referring to the proposal of the tyre industry to the European Commission that the future regulation on rolling resistance limitation should come into force "around 2012", the 4-year period from now would enable to collect necessary data for further establishing the rolling resistance limit values. The proposed amendments to the Regulations Nos. 30 and 54 would provide for the collection of such data.

The present proposal results from the tyre industry's reference method for tyre rolling resistance measurement set in the ISO 28580 and from the recent proposals by the Russian Federation

(initially introduced in the informal document No. GRRF-56-14) concerning rolling resistance declaration.

The major benefits of the end-user information to be provided are the following:

1. Satisfaction of consumer's rights on information with absence of any limitation in choice of tyres.
2. Consumer's competence to choose correlation between rolling resistance and adhesion coefficients.
3. Elimination of the necessity to introduce and further revise numerous norms due to different tyre types and sizes.

Providing the consumers with information on rolling resistance properties is considered as more satisfactory than the regulatory approach, as it stimulates for tyre quality progress without requiring numerous norms which are onerous for manufacturers.

The consideration by GRRF of the amendments to Regulations Nos. 30 and 54 related to the introduction of provisions concerning the declaration of the rolling resistance coefficient by the tyre manufacturer was recently deferred awaiting the final results of the studies on development of harmonized measuring method for rolling resistance performed by ISO and ETRTO in conjunction with the Russian Federation. The ISO/TC31 WG6 has developed such a method, which was transformed into standard ISO 28580.

The present document differs from the previous ones because it includes a note stating that the data on the rolling resistance coefficient shall be presented for the purpose of information and collection of statistics to establish performance requirements. However, the provision conditioning issuance of the type approval will be presented only if the rolling resistance data are submitted. It is also proposed to include the data on the rolling resistance coefficient into the type approval communication. A similar approach for collection of data before setting limit values was already approved by WP.29 in Regulation No. 51 (as amended by Supplement 5 to the 02 series of amendments).
