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PROPOSAL FOR AMENDMENTS TO REGULATIONS Nos. 30 and 54  
REGARDING MANUFACTURER'S INFORMATION  
ON ROLLING RESISTANCE COEFFICIENT

Note: This document is a revised version of the informal document GRRF-62-39 distributed at the 62<sup>nd</sup> GRRF session. It has been prepared basing on the results of ISO TC31 WG6 meetings held in September and December 2006 jointly with the ETRTO Rolling Resistance WG and in accordance with the decision of GRRF taken at its 60<sup>th</sup> and 61<sup>st</sup> sessions (ECE/TRANS/WP.29/GRRF/60, para. 29 and ECE/TRANS/WP.29/GRRF/61, para. 27). This document introduces provisions concerning manufacturers' tyre rolling resistance declaration at the time of type approval.

INTRODUCTION

The consideration by GRRF of the amendments to the ECE Regulations Nos. 30 and 54 related to introduction of the provisions concerning 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 method, which is transformed to the standard ISO 28580.

GRRF agreed to develop, in a first step, a harmonized test procedure for rolling resistance of tyres and to insert, in a further step, a set of performance requirements, i.e. limit values (ECE/TRANS/WP.29/GRRF/61, para. 26).

The present document differs from the previous ones by inclusion of the note stating that at the present time the data on the rolling resistance coefficient shall be presented for the purpose of information and collection of statistics for further possible establishing of the performance requirements and the provision conditioning issuance of the type approval only if the rolling resistance data is submitted. It is also proposed to include the data on the rolling resistance coefficient into the type approval communication. The similar approach for collection of data before setting of limit values was already approved by the WP.29 in the Regulation No. 51 (refer to ECE/TRANS/WP.29/2006/31, para. 5.1 of the amended Regulation).

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

Add a new paragraph 4.1.17. including footnote \*/, to read:

"4.1.17. Rolling resistance coefficient according to ISO 28580 \*/, for newly manufactured pneumatic tyres intended to be fitted to road vehicles of categories M, N and O, manufactured on, or after 1 October 1980, except for the tyres as specified in the paragraphs 4.1.17.1. to 4.1.17.6. below.

4.1.17.1. Tyres intended to be fitted to road vehicles of categories other than M, N and O;

4.1.17.2. Tyres designed as "Temporary use spare tyres" and marked "Temporary use only";

4.1.17.3. Tyres having a nominal rim diameter code  $\leq 10$  (or  $\leq 254$  mm) or 25 (or  $\geq 635$  mm);

4.1.17.4. Tyres designed for competitions;

4.1.17.5. Tyres fitted with additional devices to improve traction properties (e.g. studded tyres);

4.1.17.6. Tyres with a speed rating less than 80 km/h (F).

\*/ The data on rolling resistance coefficient is subjected neither to any limit value nor to any obligation of the Contracting Parties and is presently collected 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 4.1.17. above have been added to the communication form in Annex 1 to this Regulation."

In Annex 1 (Communication), add 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 a new paragraph 4.1.14. including footnote \*/, to read:

"4.1.14. Rolling resistance coefficient according to ISO 28580 \*/, for newly manufactured pneumatic tyres intended to be fitted to road vehicles of categories M, N and O, manufactured on, or after 1 October 1980, except for the tyres as specified in the paragraphs 4.1.14.1. to 4.1.14.4. below.

4.1.14.1. Tyres intended to be fitted to road vehicles of categories other than M, N and O;

4.1.14.2. Tyres designed for competitions;

4.1.14.3. Tyres fitted with additional devices to improve traction properties;

4.1.14.4. Tyres with a speed rating less than 80 km/h (F).

\*/ The data on rolling resistance coefficient is subjected neither to any limit value nor to any obligation of the Contracting Parties and is presently collected 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."

In Annex 1 (Communication), add a new item 5.6., to read:

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

## B. JUSTIFICATION

At 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: WP.29-142-18, [http://www.iea.org/G8/docs/recommendations\\_heiligendamm.pdf](http://www.iea.org/G8/docs/recommendations_heiligendamm.pdf)). The World Forum for Harmonization of Vehicle Regulations shall make necessary steps in realization of IEA recommendations.

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

The present proposal refers to the ETRTO Reference method for tyre rolling resistance measurement set in the ISO 28580 and to the recent proposals of the Russian Federation (initially introduced in the informal document GRRF-56-14) concerning rolling resistance declaration.

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

1. Satisfaction of consumers' rights on information with absence of any limitation in choice of tyres.
2. Consumers' opportunity to choose correlation between rolling resistance and adhesion coefficients which needed. Now end-users have an appropriate competence for that.
3. Elimination of the necessity to introduce and further revise numerous norms due to different tyre types and sizes.

Thus providing the consumers for the information on rolling resistance properties is considered more satisfactory than the regulatory approach, as it is a stimulus for tyre quality progress without numerous onerous norms for manufacturers.

The proposed amendments may be used right after the ISO 28580 is issued.

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