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World Forum for Harmonization of Vehicle Regulations

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Item 4.2.35 of the provisional agenda

1958 AGREEMENT

Consideration of draft amendments to existing Regulations

Proposal for Supplement 5 to Regulation No. 109
(Retreaded pneumatic tyres for commercial vehicles)

Submitted by the Working Party on Brakes and Running Gear */

The text reproduced below was adopted by the Working Party on Brakes and Running Gear (GRRF) at its sixty-fourth session (ECE/TRANS/WP.29/GRRF/64, paras. 41 and 42). It is based on ECE/TRANS/WP.29/GRRF/2008/6/Rev.1, not amended, and on ECE/TRANS/WP.29/GRRF/2008/19, as reproduced in paragraph 42 of the report. It is submitted to WP.29 and AC.1 for consideration.

*/ 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.

Paragraph 2.37., amend to read (including the insertion of a new footnote */):

"2.37. "Retreading" means the generic term for reconditioning a used tyre by replacing the worn tread with new material. It may also include renovation of the outermost sidewall surface (e.g. ASP) and replacement of the crown plies or the protective breaker. It covers the following process methods:

2.37.1. "Top capping" - replacement of the tread;

2.37.2. "Re-capping" - replacement of the tread and with the new material extending over part of the sidewall; */

2.37.3. "Bead to bead" - replacement of the tread and renovation of the sidewall including all or part of the lower area of the tyre. */

*/ Including the process method used in applying of ASP."

Paragraph 2.42., amend to read:

"2.42. "Sidewall veneer" is a material used to cover the sidewalls of the casing thereby allowing the required markings to be formed. This material can also be used to protect the outside of the tyre against abrasion in service. In this case the protective rubber layer is called ASP (additional sidewall protection)."

Paragraph 6.5.1., amend to read:

"6.5.1. After curing, whilst a degree of heat is retained in a tyre, each retreaded tyre shall be examined to ensure that it is free from any apparent defects. During or after retreading, the tyre shall be inflated to at least 150 kPa (1.5 bar) for examination. When the tyre presents a visible defect, it has to be subjected to a specific examination to determine the appropriate action on the tyre. Other methods more adapted than visual inspection which do not require tyre inflation can also be used with the agreement of the approval authority."

Insert a new paragraph 7.1.4.4., to read:

- "7.1.4.4. For retreaded radial tyres with nominal section width exceeding 305 mm for dual mounting (twinning) and a nominal aspect ratio higher than 60, an additional sidewall protective rubber layer (ASP) may be applied to a maximum of 8 mm greater than the overall width of the same tyre size description permitted by Regulation No. 54 provided that:
- (a) This rubber layer is applied to one sidewall only;
 - (b) The sidewall concerned is marked with the wording "ASP" and the wording "OUTSIDE", both markings with a minimal height of 8 mm;
 - (c) The maximum allowed speed rating is index J (100 km/h)."

Annex 5, amend to read:

".....

Note that with reference to Regulation No. 54, but by no more than 1.5 per cent.

The overall section width of a retreaded radial tyre with an ASP may in all cases be greater than that shown in the tables of Annex 5 to Regulation No. 54, but by no more than 8 mm."
