

Proposal to replace document GRBP/2025/9 (Proposal for Supplement 27 to UN Regulation No. 30)

Additional changes compared to document GRBP/2025/9 proposed by Contracting Parties are marked in **bold** for added text and ~~strike through~~ for deleted text, all in blue font.

Additional justifications compared to document GRBP/2025/9 are marked in **red** font.

Additional changes compared to document GRBP-81-05 are marked in **bold** for added text and ~~strike through~~ for deleted text, all in purple font.

A green frame highlights the triggering element for the amendment

I. Proposal

Paragraph 2.10., amend to read:

- "2.10. *"Reinforced" or "Extra Load"* means a tyre designed to carry more load at a higher inflation pressure than the load carried by the corresponding standard version tyre at the standard inflation pressure as specified in ISO 4000-1:~~2021~~**2024**;"

Paragraph 2.19., amend to read:

- "2.19. *"Tread ~~pattern~~-groove"* means the space between two adjacent ribs **and/or** blocks in the tread pattern ^{2/};"

Paragraph 2.25.3.2. (*former*), renumber as 2.25.3.3.

Paragraph 2.25.3.3. (*former*), renumber as 2.25.3.2.

Paragraph 2.25.3.4. (*former*), renumber as 2.25.3.3.1.

Paragraph 2.25.3.5. (*former*), renumber as 2.25.3.4.

Insert a new paragraph 2.25.3.~~4~~**5**.1. to read:

"2.25.3.~~4~~5**.1. on run flat or self supporting tyres suitable for speeds in excess of 240 km/h but not exceeding 300 km/h (tyres marked with the speed-category symbol "W" or "Y" as part of the service description), the letters "RF", placed before the nominal rim diameter, may be replaced with the inscription "ZRF"; on tyres suitable for speeds in excess of 300 km/h, the letters "RF" placed in front of the nominal rim diameter shall be replaced by the inscription "ZRF";"**

Paragraph 2.25.4., amend to read:

- "2.25.4. ~~a conventional number denoting the nominal rim diameter and corresponding to its diameter expressed either by codes (numbers below 100) or in millimetres (numbers above 100);~~"

Paragraphs 2.26. and 2.26.1., amend to read:

- "2.26. *"Nominal rim diameter"* means **a conventional number denoting** the diameter of the rim on which a tyre is designed to be mounted; **the diameter**

is expressed either by codes (numbers below 100) or in millimetres (numbers above 100) but not both;

- 2.26.1. When the nominal rim diameter ("d" symbol) is expressed by code, the values of the "d" symbol The values of the nominal rim diameters for code-designated rims expressed in millimetres are shown below as follows:

[...]"

Paragraph 2.39., delete:

"2.39. ~~Tread pattern grooves~~"

Paragraph 2.39.1. (former), renumber as 2.19.1. and amend to read:

"2.39:19.1. "Principal grooves" means the wide circumferential tread grooves positioned in the central zone of the tyre tread, ~~which have the tread wear indicators located in the base covers about three quarters of the width of the tread surface. The central zone represents is the area on the tread which comprises of 75 per cent of the width of the tread measured width defined by the ¾ (75%) of the reference tread width (C) symmetrically measured from the centre line.~~"

Paragraph 2.39.2. (former), renumber as 2.19.2. and amend to read:

"2.39:19.2. "Secondary grooves" means the supplementary tread grooves of the tread pattern which may disappear in the course of the tyre's life."

Insert a new paragraph 2.39., to read:

"2.39. "Tread depth" means the depth of the principal grooves."

Note to paragraph 5.4.1., amend to read:

"The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3).1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Serbia, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa, 48 for New Zealand, 49 for Cyprus, 50 for Malta, 51 for the Republic of Korea, 52 for Malaysia, 53 for Thailand, 54 and 55 (vacant) and 56 for Montenegro. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary General of the United Nations to the Contracting Parties to the Agreement."

6.1.1.1., amend to read:

"6.1.1.1. The section width **S of a tyre fitted on the measuring rim** shall be calculated by the following formula:

$$S = S_1 + K \cdot (A - A_1),$$

and rounded to the nearest millimetre,

where:

~~S is the section width rounded to the nearest millimetre and measured on the measuring rim;~~

[...]"

Paragraph 6.1.4., amend to read:

"6.1.4. Tyre ~~section~~ overall width specifications"

Paragraph 6.1.5.4., amend to read:

"6.1.5.4. For tyres of the category of use "snow tyre" the outer diameter shall not exceed the following value

$$D_{\max, \text{snow}} = 1.01 \cdot D_{\max} \quad \text{rounded to the nearest mm}$$

where D_{\max} is the maximum outer diameter established **for normal use tyres** in conformity with the above."

Paragraph 6.3.2., amend to read:

"6.3.2. In order to be classified as a professional off-road tyre, a special use tyre shall have all of the following characteristics:

- (a) a tread depth ≥ 11 mm and
- (b) a void-to-fill ratio ≥ 35 per cent and
- (c) a speed category \leq **less than or equal to** 160 km/h (speed category symbol Q)."

II. Justification

1. The reference to the latest International Standard ISO 4000-1:2024 (published in March 2024) is updated.
2. Clarification is provided for structure indication within the tyre size designation for the run flat or self-supporting tyres suitable for speeds in excess of 240 km/h (inscription "ZRF"). **In analogy to what of provided for tyres of radial structure, and in line with ISO 4000-1:2024, it is proposed to mark tyres of run flat structure in similar way by adding the letter Z to the RF structure. Tyres in the market already bear the marking ZRF.**
3. The definition on nominal rim diameter is clarified. **The definition of nominal rim diameter is currently partly under the definition of tyre size designation (2.25.4.) and partly in a separate paragraph (2.26.). It is proposed to put it all in paragraph 2.26. and to refer to this definition in paragraph 2.25.4.**
4. An amendment is proposed for the definition of principal grooves by eliminating the circular reference between this definition and the position of tread wear indicators (**wording loop between former paragraph 2.15. and paragraph 6.3.3.1.**). **The case of existing tread patterns without circumferential grooves is also considered (see tread pattern examples in the below sketches). It is also proposed to clarify the meaning of central zone. The rewording is aimed to make the definition of the central zone much clearer.**



5. The definition of tread depth is introduced, which is used in the requirements for special use and professional off-road tyres.

6. The calculation of tyre section width is clarified. The current text reads as it is measured while it is calculated.
 7. The D_{\max} requirement for snow tyres is clarified. It is specified that its calculation is based on the maximum outer diameter established for normal use tyres.
 8. A generic reference to the Consolidated Resolution on the Construction of Vehicles (R.E.3) is given in footnote 5.
 9. In paragraph 6.3.2. the wording of the speed category restrictions for POR has been aligned to what proposed for UN Regulations No. 54 and 117.
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