**Proposal to replace document GRBP/2025/14 (Proposal for a new Supplement to UN Regulation No. 142)**

Additional changes compared to document GRBP/2025/14 proposed by Contracting Parties are marked in **bold** for added text and strike through for deleted text, all in blue font.

Additional changes compared to document GRBP-81-10 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**

*Contents,* amend to read:

"Contents

[…]

5. ~~Specifications~~**Requirements**

6. ~~Modification~~**Modifications of the type** of vehicle ~~type~~ and extension of approval

[…]"

*Footnote 1,* amend to read:

" 1 ~~As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2 -~~ [~~www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html~~](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html)**As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3).**"

*Paragraph 2.3.,* amend to read:

"2.3. "*Tyre size designation*" means the designation as defined in **UN** Regulation No. 30 for class C1 tyres and in UN Regulation No. 54 for class C2 and C3 tyres."

*Paragraphs 2.6. to 2.7.1.,* amend to read:

"2.6. "*Normal tyre*" means a tyre ~~or run flat tyre~~ intended for normal on-road use.

2.7. "*Snow tyre*" means a tyre whose tread pattern, tread compound or ~~structure~~ **construction** is primarily designed to achieve in **mud and/or** snow conditions a performance better than that of a normal tyre with regard to its ability to initiate ~~or maintain~~ **and control** vehicle motion."

2.7.1. "*~~Snow tyre~~* ***Tyre*** *for use in severe snow conditions*" means a snow tyre **or a special use tyre** whose tread pattern, tread compound or ~~structure~~ **construction** is specifically designed to be used in severe snow conditions and that fulfils the requirements **specified in paragraph 6.** of UN Regulation No. 117."

*Paragraphs 2.19. and 2.20.,* amend to read:

"2.19. "*Speed category symbol*" means the symbol as defined in UN Regulation No. 30 for class C1 tyres and in UN Regulation No. 54 for ~~class~~ **classes** C2 **or C3 tyres**.

2.20. "*Load capacity index*" means a number associated to the maximum load rating of the tyre in relation to the definition in UN Regulation No. 30 for class C1 tyres and in UN Regulation No. 54 for ~~class~~ **classes** C2 **or C3** tyres."

*Add new paragraphs 2.22. and 2.22.1.* to read:

"**2.22. "*Free Rolling Tyre*" means a tyre, designed for the equipment of trailer axles and axles of motor vehicles other than front axles and drive axles. ~~and bearing~~ Those tyres bear the inscription "FRT" mentioned in paragraph 3.1.15. of UN Regulation No. 54.**

**2.22.1. "*Front axle*" means any axle, forward of the mid-point of the chassis, on which the wheels are controlled by the steering system.**"

*Paragraph 5., title,* amend to read:

"**5. ~~Specifications~~Requirements**"

*Add a new paragraph 5.2.1.5.* to read:

"**5.2.1.5. Free Rolling Tyres marked with the inscription "FRT" shall not be fitted to front axles and drive axles of motor vehicles of categories M or N.**"

*Paragraph 5.2.3.2.2.,* amend to read:

"5.2.3.2.2. In the case of vehicles normally equipped with normal tyres and occasionally fitted with ~~snow~~ tyres for use in severe snow conditions (i.e. **marked** with the ~~alpine~~ **Alpine Symbol** **as described in UN Regulation No. 117 or the Snow Grip Symbol for Studded Tyres1 as described in UN Regulation No. 164**~~or three-peaked mountain snowflake symbol marking~~) where in such a case the speed category ~~symbol~~ of the ~~snow~~ tyre for use in severe snow conditions shall **be** ~~correspond to a speed~~ ~~either~~ greater than **or equal to the lesser of** the maximum vehicle design speed ~~or not less than~~ **and** 160 km/h ~~(or both)~~. However, if the maximum vehicle design speed is greater than the speed corresponding to the lowest speed category symbol of the fitted ~~snow~~ tyres for use in severe snow conditions, a maximum speed warning label, specifying the lowest value of the maximum speed capability of the fitted ~~snow~~ tyres for use in severe snow conditions, shall be displayed inside the vehicle in a prominent position readily and permanently visible to the driver. Other tyres with improved snow traction (i.e. with the M+S marking, but without the ~~alpine~~**Alpine Symbol** **or the Snow Grip Symbol for Studded Tyres1**~~or three-peaked mountain snowflake symbol marking~~) shall comply with the requirements of paragraphs 5.2.3.1.1. and 5.2.3.1.2. of this Regulation."

**1****Notwithstanding the provisions of this Regulation a Contracting Party may permanently, temporarily or conditionally prohibit the use of, or impose additional requirements for, studded tyres.**

*Paragraph 5.2.4.3.*, amend to read:

“5.2.4.3. In the case of some special vehicles, as listed below, fitted with tyres of class C2 or C3, the ‘table load-capacity variation with speed’ as described in paragraph 5.2.2.2.2. shall not be applied. In such a case, the tyre maximum load rating to check against the technically permissible maximum axle mass (see paragraphs 5.2.2.1.2. to 5.2.2.1.4.) shall be determined by multiplying the load corresponding to the load capacity index **corresponding to the nominal speed category symbol** by an appropriate coefficient which is related to the type of vehicle and its use, rather than to the maximum vehicle design speed, and the requirements of paragraphs 5.2.3.1.1. and 5.2.3.1.2. of this Annex shall not apply.”

*Paragraph 5.2.5.2.,* amend to read:

"5.2.5.2. Every vehicle provided with ~~a~~ temporary-use spare **units** ~~unit or run flat tyres~~ shall comply with the technical and transitional provisions of UN Regulation No. 64 with respect to the requirements concerning the equipment of vehicles with temporary-use spare units ~~and run flat tyres~~.

[…]"

*Paragraph 6., title,* amend to read:

"**6. ~~Modification~~Modifications of the type of vehicle ~~type~~ and extension of approval** "

*Annex 1, item 1.2.1.,* amend to read:

"1.2.1. Commercial name(s) (if available**)**: "

**II. Justification**

1. A generic reference to the Consolidated Resolution on the Construction of Vehicles (R.E.3) is given in footnote 1.
2. The title of paragraph 5 is changed to *Requirements*, more in line with its content (paragraphs 5.1. and 5.2.).
3. The title of paragraph 6 is aligned to the corresponding paragraphs in UN Regulations Nos. 30, 54, 75, 106 and 117.
4. Categories of use apply to all the structures, including run flat tyres. The proposal clarifies that the temporary use spare units can be composed by using tyres of any category of use. Therefore, as run flat tyres being one of these categories of use, it is not needed to mention that inside paragraph 5.2.5.2.

See below paragraph of UN Regulation No. 64

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 least, at a speed of 80 km/h (50 mph) and a distance of 80 km when operating in flat tyre running mode;

2.10. "*Temporary-use spare unit*" means an assembly of any wheel and tyre that is not within that defined as a "Standard spare unit" in paragraph 2.9. Temporary-use spare units may be of the following types:

[…]

2.10.5. *Type 5*

An assembly in which a wheel and tyre unit as defined in paragraph 2.4.3. or 2.4.4. or 2.4.5. is fitted to the vehicle for normal, long term road use, but used in an emergency in a totally deflated condition.

1. The snow tyre definition is now aligned to the one in UN Regulations Nos. 30, 54 and 117.
2. Tyres for use in severe snow conditions are also applicable to the category of use ‘special use tyres’, as it is currently in UN Regulation No. 117. In the definition of tyre for use in severe snow conditions, the word *"structure"* is replaced by *"construction"*, as the definition applies to all tyre structures (e.g., diagonal, radial, run flat tyre).
3. The proposal clarifies which service conditions can apply the coefficient given in paragraphs 5.2.4.3.1. and 5.2.4.3.2. (see below excerpt of UN Regulation No. 142:

5.2.4.3.1. 1,15 in the case of a Class I or Class A vehicle (M2 or M3), as in UN Regulation No. 107.

5.2.4.3.2. 1,10 in the case of vehicles of category N which are specifically designed for use over short distances in urban and suburban applications, such as street and road sweepers or refuse collection vehicles, provided that the maximum vehicle design speed does not exceed 60 km/h.)

In addition, in line with paragraph 1.2. of UN Regulation No. 164, a footnote is added to remind the possibility of restrictions by a Contracting Party, on the use of studded tyres.

1. Class C3 tyres have been added to the speed category symbol and load capacity index definitions, in line with the scope of the 01 series of amendments to this Regulation. Tyres of class C3 were missed when their requirements were added with the 01 series of amendments to this regulation.
2. In line with informal documents GRBP-80-03 and GRBP-80-26, the definitions of free rolling tyre and front axle are introduced in this Regulation. The marking part has been revised accordingly.
3. Editorial tuning has been done to report the name of the symbols (Alpine Symbol and Snow Grip Symbol for Studded Tyres) used for tyre for use in severe snow conditions in line with UN Regulations Nos. 117 and 164.