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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### Working Party on Noise and Tyres

#### Eighty first session

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Item 6 (h) of the provisional agenda

**Tyres: UN Regulation No. 172 (Snow performance of retreaded tyres and classification as traction tyre)**

## **Proposal for Supplement 1 to UN Regulation No. 172**

### **Submitted by the experts from the European Tyre and Rim Technical Organization\***

The text reproduced below was prepared by the experts from the European Tyre and Rim Technical Organization (ETRTO). The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

Paragraph 5.5., amend to read:

- "5.5. If the retreaded tyre is produced in a retreading production unit which conforms to an approval under UN Regulations Nos. 108 or 109 in the country which has granted approval under this Regulation, it is not needed to repeat the symbol prescribed in paragraph 5.4.1. above. In such a case the additional numbers and symbols of UN Regulations Nos. 108 or 109 under which approval has been granted in the country which has granted approval under this Regulation shall be placed adjacent to the symbol prescribed in paragraph 5.4.1. above, as described in Annex 2, Appendix 2 of this Regulation. "

Paragraph 6.1., amend to read:

- "6.1. Snow performance of tyres retreaded either with a pre-cured tread or by using mould cure process, when tested according to Annex 7 to UN Regulation No. 117.<sup>1/</sup>

The retreaded tyre shall meet the minimum snow grip index value compared with the respective Standard Reference Test Tyre (SRTT) as follows:

Class of tyre	Snow grip index (brake on snow method) <sup>(a)</sup>		Snow grip index (spin traction method) <sup>(b)</sup>	Snow grip index (acceleration method) <sup>(c)</sup>
	Ref.s = SRTT16	Ref. = SRTT16C	Ref. = SRTT16	Ref.s = SRTT19.5, SRTT22.5, SRTT19.5 siped, SRTT22.5 siped
C1	1.07	No	1.10	No
C2	No	1.02	1.10	No
C3	No	No	No	1.25

<sup>(a)</sup> See paragraph 3 of Annex 7 to UN Regulation No. 117

<sup>(b)</sup> See paragraph 2 of Annex 7 to UN Regulation No. 117

<sup>(c)</sup> See paragraph 4 of Annex 7 to UN Regulation No. 117"

Paragraph 6.4., amend to read:

- "6.4. In order to be classified as a 'professional off-road tyre', a **special use** tyre shall ~~have fulfil all of the following characteristics~~ **additional requirement**:

- (a) For class C2 tyres, **the maximum speed category shall be less than or equal to 160 km/h (speed category symbol Q).**
  - (i) ~~A tread depth  $\geq 11$  mm;~~
  - (ii) ~~A void to fill ratio  $\geq 35$  per cent;~~
  - (iii) ~~A maximum speed rating of  $\leq Q$ .~~
- (b) For class C3 tyres, **the maximum speed category shall be less than or equal to 110 km/h (speed category symbol K).**
  - (i) ~~A tread depth  $\geq 16$  mm;~~
  - (ii) ~~A void to fill ratio  $\geq 35$  per cent;~~

<sup>1/</sup> If a tread pattern can be applied by mould cure and pre-cure retread processes, the snow test may be performed with a representative tyre size retreaded with only one of the two possible processes and the snow performance test report can be used for both cases as long as the major features of the tread are technically identical.

(iii) ~~—A maximum speed rating of  $\leq K$ .~~"

Add a new paragraph 12., to read:

## **"12. Transitional provisions**

- 12.1. As from 1 September 2030, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued according to Supplement 1 to this Regulation, based on snow performance tests as described in Annex 7 to the Regulation No. 117 using one of the two equivalent Standard Reference Test Tyres SRTT19.5 and SRTT22.5 as tyre reference, first issued after 31 August 2030.
- 12.2. Notwithstanding paragraph 10.6., Contracting Parties applying this Regulation shall continue to grant extensions to existing type approvals of class C3 tyres according to this Regulation first granted before 1 September 2030, based on snow performance test described in Annex 7 to this Regulation using either SRTT19.5 or SRTT22.5 as reference tyre. In case a new test has to be performed on a different representative tyre size for an extension to be granted after [1 September 2030], the SRTT19.5 siped or SRTT22.5 siped will be used."

*Annex 1 – Appendix 1*

*Paragraph 1., amend to read:*

"1. TYRES TO BE ~~RETREATED~~ RETREADED "

*Annex 1 – Appendix 2*

*Paragraph 1., amend to read:*

"1. ~~RETREATED~~ RETREADED TYRES"

## **II. Justification**

1. The current reference tyres C3 SRTTs 19.5 and 22.5 have been complemented by the new reference tyres C3 SRTTs 19.5 and 22.5 siped introduced by the 04 series of amendments to UN Regulation No. 117 with pertinent transitional provisions. With respect to the transitional provisions given in UN Regulation No. 117 for the same item, two additional years are considered in order to allow the type approval of retreaded tyres by using the UN Regulation No. 117 certificate of new tyres having a tread pattern with the same major features.
2. Editorial revision is proposed to simplify the wording of the requirements for professional off-road tyres.
3. Additionally, the full text of the UN Regulation has been made subject of editorial corrections where needed.