



Economic and Social Council

Distr.: General
20 December 2024

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

195th session

Geneva, 4–7 March 2025

Item 4.6.3 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRBP

Proposal for Supplement 4 to the 00 series of amendments to UN Regulation No. 124 (Replacement Wheels for Passenger Cars)

Submitted by the Working Party on Noise and Tyres*

The text reproduced below was adopted by the Working Party on Noise and Tyres (GRBP) at its eightieth session (ECE/TRANS/WP.29/GRBP/78, para. 30). It is based on ECE/TRANS/WP.29/GRBP/2024/19. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2025 sessions.

* 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.



Annex 4,

Table, amend to read:

“

<i>Material</i>	<i>Tests</i>
Aluminium alloy	a, c, e
Magnesium alloy	a, c, e
Steel	a, b, d

“

Annex 6,

Paragraph 4, at the end (before the picture), add a new indent to read:

“A suitable technical test method to detect technical cracks shall be applied.”

Annex 8,

Paragraph 3, table, row “Acceptance criteria”, amend to read:

“

Acceptance criteria	<p>The test shall be considered satisfactory if there is not any visible fracture penetrating through the wheel surface and if there is not total loss of inflation pressure due to tyre depressurization through a leak in the wheel within one minute of completing the test. Fractures and indentations caused by the direct contact with the falling weight are acceptable.</p> <p>In the case of wheels with demountable rims or other components that can be dismantled, if threaded fastenings that are close to the spoke or ventilation holes fail the wheel is to be considered as having failed the test.</p>
---------------------	--

“

Paragraph 5, amend to read:

"5. Failure criteria

The wheel will not pass the test if one of the following criteria applies:

- (a) visible incipient crack in a zone of the wheel disc of wheel assembly;
- (b) the centre member separates from the rim;
- (c) total loss of inflation pressure within one minute due to deformation of the wheel or a leak in the wheel.

The wheel is not considered to have failed the test by deformation of the wheel assembly or by fractures in the area of a rim section struck by the face plate of the striker."
