



EC Regulation on type-approval requirements for the general safety of motor vehicles and tyres, COM(2008)316

Background document

Brussels, 22 June 2009

The adoption today by the Council of Ministers of the Regulation setting new type-approval requirements for the general safety of motor vehicles and tyres is a new step in recognising the importance of promoting tyre performances integrated approach by considering both safety and environmental performance requirements in the same legislative text.

While setting ambitious challenging targets, it provides the essential regulatory visibility for the next ten years and legal certainty to Industry in order to be able to plan the necessary investments and to develop product offerings with ever increasing safety performances for road users and vehicles while reducing further their environmental impact.

This Regulation will introduce from November 2012 tyre safety and environmental performance requirements at unprecedented levels.

- **Rolling resistance requirements**

The regulation requires reductions in tyre rolling resistance levels in two different stages to be introduced in November 2012 and in November 2016.

For the first time, by setting lower rolling resistance requirements also for truck tyres, the EU is anticipating CO₂ provisions beyond the current European automotive policy targets.

Maximum values	Stage 1		Stage 2	
Tyre category Summer	New tyre type-approval from November 2012	Implementation Entire market	New tyre type-approval from November 2016	Implementation Entire market
Passenger cars Class C1	12,0	Nov. 2014	10,5	Nov. 2018
Light truck or C Class C2	10,5	Nov. 2014	9,0	Nov. 2018
Truck & Bus Class C3	8,0	Nov. 2016	6,5	Nov. 2020

For snow tyres, the limits shall be increased by 1kg/tonne.

- **Tyre pressure monitoring systems (TPMS)**

Mandatory installation of accurate tyre pressure monitoring systems will apply from November 2012 to passenger cars.

- **Wet grip requirements**

The Regulation sets minimum levels for passenger car tyre wet grip performance, helping to secure minimum braking properties, in conformity with the provision already present into UN/ECE Regulation 117.01

- **New rolling noise limits**

The legislation requires further reductions in the rolling noise of tyres, as shown below:

Tyre class	Tyre width	Current limits dB(A)	New limits dB(A)	Implementation New tyre type-approval	Implementation Entire market
C1A	≤ 185	72/74	70	Nov 2012	Nov 2016
C1B	> 185 ≤ 215	75	71		
C1C	> 215 ≤ 245	76	71		
C1D	> 245 ≤ 275	76	72		
C1E	> 275	76	74		
C2	Normal	75	72		
	Traction	77	73		
C3	Normal	76	73		
	Traction	78	75		

For snow tyres, extra load tyres or reinforced tyres, or any combination of these classifications, the above limits shall be increased by 1dB(A).

C2 Traction snow shall be increased by 2dB(A).

For special use tyres, the limits shall be increased by 2dB(A).

The rolling noise limits on tyres will only have full effect on overall traffic noise emissions when Member States will take comparable necessary measures on the road through infrastructure development.

The Regulation whose adoption follows on from an agreement with the European Parliament at the first reading of the co-decision procedure, is directly applicable in all the Member States, creating a level playing field in the EU. The challenge will be for the 27 enforcement Authorities to ensure consistent and effective market surveillance.

For further information:

Mrs Fazilet Cinaralp, Secretary General, +32 2 218 49 40, f.cinaralp@etrma.org