

Introduction

A new **regulation proposal repealing the commonly called General Safety Regulation (EC-661/2009) was released in May 2018**, by the European Commission.

This Regulation establishes requirements:

1. for the **type-approval of vehicles, and systems, components and separate technical units** designed and constructed for vehicles, with regard to their general characteristics and safety, and to the protection of vehicle occupants and vulnerable road users;
2. for the type-approval of vehicles, in respect of **tyre pressure monitoring systems**, with regard to their safety, fuel efficiency and CO2 emissions; and
3. for **the type-approval of newly-manufactured tyres with regard to their safety and environmental performances**

Legislative process update:

- Political agreement was reached in trilogues, COREPER and EP plenary vote took place in March/April.
- EP Corrigendum procedure: i.e. agreement is closed, lawyer-linguist checks ongoing.
- Formal **adoption October**, publication and **entry into force end of November 2019**

TYRE RELATED SPECIFIC MEASURES AND TIMETABLE

EP adopted its 1st reading on 16/04/2019, with the following tyre-specific measures:

- 1) **TPMS** fitment mandatory expanded to all motor-vehicles as well as large trailers **from 05/2022 on new Light and Heavy Commercial Vehicles**; and from **05/2024 for all vehicles**
 - Technology neutral: indirect or direct TPMS, provided that the system is reliable.
 - Must work under normal road and driving conditions.
- 2) **Worn Tyre wet grip requirements** have been introduced through the Annex II –C10 as follows:
List of the requirements referred to in Article 4(5) and Article 5(3) as well as the dates referred to in Article 16

ANNEX II

List of the requirements referred to in Article 4(5) and Article 5(3) as well as the dates referred to in Article 14

Subject	Regulatory acts	Additional specific technical provisions	M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	S T U	Co m pon ent
Requirements concerning														
C10 Tyre safety and environmental performance	UN Regulation No 30 UN Regulation No 54 UN Regulation No 117	<i>A test procedure for worn tyres shall also be ensured; the dates in note C apply.</i>	X	X	X	X	X	X	X	X	X	X		A

Notes to the table

C: Date for refusal to grant EU type-approval:

[24 months after the date of application of this Regulation]

Date for the prohibition of the registration of vehicles, as well as the placing on the market and entry into service of components and separate technical units:

[48 months after the date of application of this Regulation]

⇒ **This means:**

-Entry into Force	Nov 2019
- Application Date	+30 months, ie May 2022
- worn tyre requirements Implementation (if all conditions are met)	May 2024

+ A statement by the European Commission, which will be published in the L-series of O.J. of EU together with the final legislative act; this statement reads as follows:

Statement by the Commission on worn tyres

The Commission is of the opinion that, in view of road safety, consumer protection, reduction of waste and the circular economy, it is important that tyres are not only tested in new, but also in worn condition. To this effect, the Commission will support the development of appropriate testing protocols in the context of the United Nations world forum for the harmonization of vehicle regulations. If this process is however not finalised by July 2023, the Commission intends to propose EU legislation that specifically covers testing of tyres in worn condition.

This statement has no legal value. It is rather a public declaration that in case UNECE will not deliver within July 2023, the Commission intends to propose EU legislation that specifically covers testing of tyres in worn condition.