

## Frequently Asked Questions<sup>1</sup> (Version 25/11/2014)

### Regulation (EC) No 1222/2009 of the European Parliament and of the Council with regard to the wet grip grading of tyres, the measurement of rolling resistance and the verification procedure

#### Q1: What is the aim of the tyre labelling Regulation?

A1: The aim of the Regulation is to increase the safety, the economic and environmental efficiency of road transport by promoting fuel-efficient and safe tyres with low noise levels. In general, the objective of the labelling scheme for tyres at EU level is to respond to the market failure arising from the lack of information on fuel efficiency and other essential parameters of all new tyres. It allows consumers to make an informed choice, gives incentives to tyre manufacturers to improve their products and raises awareness.

#### Q2: What are the proposed tyre labelling rules about?

A2: This Regulation establishes a framework for the provision of harmonised information on tyre parameters through labelling. The rules prescribe that information on certain characteristics of tyre performances will have to be communicated to consumers. This information relates to:

- The impact on vehicle fuel efficiency associated to the tyre's **rolling resistance**;
- The tyre's external **noise** level (expressed in decibels); not any tyre noise heard inside the vehicle;
- Where applicable, the impact on vehicle safety associated to the tyre's **wet grip**.

This information has to be provided for passenger car tyres (C1 tyres), light commercial vehicles tyres (vans - C2 tyres) and heavy vehicles tyres (trucks, buses - C3 tyres). For C1 and C2 tyres, the information should be included in a sticker attached to the tyre or, for batches or tyre, in a printed label.

#### Q3: Do all tyres fall under the scope of the Regulation?

A3: The rules apply only to passenger car tyres (C1 tyres), light commercial vehicle tyres (C2 tyres) and heavy vehicles tyres (C3 tyres).

The following categories are excluded from the scope: retreaded tyres, professional off-road tyres, racing tyres, studded tyres, temporary use spare tyres, tyres designed to be fitted on vehicles registered for the first time before 1 October 1990, tyres whose speed rating is less than 80 km/h, tyres whose nominal rim diameter does not exceed 254 mm or is 635 mm or more.

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<sup>1</sup> The opinions contained in this document are informal. The formal interpretation of the EU law is in the exclusive competence of, and can be provided only by, the European Court of Justice of the European Union.

**Q4: When will this information/labelling scheme apply?**

A4: The information/labelling scheme will be **mandatory** from **1 November 2012** for all tyres for passenger cars, light and heavy commercial vehicles produced from 1 July 2012.

The scheme can apply earlier on a **voluntary** basis when all requirements included in the tyre labelling legislation (Regulation (EC) No 1222/2009 + the two amending Commission Regulations No 228/2011 and No 1235/2011) are met.

However, **the labelling scheme shall not be applied before 30 May 2012**, taking into account the application date mentioned in Article 2 of the Regulation (EC) No 1235/2011. By this date, all the key elements in view of a proper implementation of the labelling scheme will have to be available including the publication in the *Official journal of the European Union* of the list of the reference laboratories for the purpose of the alignment procedure concerning the measurement of rolling resistance of tyres.

These provisions take into account the intention of the legislator to regulate and provide a level playing field for business actors irrespective of their size and location. They will allow any economic operator who is keen to sell tyres on the European market to have the possibility to adapt properly his tyres and the relevant documentation within a reasonable period.

The transitional provision indicated in Article 15 of the Regulation (EC) No 1222/2009 allows the evacuation of stocks of tyres produced before 1 July 2012 for which grading/labelling was not performed.

**Q5: Who should give the information to the consumer?**

A5: Three parties have obligations to ensure consumers are properly informed: the tyre suppliers (manufacturers or importers in Europe); the tyre distributors; the vehicle suppliers and distributors.

**Tyre suppliers**

- For passenger and light commercial vehicles tyres, the tyre suppliers have the choice of either putting a sticker on the tyre tread or a label accompanying each delivery of batch of tyres to the dealer and to the end-user.
- For passenger car, light commercial vehicles and truck/bus tyres, the information must be available in technical promotional literature (leaflets, brochures, etc), including the manufacturer website.

**Tyre distributors**

- Must ensure that tyres, at the point of sale, bear the sticker or have a label in their close proximity which is shown to the end-user before the sale.
- Must give the information on the fuel efficiency, wet grip (where applicable) and external noise during the purchase process if the tyres offered for sale are not visible to the end-user (for passenger and light commercial vehicles tyres).
- Must give the information on or with the bill (for passenger car, light commercial vehicles and truck/bus tyres).

## **Vehicle suppliers & distributors**

- Shall, when a choice is offered between different tyres, provide end-users with information on the fuel efficiency, wet grip (where applicable) and external noise of the tyre type(s) that are offered, before the sale of the vehicle (for passenger car, light commercial vehicles and truck/bus tyres).

**Q6: What are the tests procedures for fuel efficiency/rolling resistance, wet grip and noise?**

**A6: Fuel efficiency/rolling Resistance:**

The labelling class must be determined according to the scale specified in Annex I to the Regulation and measured in accordance with Annex 6 of UNECE Regulation No 117 and its subsequent amendments and aligned according to the procedure laid down in Commission Regulation (EU) No 1235/2011 amending Regulation (EC) No 1222/2009.

### **Wet grip:**

For C1 tyres, the test method is contained in the Commission Regulation (EU) No 228/2011 amending the Regulation (EC) No 1222/2009.

For C2 and C3 tyres, the test method is contained in the Commission Regulation (EU) No 1235/2011 amending the Regulation (EC) No 1222/2009 (with reference to ISO15222 standard).

### **Noise:**

Test to be performed in accordance with UNECE Regulation No 117 (same as EU Directive 92/23/EEC).

**Q7: How is the compliance with the tyre label regulation secured?**

A7: It is the responsibility of the Member States, usually through **national market surveillance authorities**, to assess the conformity of the declared grading values. The procedure for verification is further detailed by the Commission Regulation (EU) No 1235/2011 amending the Regulation (EC) No 1222/2009.

**Q8: Should the energy label follow physically each batch of one or more identical tyres, in reference to Article 4(1)(b)?**

A8: In all cases when Article 4(1)(b) is used, the energy label has to follow physically each batch of one or more identical tyres, facilitating the control of the products by the relevant authorities.

**Q9: In which circumstances should Article 5(2) on 'tyres offered for sale not visible to the end-user' apply?**

A9: If the end-user cannot see the labelled/stickered tyre before purchasing, Article 5(2) should apply. This could be the case for telephone and internet sales or when stock is not available at the point of sale.

**Q10: Should the energy label be provided by vehicle suppliers and distributors, in reference to Article 6?**

A10: There is no legal requirement for the label to be provided by vehicle suppliers and distributors where end users are offered a choice at the point of sale between different tyres to be fitted on a new vehicle which they are intending to acquire.