

# EU – Tyre Safety

Current status and possible ways forward



**European Commission**  
Enterprise and Industry



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# Legislative Background (1)

- Recent legislative achievements
  - General Safety Regulation “GSR” 661/2009
    - transition to UN Regulations for all types of tyres
    - introducing TPMS on passenger cars
  - Tyre Labelling 1222/2009 (DG Energy initiative)
    - for EU citizens to make an informed choice
      - fuel economy
      - rolling noise
      - wet grip safety

# Legislative Background (2)

- Future developments
  - TPMS phase 2
    - focus on CO<sub>2</sub> reduction?
    - focus on safety?
  - Address wet grip for C2/C3 truck tyres
    - minimum threshold currently not regulated
    - better rolling resistance may lead to less safety?
  - Global Technical Regulation on tyres
    - harmonised rules, equivalent level of safety

# Legislative Background (3)

- Market surveillance
  - Incorporation in type-approval
  - Establish/reinforce national surveillance
  - Protect consumers and environment
  - Ensure an adequate level of safety

# Observations and way forward (1)

- TPMS phase 1
  - mandatory through “GSR”
  - UN Regulation No 64 is used for EU law
    - currently contains TPMS phase 1 requirements
    - thresholds are not very tight (too loose)
    - some systems are highly interactive
      - still requires driver’s checking of tyre pressure
      - vehicle loads are not regarded automatically
      - some systems have to be RESET by the driver
      - some systems can be RESET inappropriately(!)
  - **TPMS phase 2 should address safety issues!**

# Observations and way forward (2)

- C2/C3 truck tyre labelling

- mandatory through 1222/2009 and its amending Regulation (EU) 1235/2011 of 29 November 2011
- UN Regulation Nos 54 and 117 are used for EU law concerning the tyre construction requirements
  - wet grip testing procedure just recently developed
    - not yet included in the legislation
    - no threshold has been proposed or assessed
- **Minimum wet grip should be included!**

## Observations and way forward (3)

- Global Technical Regulation on tyres
  - Harmonisation process is well under way under the UN 1998 Agreement in Geneva
  - The EU safety aspects are addressed appropriately
  - No conflicting issues are expected



# Observations and way forward (4)

- Market surveillance
  - Member States have to take measures against non-compliant products
  - Member States have to inform each other and the Commission on measures taken against non-compliant products
  - The good cooperation with the tyre industry also ensures tyre safety in the EU market and a level playing field for the tyre manufacturers

**For further information:**

**<http://ec.europa.eu/enterprise/sectors/automotive>**

Status of EU legislation, links to Directives, Regulations and other useful information.

**<http://www.unece.org/trans>**

Status of UNECE (GRRF) Regulations, proposals, working documents and working groups.



**DG Enterprise and Industry**

**Automotive Industry Unit**

**Thank you for your attention!**



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