



TEXTS ADOPTED

P8_TA(2019)0230

Labelling of tyres with respect to fuel efficiency and other essential parameters ***I

European Parliament legislative resolution of 26 March 2019 on the proposal for a regulation of the European Parliament and of the Council on the labelling of tyres with respect to fuel efficiency and other essential parameters and repealing Regulation (EC) No 1222/2009 (COM(2018)0296 – C8-0190/2018 – 2018/0148(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2018)0296),
 - having regard to Article 294(2) and Articles 114 and 194(2) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C8-0190/2018),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the opinion of the European Economic and Social Committee of 17 October 2018¹,
 - after consulting the Committee of the Regions,
 - having regard to Rule 59 of its Rules of Procedure,
 - having regard to the report of the Committee on Industry, Research and Energy and the opinion of the Committee on the Environment, Public Health and Food Safety (A8-0086/2019),
1. Adopts its position at first reading hereinafter set out;
 2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
 3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

¹ OJ C 62, 15.2.2019, p. 280.

Position of the European Parliament adopted at first reading on 26 March 2019 with a view to the adoption of Regulation (EU) .../... of the European Parliament and of the Council on the labelling of tyres with respect to fuel efficiency and other essential parameters and repealing Regulation (EC) No 1222/2009

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 114 and Article 194(2) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee (¹),

Having regard to the opinion of the Committee of the Regions²,

Acting in accordance with the ordinary legislative procedure,³

Whereas:

¹ OJ C 62, 15.2.2019, p. 280

² OJ C [...], [...], p. [...].

³ Position of the European Parliament of 26 March 2019.

- (1) The Union is committed to building an Energy Union with a forward looking climate policy. Fuel efficiency is a crucial element of the Union's 2030 Climate and Energy Policy Framework and is key to moderating energy demand.
- (2) The Commission has reviewed⁴ the effectiveness of Regulation (EC) No 1222/2009 of the European Parliament and of the Council⁵ and identified the need to update its provisions to improve its effectiveness.
- (3) It is appropriate to replace Regulation (EC) No 1222/2009 by a new Regulation which incorporates amendments made in 2011, ~~and~~ modifies and enhances some of its provisions to clarify and update their content, taking into account the technological progress for tyres over recent years. ***However, as supply and demand have changed little in terms of fuel efficiency, there is no need at this stage to change the grade scale for fuel efficiency. Furthermore, the reasons for that lack of development and the purchase factors, such as price, performance, etc., should be examined.*** [Am. 1]

⁴ COM(2017)0658.

⁵ Regulation (EC) No 1222/2009 of the European Parliament and of the Council of 25 November 2009 on the labelling of tyres with respect to fuel efficiency and other essential parameters (OJ L 342 of 22.12.2009, p. 46).

- (4) The transport sector accounts for a third of Union energy consumption. Road transport was responsible for about 22 % of the Union's total greenhouse gas emissions in 2015. Tyres, mainly because of their rolling resistance, account for 5 % to 10 % of vehicles' fuel consumption. A reduction of the rolling resistance of tyres would therefore contribute significantly to the fuel efficiency of road transport and thus to the reduction of emissions *and to the decarbonisation of the transport sector.* [Am. 2]
- (4a) *In order to meet the challenge of reducing the CO₂ emissions of road transport, it is appropriate for Member States, in cooperation with the Commission, to provide for incentives to innovate a new technological process for fuel-efficient and safe C1, C2 and C3 tyres.* [Am. 3]
- (5) Tyres are characterised by a number of ~~interrelated~~ parameters that are interrelated. Improving one parameter such as rolling resistance may have an adverse impact on others such as wet grip, while improving wet grip may have an adverse impact on external rolling noise. Tyre manufacturers should be encouraged to optimise all parameters beyond the standards already achieved. [Am. 4]

- (6) Fuel-efficient tyres can be cost-effective since fuel savings more than compensate for the increased purchase price of the tyres resulting from their higher production costs.
 - (7) Regulation (EC) No 661/2009 of the European Parliament and of the Council⁶ lays down minimum requirements for the rolling resistance of tyres. Technological developments make it possible to decrease energy losses due to tyre rolling resistance significantly beyond those minimum requirements. To reduce the environmental impact of road transport, it is therefore appropriate to update the provisions for tyre labelling to encourage end-users to purchase more fuel-efficient tyres by providing updated harmonised information on that parameter.
- (7a) Improving the labelling of tyres will enable consumers to obtain more relevant and comparable information on fuel efficiency, safety and noise and to take cost-effective and environment-friendly purchasing decisions when purchasing new tyres. [Am. 5]***

⁶ Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 200, 31.7.2009, p. 1).

- (8) Traffic noise is a significant nuisance and has a harmful effect on health. Regulation (EC) No 661/2009 lays down minimum requirements for the external rolling noise of tyres. Technological developments make it possible to reduce external rolling noise significantly beyond those minimum requirements. To reduce traffic noise, it is therefore appropriate to update the provisions for tyre labelling to encourage end-users to purchase tyres with lower external rolling noise by providing harmonised information on that parameter.
- (9) The provision of harmonised information on external rolling noise also facilitates the implementation of measures to limit traffic noise and contributes to increased awareness of the effect of tyres on traffic noise within the framework of Directive 2002/49/EC of the European Parliament and of the Council⁷.
- (10) Regulation (EC) No 661/2009 lays down minimum requirements for the wet grip performance of tyres. Technological developments make it possible to improve wet grip significantly beyond those requirements, and thus to reduce wet braking distances. To improve road safety, it is therefore appropriate to update the provisions for tyre labelling to encourage end-users to purchase tyres with high wet grip performance by providing harmonised information on that parameter.

⁷ Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise (OJ L 189, 18.7.2002, p. 12).

- (11) In order to ensure alignment with the international framework, Regulation (EC) No 661/2009 refers to UNECE Regulation 117⁸, which includes the relevant measurement methods for rolling resistance, noise, and wet and snow grip performance of tyres.
- (12) In order to *improve road safety in colder climates in the Union and* provide end-users with information on the performance of tyres specifically designed for snow and ice conditions, it is appropriate to require the inclusion on the label of information requirements on snow and ice tyres. *Snow and ice tyres have specific parameters that are not fully comparable to other types of tyres. In order to ensure that end-users are able to make considered and informed decisions, information on snow grip and ice grip and the QR code should be included in the label. The Commission should develop both a snow grip and ice grip scale of performances. Those scales should be based on the UNECE Regulation No 117 and on the ISO 19447 for snow and ice respectively. In any case, the three-peak-mountain with snowflake ('3PMSF') logo should be embossed on a tyre that satisfies the minimum snow index values set out in UNECE Regulation No 117. Similarly, a tyre that satisfies the minimum ice index value set out in ISO 19447 should show the ice tyre logo agreed under this standard.* [Am. 6]

⁸ OJ L307, 23.11.2011, p.3.

- (13) The abrasion of tyres during use is a significant source of microplastics, which are harmful to the environment, ~~and~~. The Commission's Communication "A European Strategy for Plastics in a Circular Economy"⁹ therefore mentions the need to address unintentional release of microplastics from tyres, inter alia through information measures such as labelling and minimum requirements for tyres. ~~However, a suitable testing method to measure tyre~~ ***Hence, applying labelling requirements with regard to the abrasion is not currently available*** ***rate of tyres would bring substantial benefits to human health and the environment.*** Therefore, the Commission should mandate the development of such a method, taking into full consideration all state-of-the-art internationally developed or proposed standards or regulations ***as well as the result of industrial research,*** with a view to establishing a suitable testing method as soon as possible. [Am. 7]
- (14) Re-treaded tyres are a substantial part of the market for heavy-duty vehicle tyres. Re-treading tyres extends their life and contributes to circular economy objectives such as waste reduction. Applying labelling requirements to such tyres would bring substantial energy savings. However, as suitable testing method to measure the performance of re-treaded tyres is not currently available, this Regulation should provide for their future inclusion.

⁹ COM(2018)0028.

- (15) The energy label pursuant to Regulation (EU) 2017/1369 of the European Parliament and of the Council¹⁰, which ranks the energy consumption of products on a scale from 'A' to 'G', is recognised by over 85 % of Union consumers ***as a clear and transparent information tool*** and has proven to be effective in promoting more efficient products. The tyre label should continue to use the same design to the extent possible, while recognising the specificities of the tyre parameters. [Am. 8]
- (16) The provision of comparable information on tyre parameters in the form of a standard label is likely to influence purchasing decisions by end-users in favour of safer, ***sustainable***, quieter and more fuel-efficient tyres. This, in turn, is likely to encourage tyre manufacturers to optimise those parameters, which would pave the way for more sustainable consumption and production. [Am. 9]
- (17) The need for greater information on tyre fuel efficiency and other parameters is relevant for all end-users, including purchasers of replacement tyres, purchasers of tyres fitted on new vehicles, and fleet managers and transport undertakings, who cannot easily compare the parameters of different tyre brands in the absence of a labelling and harmonised testing regime. It is therefore appropriate to require the labelling of tyres delivered with vehicles at all times.

¹⁰ Regulation (EU) 2017/1369 of the European Parliament and of the Council of 4 July 2017 setting a framework for energy labelling and repealing Directive 2010/30/EU (OJ L 198, 28.7.2017, p. 1).

- (18) Currently, labels are explicitly required for tyres for cars (C1 tyres) and vans (C2 tyres) but not for heavy duty vehicles (C3 tyres). C3 tyres consume more fuel and cover more kilometres per year than C1 and C2 tyres, and therefore the potential to reduce fuel consumption and emissions from heavy goods vehicles is significant.
- (19) Including C3 tyres fully in the scope of this Regulation is also in line with the Commission's proposal for a Regulation on the monitoring and reporting of CO₂ emissions from, and fuel consumption of, new heavy-duty vehicles¹¹ and of the Commission's proposal on CO₂ standards for heavy-duty vehicles¹².
- (20) Many end-users make tyre purchasing decisions without seeing the actual tyre and therefore do not see the label affixed to it. In all such situations, the end-user should be shown the label before finalising the purchasing decision. The display of a label on tyres at the point of sale, as well as in technical promotional material, should ensure that distributors as well as potential end-users receive harmonised information on the relevant tyre parameters at the time and place of the purchasing decision.

¹¹ COM(2017)0279.

¹² Reference to be added once the proposal is adopted

- (21) Some end-users choose tyres before arriving at the point of sale, or purchase them by mail order or on the internet. To ensure that those end-users can also make an informed choice on the basis of harmonised information on tyre fuel efficiency, wet grip performance, external rolling noise and other parameters, labels should be displayed in all technical promotional material, including where such material is made available on the internet.
- (22) Potential end-users should be provided with information explaining each component of the label and its relevance. This information should be provided in technical promotional material, for instance on suppliers' websites. ***Technical promotional material should not be understood to include advertisements via billboards, newspapers, magazines or radio or television broadcasts. [Am. 10]***
- (23) Fuel efficiency, wet grip, external noise and other parameters concerning tyres should be measured according to reliable, accurate and reproducible methods that take into account the generally recognised state-of-the-art measurements and calculation methods. As far as possible, such methods should reflect average consumer behaviour and be robust in order to deter intentional and unintentional circumvention. Tyre labels should reflect the comparative performance of tyres in actual use, within the constraints due to the need of reliable, accurate and reproducible laboratory testing, to enable end-users to compare different tyres and so as to limit testing costs for manufacturers.

- (24) Compliance with the provisions on tyre labelling by suppliers and distributors is essential in order to ensure a level playing field in the Union. Member States should therefore monitor such compliance through market surveillance and regular ex-post controls, in line with Regulation (EC) No 765/2008 of the European Parliament and of the Council¹³.
- (25) In order to facilitate the monitoring of compliance, provide a useful tool to end-users and allow alternative ways for dealers to receive product information sheets, tyres should be included in the product database established under Regulation (EU) 2017/1369. Regulation (EU) 2017/1369 should therefore be amended accordingly.
- (26) Without prejudice to Member States' market surveillance obligations and to suppliers' obligations to check product conformity, suppliers should make the required product compliance information available electronically in the product database.

¹³ Regulation (EC) No 765/2008 of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products and repealing Regulation (EEC) No 339/93 (OJ L218, 13.8.2008, p. 30).

- (27) In order for end-users to have confidence in the tyre label, other labels that mimic it should not be allowed. Additional labels, marks, symbols or inscriptions that are likely to mislead or confuse end-users with respect to the parameters covered by the tyre label should not be allowed for the same reason.
- (28) The penalties applicable to infringements of this Regulation and delegated acts adopted pursuant thereto should be effective, proportionate and dissuasive.
- (29) In order to promote energy efficiency, climate change mitigation and environmental protection, Member States should be able to create incentives for the use of energy efficient products. Member States are free to decide on the nature of such incentives. Such incentives should comply with Union State aid rules and should not constitute unjustifiable market barriers. This Regulation does not prejudice the outcome of any future state aid procedure that may be undertaken in accordance with Articles 107 and 108 of the Treaty on the Functioning of the European Union (TFEU) in respect of such incentives.

- (30) In order to amend the content and format of the label, to introduce requirements with respect to re-treaded tyres, **snow or ice tyres**, abrasion and mileage, and to adapt the Annexes to technical progress, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016¹⁴. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts should systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts. [Am. 12]
- (30a) *Data on mileage and abrasion of tyres, once a suitable testing method is available, will be a beneficial tool informing consumers about the durability, lifetime and the unintended release of microplastics of their purchased tyre. Mileage information would also enable consumers to make an informed choice with regard to tyres with a longer lifetime, which would help protect the environment, and at the same time allow them to estimate the operating costs of the tyres over a longer period. Therefore, mileage and abrasion performance data should be added to the label when a relevant, meaningful and reproducible testing method becomes available for the application of this Regulation. Research and development of new technologies in that field should continue.* [Am. 13]

¹⁴ OJ L 123, 12.5.2016, p. 1.

- (31) Tyres which were already placed on the market before the date of application of the requirements contained in this Regulation should not need to be re-labelled.
 - (32) In order to reinforce confidence in the label and to ensure its accuracy, the declaration that suppliers make on the label regarding the values for rolling resistance, wet grip, **snow grip** and noise should be subject to the type approval process under Regulation (EC) No 661/2009. [Am. 14]
- (32a)** *The size of the label should remain the same as that set out in Regulation (EC) No 1222/2009. Details on Snow Grip and Ice Grip and the QR code should be included in the label. [Am. 15]*
- (33) The Commission should carry out an evaluation of this Regulation. Pursuant to paragraph 22 of the Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European Commission on Better Law-Making of 13 April 2016, that evaluation should be based on the five criteria of efficiency, effectiveness, relevance, coherence and EU value added and should provide the basis for impact assessments of possible further measures.

- (34) Since the objectives of this Regulation, namely to increase the safety and economic and environmental efficiency of road transport by providing information to end-users to allow them to choose more fuel efficient, safer and less noisy tyres, cannot be sufficiently achieved by the Member States because it requires harmonised information for end users but can rather, by reason of a harmonised regulatory framework and a level playing field for manufacturers, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. A Regulation remains the appropriate legal instrument as it imposes clear and detailed rules which preclude divergent transposition by Member States and thus ensures a higher degree of harmonisation across the Union. A harmonised regulatory framework at Union rather than at Member State level reduces costs for suppliers, ensures a level playing field and ensures the free movement of goods across the internal market. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.
- (35) Regulation (EC) No 1222/2009 should therefore be repealed,

HAVE ADOPTED THIS REGULATION:

Article 1

Aim and subject matter

1. The aim of this Regulation is to ~~increase the safety, promote fuel-efficient, safe and sustainable tyres with low noise levels that could help to minimise the impact on the environment and~~ health protection, **while improving safety** and the economic and environmental efficiency of road transport by promoting fuel-efficient and safe tyres with low noise levels. [Am. 16]
2. This Regulation establishes a framework for the provision of harmonised information on tyre parameters through labelling, allowing end-users to make an informed choice when purchasing tyres.

Article 2

Scope

1. This Regulation applies to C1, C2 and C3 tyres ***that are placed on the market.*** [Am. 17]
2. This Regulation shall also apply to re-treaded tyres once a suitable testing method to measure the performance of such tyres is added to the Annexes by a delegated act pursuant to Article 12.
3. This Regulation does not apply to:
 - (a) off-road professional tyres;
 - (b) tyres designed to be fitted only to vehicles registered for the first time before 1 October 1990;
 - (c) T-type temporary-use spare tyres;
 - (d) tyres whose speed rating is less than 80 km/h;
 - (e) tyres whose nominal rim diameter does not exceed 254 mm or is 635 mm or more;
 - (f) tyres fitted with additional devices to improve traction properties, such as studded tyres;
 - (g) tyres designed only to be fitted on vehicles intended exclusively for racing.

Article 3

Definitions

For the purposes of this Regulation, the following definitions shall apply:

- (1) ‘C1, C2 and C3 tyres’ means the tyre classes defined in Article 8 of Regulation (EC) No 661/2009;
- (2) ‘re-treaded tyre’ means a used tyre reconditioned by replacing the worn tread with new material;
- (3) ‘T-type temporary-use spare tyre’ means a temporary-use spare tyre designed for use at inflation pressures higher than those established for standard and reinforced tyres;
- (4) ‘label’ means a graphic diagram, either in printed or electronic form, including in the form of a sticker, which includes symbols in order to inform end-users about the performance of a tyre or batch of tyres, in relation to the parameters set out in Annex I;
- (5) ‘point of sale’ means a location where tyres are displayed or stored and offered for sale to end-users, including car show rooms in relation to tyres offered for sale to end-users which are not fitted on the vehicles;

- (6) ‘technical promotional material’ means documentation, in printed or electronic form, produced by the supplier to supplement advertising material with at least the technical information in accordance with Annex V;
- (7) ‘product information sheet’ means a standard document containing the information as set out in Annex IV, in printed or electronic form;
- (8) ‘technical documentation’ means documentation sufficient to enable market surveillance authorities to assess the accuracy of the label and the product information sheet of a product, including the information as set out in Annex III;
- (9) ‘product database’ means the database established under Regulation (EU) 1369/2017 and which consists of a consumer-oriented public part, where information concerning individual product parameters is accessible by electronic means, an online portal for accessibility and a compliance part, with clearly specified accessibility and security requirements;

- (10) ‘distance selling’ means the offer for sale, hire or hire purchase by mail order, catalogue, internet, telemarketing or by any other method by which the potential end-user cannot be expected to see the product displayed;
- (11) ‘manufacturer’ means any natural or legal person who manufactures a product, or has a product designed or manufactured and places that product on the market under his name or trademark;
- (12) ‘importer’ means any natural or legal person established in the Union who places a product from a third country on the Union market;
- (13) ‘authorised representative’ means any natural or legal person established in the Union who has received a written mandate from a manufacturer to act on his behalf in relation to specified tasks;
- (14) ‘supplier’ means a manufacturer established in the Union, an authorised representative of a manufacturer who is not established in the Union, or an importer, who places a product on the Union market;

- (15) ‘distributor’ means any natural or legal person in the supply chain, other than the supplier, who makes a product available on the market;
- (16) ‘making available on the market’ means the supply of a product for distribution or use on the Union market in the course of a commercial activity, whether in return for payment or free of charge;
- (17) ‘placing on the market’ means the first making available of a product on the Union market;
- (18) ‘end-user’ means a consumer, a fleet manager or a road transport undertaking, that buys or is expected to buy a tyre;
- (19) ‘parameter’ means a tyre parameter as set out in Annex I, such as rolling resistance, wet grip, external rolling noise, snow; *or* ice, mileage or abrasion, that has a significant impact on the environment, road safety or health during use; **[Am. 18]**
- (20) ‘tyre type’ means a version of a tyre of which all units share the same technical characteristics relevant for the label and the product information sheet and the same model identifier.

Article 4
Responsibilities of tyre suppliers

1. Suppliers shall ensure that C1, C2 and C3 tyres that are placed on the market are accompanied *free of charge*: [Am. 19]
 - (a) for each individual tyre, with a label complying with Annex II in the form of a sticker, indicating the information and class for each of the parameters set out in Annex I, and with a product information sheet as set out in Annex IV; *or* [Am. 20]
 - (b) for each batch of one or more identical tyres, with a label complying with Annex II in printed format indicating the information and class for each of the parameters set out in Annex I, and with a product information sheet as set out in Annex IV.
2. In relation to tyres *advertised or* sold on the internet, suppliers shall *make the label available and* ensure *in purchasing situation* that the label is *visibly* displayed in proximity to the price and that the product information sheet can be accessed. *The label may be displayed using a nested image, after a mouse click, mouse roll-over, tactile screen expansion or using similar techniques.* [Am. 21]

3. Suppliers shall ensure that any visual advertisement for a specific type of tyre, including on the internet, shows the label. [Am. 22]
4. Suppliers shall ensure that any technical promotional material concerning a specific type of tyre, including on the internet, *displays the label and* meets the requirements of Annex V. [Am. 23]
5. Suppliers shall ensure that the values, the related classes, *the model identifier* and any additional performance information they declare on the label for the essential parameters set out in Annex I, *as well as the technical documentation parameters set out in Annex III* have been *provided* subject to the type approval process under Regulation (EC) № 661/2009 *Type Approval authorities before placing a tyre on the market. The Type Approval Authority shall acknowledge the receipt of and verify the documentation from the supplier.* [Am. 24]
6. Suppliers shall ensure the accuracy of the labels and product information sheets that they provide.

7. Suppliers shall make technical documentation in accordance with Annex III available to the authorities of Member States *or to any accredited third party* on request. [Am. 25]
8. Suppliers shall cooperate with market surveillance authorities and take immediate action to remedy any case of non-compliance with the requirements set out in this Regulation, which falls under their responsibility, at their own initiative or when required to do so by market surveillance authorities.
9. Suppliers shall not provide or display other labels, marks, symbols or inscriptions that do not comply with the requirements of this Regulation, if doing so would be likely to mislead or confuse end-users with respect to the essential parameters.
10. Suppliers shall not supply or display labels that mimic the label provided for under this Regulation.

Article 5

Responsibilities of tyre suppliers in relation to the product database

1. With effect from ~~1 January 2020~~ ***nine months after [please insert the date of entry into force of this Regulation]***, suppliers shall, before placing ~~a~~ tyre on the market ***a tyre produced after that date***, enter into the product database the information set out in Annex I of Regulation (EU) 2017/1369, ***with the exception of the measured technical parameters of the model.***
2. Where tyres are ~~placed on the market~~ ***produced*** between ~~[please insert the date of entry into force of this Regulation] and 31 December 2019~~ ***nine months minus one day after [please insert the date of entry into force of this Regulation]***, the supplier shall, by ~~30 June 2020~~ ***12 months after [please insert the date of entry into force of this Regulation]***, enter in the product database the information set out in Annex I of Regulation (EU) 2017/1369, ***in relation to those tyres with the exception of the measured technical parameters of the model.***
- 2a. ***Where tyres are placed on the market before [please insert the date of entry into force of this Regulation], the supplier may enter in the product database the information set out in Annex I of Regulation (EU) 2017/1369 in relation to those tyres.***

3. Until the information referred to in paragraphs 1 and 2 has been entered in the product database, the supplier shall make an electronic version of the technical documentation available for inspection within 10 days of a request received from market surveillance authorities.
4. A tyre for which changes are made that are relevant for the label or the product information sheet shall be considered to be a new tyre type. The supplier shall indicate in the database when it no longer places on the market units of a tyre type.
5. After the final unit of a type of tyre has been placed on the market, the supplier shall keep the information concerning that type of tyre in the compliance part of the product database for a period of five years. **[Am. 58]**

Article 6

Responsibilities of tyre distributors

1. Distributors shall ensure that:
 - (a) tyres, at the point of sale, bear the label in accordance with Annex II in the form of a sticker provided by suppliers in accordance with point (a) of Article 4(1) in a clearly visible position; **or [Am. 26]**
 - (b) before the sale of a tyre, belonging to a batch of one or more identical tyres, the label referred to in point (b) of Article 4(1) is ~~shown presented~~ to the end-user and is clearly displayed in the immediate proximity of the tyre at the point of sale; **[Am. 27]**
(ba) the label is affixed directly to the tyre and is legible in its entirety with nothing obstructing its visibility. [Am. 28]
2. ~~Distributors shall ensure that any visual advertisement for a specific type of tyre, including on the internet, shows the label. [Am. 29]~~
3. Distributors shall ensure that any technical promotional material concerning a specific type of tyre, including on the internet, **displays the label and** meets the requirements of Annex V. **[Am. 30]**

4. Distributors shall ensure that where tyres offered for sale are not visible to the end-user, they provide end-users with a copy of the label before the sale.
5. Distributors shall ensure that any paper-based distance selling must show the label and that the end-user can access the product information sheet through a free access website, or request a printed copy of that sheet.
6. Distributors using telemarketing-based distance selling shall specifically inform end-users of the classes of the essential parameters on the label, and that they can access the full label and the product information sheet through a free access website, or by requesting a printed copy.
7. In relation to tyres ***advertised or*** sold directly on the internet, distributors shall ***make the label available and*** ensure ***in purchasing situation*** that the label is displayed in proximity to the price and that the product information sheet can be accessed. ***The label may be displayed using a nested image, after a mouse click, mouse roll-over, tactile screen expansion or using similar techniques.*** [Am. 31]

Article 7

Responsibilities of vehicle suppliers and vehicle distributors

Where end-users intend to acquire a new vehicle, vehicle suppliers and distributors shall, before the sale, provide them with the label for the tyres offered with the vehicle, as well as the relevant technical promotional material.

Article 8

Testing and measurement methods

The information to be provided under Articles 4, 6 and 7 on the parameters indicated on the label shall be obtained ~~by applying~~ *in accordance with* the testing ~~and measurement~~ methods referred to in Annex I, and the laboratory alignment procedure referred to in Annex VI. [Am. 32]

Article 9

Verification procedure

Member States shall assess the conformity of the declared classes for each of the essential parameters indicated in Annex I in accordance with the procedure set out in Annex VII.

Article 10
Obligations of Member States

1. Member States shall not impede the placing on the market or putting into service, within their territories, of tyres which comply with this Regulation.
2. Member States shall not provide incentives with regard to tyres below class B with respect to either fuel efficiency or wet grip within the meaning of Annex I, Parts A and B respectively. Taxation and fiscal measures do not constitute incentives for the purposes of this Regulation.
- 2a. ***Member States shall ensure that the national market surveillance authorities establish a system of routine and ad-hoc inspections of points of sale for the purposes of ensuring compliance with this Regulation. [Am. 33]***
3. Member States shall lay down the rules on penalties and enforcement mechanisms applicable to infringements of this Regulation and the delegated acts adopted pursuant thereto, and shall take all measures necessary to ensure that they are implemented. The penalties provided for shall be effective, proportionate and dissuasive.
4. Member States shall, by 1 June 2020, notify the Commission of the rules referred to in paragraph 3 that have not previously been notified to the Commission, and shall notify the Commission, without delay, of any subsequent amendment affecting them.

Article 11

Union market surveillance and control of products entering the Union market

1. [Articles 16 to 29 of Regulation (EC) No 765/2008/Regulation on compliance and enforcement proposed under COM(2017)0795] shall apply to products covered by this Regulation and by the relevant delegated acts adopted pursuant thereto.
2. The Commission shall encourage and support cooperation and the exchange of information on market surveillance relating to the labelling of products between national authorities of the Member States that are responsible for market surveillance or in charge of the control of products entering the Union market, and between them and the Commission, in particular by involving more closely the 'Administrative Cooperation for Market Surveillance' Expert group on Tyre Labelling.
3. Member States' general market surveillance programmes established pursuant to [Article 13 of Regulation (EC) No 765/2008/Regulation on compliance and enforcement proposed under COM(2017)0795] shall include actions to ensure the effective enforcement of this Regulation ***and shall be strengthened.*** [Am. 34].

Article 11a

Re-treaded tyres

By ... [two years after the entry into force of this Regulation], the Commission shall adopt delegated acts in accordance with Article 13 in order to supplement this Regulation by introducing new information requirements to the Annexes for re-treaded tyres, provided that a suitable and feasible method is available. [Am. 35]

Article 12

Delegated acts

The Commission is empowered to adopt delegated acts in accordance with Article 13 in order to:

- (a) introduce changes to the content and format of the label;
- (aa) *introduce parameters and information requirements for snow and ice-grip tyres;* [Am. 37]
- (ab) *introduce a suitable testing method to measure tyre snow and ice-grip tyre performances;* [Am. 38]
- (b) ~~introduce parameters or information requirements to the Annexes in particular for mileage and abrasion, provided suitable testing methods are available;~~ [Am. 39]
- (c) adapt to technical progress the values, calculation methods and requirements of the Annexes.

~~Where appropriate,~~ When preparing delegated acts, the Commission shall test the design and content of the labels for ~~specific product groups~~ *tyres* with representative groups of Union customers to ensure their clear understanding of the labels. [Am. 40]

Article 13

Exercise of delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
2. The power to adopt delegated acts referred to in Article 12 shall be conferred on the Commission for a period of five years from [please insert the date of entry into force of this Regulation]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.
3. The delegation of power referred to in Article 12 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.
4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.

5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.
6. A delegated act adopted pursuant to Article 12 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Article 14

Evaluation and report

By 1 June ~~2026 2022~~, the Commission shall carry out an evaluation of this Regulation ~~and present complemented by an impact assessment and a consumer survey, and submit~~ a report to the European Parliament, the Council and the European Economic and Social Committee. *The report shall be accompanied, if appropriate, by a legislative proposal to amend this Regulation.*

[Am. 41]

That report shall assess how effectively this Regulation and the delegated acts adopted pursuant thereto have allowed end-users to choose higher performing tyres, taking into account its impacts on business, fuel consumption, safety, greenhouse gas emissions ~~and~~ market surveillance activities *and consumer awareness*. It shall also assess the costs and benefits of independent and mandatory third party verification of the information provided in the label, taking also into account the experience with the broader framework provided by Regulation (EC) No 661/2009. [Am. 42]

Article 15

Amendment to Regulation (EU) 2017/1369

In Article 12(2) of Regulation (EU) 2017/1369, point (a) is replaced by the following:

"(a) to support market surveillance authorities in carrying out their tasks under this Regulation and the relevant delegated acts, including enforcement thereof, and under Regulation (EU) [insert reference to the present regulation]".

Article 16

Repeal of Regulation (EC) No 2009/1222

Regulation (EC) No 2009/1222 is repealed.

References to the repealed Regulation shall be construed as references to this Regulation and read in accordance with the correlation table in Annex VIII.

Article 17

Entry into force

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 1 June 2020 ... *[12 months after the date of entry into force of this Regulation].* [Am. 43]

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at ...,

*For the European Parliament
The President*

*For the Council
The President*

ANNEX I

Testing, grading and measurement of tyre parameters

Part A: Fuel efficiency classes

The fuel efficiency class shall be determined and illustrated on the label on the basis of the rolling resistance coefficient (RRC) according to the ‘A’ to ‘G’ scale specified below and measured in accordance with Annex 6 to UNECE Regulation No 117 and its subsequent amendments and aligned according to the procedure laid down in Annex VI.

If a tyre type is approved for more than one tyre class (e.g. C1 and C2), the grading scale used to determine the fuel efficiency class of this tyre type shall be that which is applicable to the highest tyre class (e.g. C2, not C1). [Am. 44]

F class for C1, C2, C3 tyres shall no longer be placed on the market after the full implementation of the provision of type-approval requirements of Regulation (EC) No 661/2009 and shall be shown on the label in grey. [Am. 45]

C1 tyres		C2 tyres		C3 tyres	
RRC in kg/t	Energy efficiency	RRC in kg/t	Energy efficiency	RRC in kg/t	Energy efficiency
<i>RRC ≤ 5,4 6,5</i>	<i>A</i>	<i>RRC ≤ 4,4 5,5</i>	<i>A</i>	<i>RRC ≤ 3,1 4,0</i>	<i>A</i>
<i>5,5 6,6 ≤ RRC ≤ 6,5 7,7</i>	<i>B</i>	<i>4,5 5,6 ≤ RRC ≤ 5,5 6,7</i>	<i>B</i>	<i>3,2 4,1 ≤ RRC ≤ 4,0 5,0</i>	<i>B</i>
<i>6,6 7,8 ≤ RRC ≤ 7,7 9,0</i>	<i>C</i>	<i>5,6 6,8 ≤ RRC ≤ 6,7 8,0</i>	<i>C</i>	<i>4,1 5,1 ≤ RRC ≤ 5,0 6,0</i>	<i>C</i>
<i>7,8 ≤ RRC ≤ 9,0 Empty</i>	<i>D</i>	<i>6,8 ≤ RRC ≤ 8,0 Empty</i>	<i>D</i>	<i>5,1 6,1 ≤ RRC ≤ 6,0 7,0</i>	<i>D</i>
<i>9,1 ≤ RRC ≤ 10,5</i>	<i>E</i>	<i>8,1 ≤ RRC ≤ 9,2</i>	<i>E</i>	<i>6,1 7,1 ≤ RRC ≤ 7,0 8,0</i>	<i>E</i>
<i>10,6 ≤ RRC ≥ 10,6 ≤ 12,0</i>	<i>F</i>	<i>9,3 ≤ RRC ≥ 9,3 ≤ 10,5</i>	<i>F</i>	<i>RRC ≥ 7,1 8,1</i>	<i>F</i>

[Am. 46]

Part B: Wet grip classes

1. The wet grip class shall be determined and illustrated on the label on the basis of the wet grip index (G) according to the ‘A’ to ‘G’ scale specified in the table below, calculated in accordance with point 2 and measured in accordance with Annex 5 to UNECE Regulation 117. [Am. 47]
- 1a. *F class for C1, C2, C3 tyres shall no longer be placed on the market after the full implementation of the provision of type-approval requirements of Regulation (EC) No 661/2009 and shall be shown on the label in grey. [Am. 48]*

2. Calculation of wet grip index (G)

$$G = G(T) - 0,03$$

where:

$G(T)$ = wet grip index of the candidate tyre as measured in one test cycle

C1 tyres		C2 tyres		C3 tyres	
G	Wet grip class	G	Wet grip class	G	Wet grip class
1,68 1,55 ≤ G	A	1,53 1,40 ≤ G	A	1,38 1,25 ≤ G	A
1,55 1,40 ≤ G ≤ 1,67 1,54	B	1,40 1,25 ≤ G ≤ 1,52 1,39	B	1,25 1,10 ≤ G ≤ 1,37 1,24	B
1,40 1,25 ≤ G ≤ 1,54 1,39	C	1,25 1,10 ≤ G ≤ 1,39 1,24	C	1,10 0,95 ≤ G ≤ 1,24 1,09	C
1,25 ≤ G ≤ 1,39 Empty	D	1,10 ≤ G ≤ 1,24 Empty	D	0,95 0,80 ≤ G ≤ 1,09 0,94	D
1,10 ≤ G ≤ 1,24	E	0,95 ≤ G ≤ 1,09	E	0,80 0,65 ≤ G ≤ 0,94 0,79	E
G ≤ 1,09	F	G ≤ 0,94	F	0,65 ≤ G ≤ 0,79 0,64	F
Empty	G	Empty	G	G ≤ 0,64	G

[Am. 49]

Part C: External rolling noise classes and measured value [Am. 50]

The external rolling noise measured value (N) shall be declared in decibels and calculated in accordance with Annex 3 to UNECE Regulation No 117. [Am. 51]

The external rolling noise class shall be determined and illustrated on the label ~~on the basis of~~ *in accordance with* the limit values (LV) *Stage 2* set out in Part C of Annex II of *UNECE* Regulation (EC) No 661/2009 as follows *No 117*. [Am. 52]

N in dB

External rolling noise class



$N \leq LV - 6.3$



$LV - 6.3 < N \leq LV - 3$



$N > LV - 3$

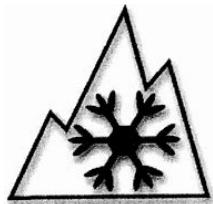
[Am. 53]

Part D: Snow grip

The snow performance shall be tested **labelled** in accordance with Annex 7 to UNECE Regulation No 117. [Am. 54]

A tyre which satisfies the minimum snow index values set out in UNECE Regulation No 117 shall be classified as a snow tyre and the following icon shall **may** be included on the label.

[Am. 55]



Part E: Ice grip:

The ice performance shall be tested **labelled** in accordance with ISO 19447. [Am. 56]

A tyre which satisfies the minimum ice index value set out in ISO 19447 **and type approved according to the snow performance in UNECE Regulation No 117** shall be classified as an ice tyre and the following icon shall **may** be included on the label. [Am. 57]

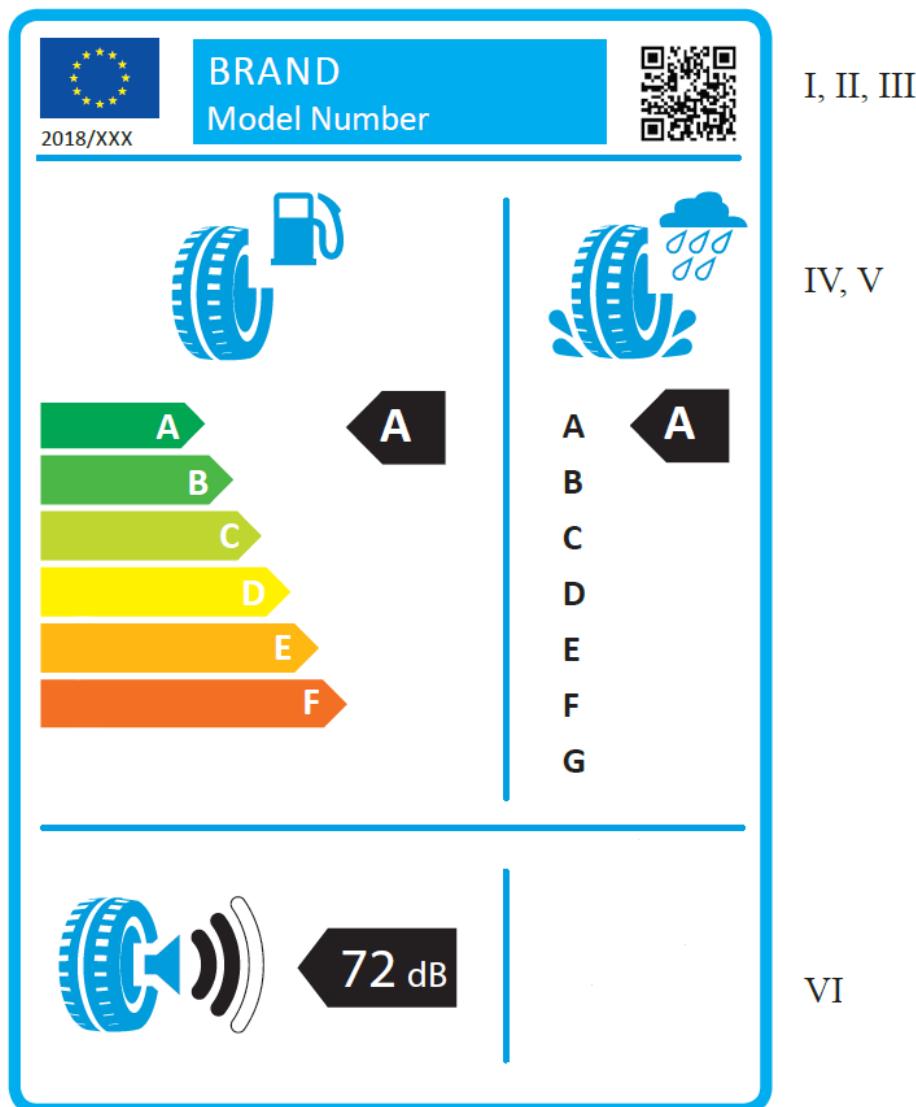


ANNEX II

Format of the label

1. Labels

- 1.1. The following information shall be included in the labels in accordance with the illustrations below.





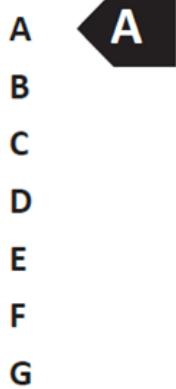
2018/XXX

BRAND
Model Number

I, II, III



A



IV, V



72 dB



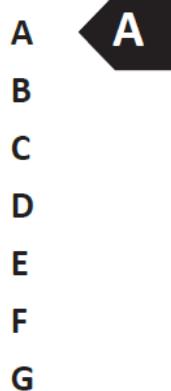
VI, VII



2018/XXX

BRAND
Model Number

I, II, III



IV, V



72 dB

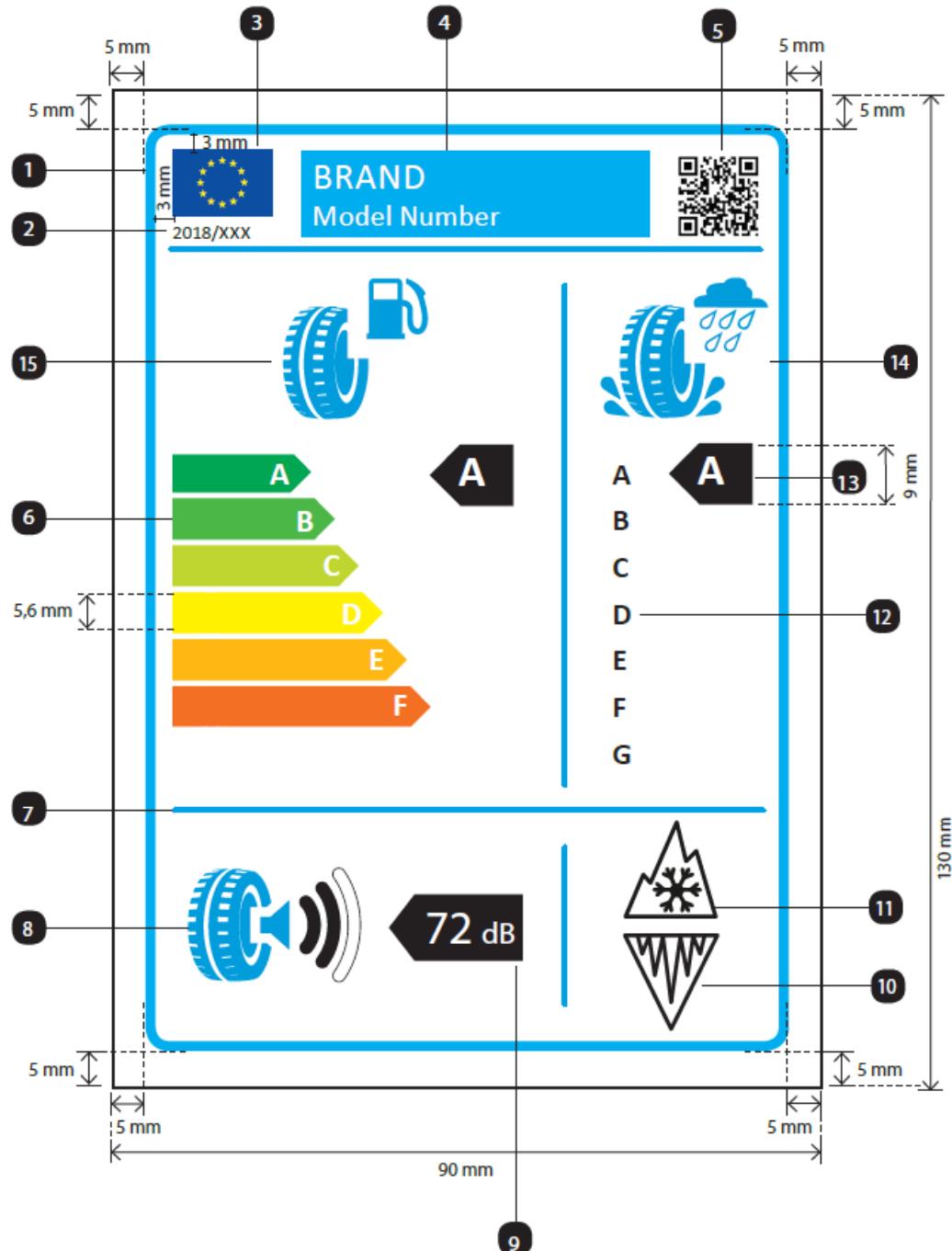


VI, VII, VIII

- I. Supplier's name or trademark;
- II. Supplier's model identifier, where 'model identifier' means the code, usually alphanumeric, which distinguishes a specific tyre type from other type with the same trade mark or supplier's name;
- III. QR code;
- IV. Fuel efficiency;
- V. Wet grip;
- VI. External rolling noise;
- VII. Snow grip;
- VIII. Ice grip.

2. Label design

2.1. The design of the label shall be as in the figure below:



- 2.2. The label shall be at least 90 mm wide and 130 mm high. Where the label is printed in a larger format, its content shall nevertheless remain proportionate to the specifications above.
- 2.3. The label shall conform to the following requirements:
 - (a) Colours are CMYK - cyan, magenta, yellow and black - and are given following this example: 00-70-X-00: 0 % cyan, 70 % magenta, 100 % yellow, 0 % black;
 - (b) The numbers listed below refer to the legends indicated in point 2.1.:
 - (1) Label border: stroke: 1,5 pts - colour: X-10-00-05;
 - (2) Calibri regular 8 pts;
 - (3) European flag: width: 15 mm, height: 10 mm;
 - (4) Banner: width: 51,5 mm, height: 13 mm;
Text "BRAND": Calibri regular 15 pts, 100 % white;
Text "Model Number": Calibri regular 13 pts, 100 % white;
 - (5) QR code: width: 13 mm, height: 13 mm;

(6) ‘A’ to ‘F’ scale:

Arrows: height: 5,6 mm, gap: 0,78 mm, black stroke: 0,5 pt - colours:

- A: X-00-X-00;
- B: 70-00-X-00;
- C: 30-00-X-00;
- D: 00-00-X-00;
- E: 00-30-X-00;
- F: 00-70-X-00.

(7) Line: width: 88 mm, height: 2 pts - Colour: X-00-00-00;

(8) Pictogram external rolling noise:

Pictogram as supplied: width: 25,5 mm, height: 17 mm - colour: X-10-00-05;

(9) Arrow:

Arrow: width: 20 mm, height: 10 mm, 100 % black;

Text: Helvetica Bold 20 pts, 100 % white;

Unit text: Helvetica Bold 13 pts, 100 % white;

(10) Pictogram ice:

Pictogram as supplied: width: 15 mm, height: 15 mm – stroke: 1,5 pts - colour: 100 % black;

(11) Pictogram snow:

Pictogram as supplied: width: 15 mm, height: 15 mm – stroke: 1,5 pts - colour: 100 % black;

(12) ‘A’ to ‘G’: Calibri regular 13 pts – 100 % black;

(13) Arrows:

Arrows: width: 11,4 mm, height: 9 mm, 100 % black;

Text: *Calibri Bold 17 pts, 100 % white*;

(14) Pictogram fuel efficiency:

Pictogram as supplied: width: 19,5 mm, height: 18,5 mm - colour: X-10-00-05;

(15) Pictogram wet grip:

Pictogram as supplied: width: 19 mm, height: 19 mm - colour: X-10-00-05.

(c) The background shall be white.

2.4. The tyre class shall be indicated on the label in the format prescribed in the illustration in point 2.1.

ANNEX III

Technical documentation

The technical documentation referred to in Article 4(7) shall include the following:

- (a) the name and address of the supplier;
- (b) identification and signature of the person empowered to bind the supplier;
- (c) trade name or trade mark of the supplier;
- (d) the tyre model,
- (e) the tyre dimension, load index and speed rating;
- (f) the references of the measurement methods applied.

ANNEX IV

Product information sheet

The information in the product information sheet of tyres shall be included in the product brochure or other literature provided with the product and shall include the following:

- (a) supplier's name or trade mark;
- (b) supplier's model identifier;
- (c) fuel efficiency class of the tyre in accordance with Annex I;
- (d) wet grip class of the tyre in accordance with Annex I;
- (e) external rolling noise class and decibels in accordance with Annex I;
- (f) whether the tyre is a snow tyre;
- (g) whether the tyre is an ice tyre.

ANNEX V

Information provided in technical promotional material

1. Information on tyres included in technical promotional material shall be provided in the order specified as follows:
 - (a) the fuel efficiency class (letter ‘A’ to ‘F’);
 - (b) the wet grip class (letter ‘A’ to ‘G’);
 - (c) the external rolling noise class and measured value (dB);
 - (d) whether the tyre is a snow tyre;
 - (e) whether the tyre is an ice tyre.
2. The information provided in point 1 shall meet the following requirements:
 - (a) be easy to read;
 - (b) be easy to understand;
 - (c) if different grading is available for a given tyre type depending on dimension or other parameters, the range between the least and best performing tyre is stated.

3. Suppliers shall also make the following available on their websites:
 - (a) a link to the relevant Commission webpage dedicated to this Regulation;
 - (b) an explanation of the pictograms printed on the label;
 - (c) a statement highlighting the fact that actual fuel savings and road safety depend heavily on the behaviour of drivers, and in particular the following:
 - eco-driving can significantly reduce fuel consumption;
 - tyre pressure needs to be regularly checked to optimise wet grip and fuel efficiency performance;
 - stopping distances must always be strictly respected.

ANNEX VI

Laboratory alignment procedure for the measurement of rolling resistance

1. Definitions

For the purposes of the laboratory alignment procedure, the following definitions shall apply:

1. ‘reference laboratory’ means a laboratory that is part of the network of laboratories the name of which have been published for the purpose of the alignment procedure in the Official Journal of the European Union, and is able to achieve the accuracy of test results determined in Section 3 with its reference machine;
2. ‘candidate laboratory’ means a laboratory participating in the alignment procedure that is not a reference laboratory;
3. ‘alignment tyre’ means a tyre that is tested for the purpose of performing the alignment procedure;
4. ‘alignment tyres set’ means a set of five or more alignment tyres for the alignment of one single machine;
5. ‘assigned value’ means a theoretical value of the Rolling Resistance Coefficient (RRC) of one alignment tyre as measured by a theoretical laboratory which is representative of the network of reference laboratories that is used for the alignment procedure;
6. ‘machine’ means every tyre testing spindle in one specific measurement method. For example, two spindles acting on the same drum shall not be considered as one machine.

2. General provisions

2.1. Principle

The measured (m) Rolling Resistance Coefficient in a reference laboratory (l), ($RRC_{m,l}$), shall be aligned to the assigned values of the network of reference laboratories.

The *measured (m) Rolling Resistance Coefficient obtained by a machine in a candidate laboratory (c)*, $RRC_{m,c}$, shall be aligned through one reference laboratory of the network of its choice.

2.2. Tyre selection requirements

A set of five or more alignment tyres shall be selected for the alignment procedure in compliance with the criteria below. One set shall be selected for C1 and C2 tyres together, and one set for C3 tyres.

- (a) The set of alignment tyres shall be selected so as to cover the range of different RRCs of C1 and C2 tyres together, or of C3 tyres. In any event, the difference between the highest RRC_m of the tyre set, and the lowest RRC_m of the tyre set shall be, before and after alignment, at least equal to:
 - (i) 3 kg/t for C1 and C2 tyres; and
 - (ii) 2 kg/t for C3 tyres.
- (b) The RRC_m in the candidate or reference laboratories ($RRC_{m,c}$ or $RRC_{m,l}$) based on declared RRC values of each alignment tyre of the set shall be distributed evenly.
- (c) Load index values shall adequately cover the range of the tyres to be tested, ensuring that the rolling resistance force values also cover the range of the tyres to be tested.

Each alignment tyre shall be checked prior to use and replaced when:

- (a) it shows a condition which makes it unusable for further tests; and/or
- (b) there are deviations of $RRC_{m,c}$ or $RRC_{m,l}$ greater than 1,5 per cent relative to earlier measurements after correction for any machine drift.

2.3. Measurement method

The reference laboratory shall measure each alignment tyre four times and retain the three last results for further analysis, in accordance with paragraph 4 of Annex 6 of UNECE Regulation No 117 and its subsequent amendments and applying the conditions set out in paragraph 3 of Annex 6 of UNECE Regulation No 117 and its subsequent amendments.

The candidate laboratory shall measure each alignment tyre ($n + 1$) times with n being specified in Section 5 and retain the n last results for further analysis, in accordance with paragraph 4 of Annex 6 of UNECE Regulation No 117 and its subsequent amendments and applying the conditions set out in paragraph 3 of Annex 6 of UNECE Regulation No 117 and its subsequent amendments.

Each time an alignment tyre is measured, the tyre/wheel assembly shall be removed from the machine and the entire test procedure specified in paragraph 4 of Annex 6 of UNECE Regulation No 117 and its subsequent amendments shall be followed again from the start.

The candidate or reference laboratory shall calculate:

- (a) the measured value of each alignment tyre for each measurement as specified in Annex 6, paragraphs 6.2 and 6.3, of UNECE Regulation No 117 and its subsequent amendments (i.e. corrected for a temperature of 25 °C and a drum diameter of 2 m);
- (b) the mean value of the three (in the case of reference laboratories) or n (in the case of candidate laboratories) last measured values of each alignment tyre; and
- (c) the standard deviation (σ_m) as follows:

$$\sigma_m = \sqrt{\frac{1}{p} \cdot \sum_{i=1}^p \sigma_{m,i}^2}$$
$$\sigma_{m,i} = \sqrt{\frac{1}{n-1} \cdot \sum_{j=2}^{n+1} \left(Cr_{i,j} - \frac{1}{n} \cdot \sum_{j=2}^{n+1} Cr_{i,j} \right)^2}$$

where:

i is the counter from 1 to p for the alignment tyres;

j is the counter from 2 to n+1 for the n last repetitions of each measurement of a given alignment tyre

n+1 is the number of repetitions of tyre measurements (n+1=4 for reference laboratories and n+1 ≥ 4 for candidate laboratories);

p is the number of alignment tyres (p ≥ 5).

- 2.4. Data formats to be used for the computations and results
- The measured RRC values corrected from drum diameter and temperature shall be rounded to 2 decimal places.
 - Then the computations shall be made with all digits: there shall be no further rounding except on the final alignment equations.
 - All standard deviation values shall be displayed to 3 decimal places.
 - All RRC values will be displayed to 2 decimal places.
 - All alignment coefficients (A_{1l} , B_{1l} , A_{2c} and B_{2c}) shall be rounded and displayed to 4 decimal places.

3. Requirements applicable to the reference laboratories and determination of the assigned values

The assigned values of each alignment tyre shall be determined by a network of reference laboratories. Every second year the network shall assess the stability and validity of the assigned values.

Each reference laboratory participating in the network shall comply with the specifications of Annex 6 of UNECE Regulation No 117 and its subsequent amendments and have a standard deviation (σ_m) as follows:

- (a) not greater than 0,05 kg/t for class C1 and C2 tyres; and
- (b) not greater than 0,05 kg/t for class C3 tyres.

The sets of alignment tyres, conforming to the specification of Section 2.2 shall be measured in accordance with Section 2.3 by each reference laboratory of the network.

The assigned value of each alignment tyre is the average of the measured values given by the reference laboratories of the network for this alignment tyre.

4. Procedure for the alignment of a reference laboratory to the assigned values

Each reference laboratory (*l*) shall align itself to each new set of assigned values and always after any significant machine change or any drift in machine control tyre monitoring data.

The alignment shall use a linear regression technique on all individual data. The regression coefficients, $A_{1,l}$ and $B_{1,l}$, shall be calculated as follows:

$$RRC = A_{1,l} * RRC_{m,l} + B_{1,l}$$

where:

RRC is the assigned value of the rolling resistance coefficient;

$RRC_{m,l}$ is the individual measured value of the rolling resistance coefficient by the reference laboratory “*l*” (including temperature and drum diameter corrections).

5. Requirements applicable to candidate laboratories

Candidate laboratories shall repeat the alignment procedure at least once every second year for every machine and always after any significant machine change or any drift in machine control tyre monitoring data.

A common set of five different tyres, conforming to the specification of Section 2.2 shall be measured in accordance with Section 2.3 firstly by the candidate laboratory and later on by one reference laboratory. More than five alignment tyres may be tested at the request of the candidate laboratory.

The alignment tyre set shall be provided by the candidate laboratory to the selected reference laboratory.

The candidate laboratory (c) shall comply with the specifications of Annex 6 of UNECE Regulation No 117 and its subsequent amendments and preferably have standard deviations (a_m) as follows:

- (a) not greater than 0,075 kg/t for C1 and C2 tyres; and
- (b) not greater than 0,06 kg/t for C3 tyres.

If the standard deviation (σ_m) of the candidate laboratory is higher than the above values with four measurements, the last three ones being used for the computations, then the number $n+1$ of measurement repetitions shall be increased as follows for the entire batch:

$$n+1 = 1 + (\sigma_m/\gamma)^2, \text{ rounded up to the nearest higher integer value}$$

where:

$$\gamma = 0,043 \text{ kg/t for Class C1 and C2 tyres}$$

$$\gamma = 0,035 \text{ kg/t for Class C3 tyres}$$

6. Procedure for the alignment of a candidate laboratory

One reference laboratory (i) of the network shall calculate the linear regression function on all individual data of the candidate laboratory (c). The regression coefficients, A2_c and B2_c, shall be calculated as follows:

$$RRC_{m,l} = A2_c \times RRC_{m,c} + B2_c$$

where:

$RRC_{m,l}$ is the individual measured value of the rolling resistance coefficient by the reference laboratory (i) (including temperature and drum diameter corrections)

$RRC_{m,c}$ is the individual measured value of the rolling resistance coefficient by the candidate laboratory (c) (including temperature and drum diameter corrections)

If the coefficient of determination R² is lower than 0,97, the candidate laboratory shall not be aligned.

The aligned RRC of tyres tested by the candidate laboratory is calculated as follows:

$$RRC = (A1_l \times A2_c) \times RRC_{m,c} + (A1_l \times B2_c + B1_l)$$

ANNEX VII

Verification procedure

The conformity with this Regulation of the declared fuel efficiency, wet grip and external rolling noise classes, as well as the declared values, and any additional performance information on the label, shall be assessed for each tyre type or each grouping of tyres as determined by the supplier, according to one of the following procedures:

- (a) a single tyre or tyre set is tested first:
 1. if the measured values meet the declared classes or external rolling noise declared value within the tolerance defined in Table 1, the test is successfully passed;
 2. if the measured values do not meet the declared classes or external rolling noise declared value within the range defined in Table 1, three more tyres or tyre sets are tested. The average measurement value stemming from the three tyres or tyre sets tested is used to assess conformity with the declared information within the range defined in Table 1;
- (b) where the labelled classes or values are derived from type approval test results obtained in accordance with Regulation (EC) No 661/2009, or UNECE Regulation No 117 and its subsequent amendments, Member States may make use of measurement data obtained from conformity of production tests on tyres.

Assessment of the measurement data obtained from the conformity of production tests shall take into account the allowances defined in Table 1.

Table 1

Measured parameter	Verification tolerances
Rolling resistance coefficient (fuel efficiency)	The aligned measured value shall not be greater than the upper limit (the highest RRC) of the
External rolling noise	The measured value shall not be greater than <u>the declared value of N by more than 1 dB(A).</u>
Wet grip	The measured value G(T) shall not be lower than the lower limit (the lowest value of G) of the
Snow grip	The measured value shall not be lower than the <u>minimum snow performance index.</u>
Ice grip	The measured value shall not be lower than the <u>minimum ice performance index.</u>

ANNEX VIII

Correlation table

Regulation (EC) No 1222/2009	This Regulation
Article 1(1)	Article 1(1)
Article 1(2)	Article 1(2)
Article 2(1)	Article 2(1)
Article 2(2)	Article 2(2)
Article 3(1)	Article 3(1)
Article 3(2)	Article 3(2)
-	Article 3(3)
Article 3(3)	Article 3(4)
Article 3(4)	Article 3(5)
-	Article 3(6)
Article 3(5)	Article 3(7)
-	Article 3(8)
-	Article 3(9)
Article 3(6)	Article 3(10)
Article 3(7)	Article 3(11)
Article 3(8)	Article 3(12)
Article 3(9)	Article 3(13)
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