

European Tyre Industry integrated approach towards reducing CO2 emissions and reducing tyre/road noise, without compromising safety performances

ETRMA, the European Tyre & Rubber Manufacturers' Association, is pleased to contribute with a tyre performances integrated approach to the European Commission's ambitious strategy to cut CO2 emissions from new cars.

Under the complementary measures, two key tyre-related proposals are listed:

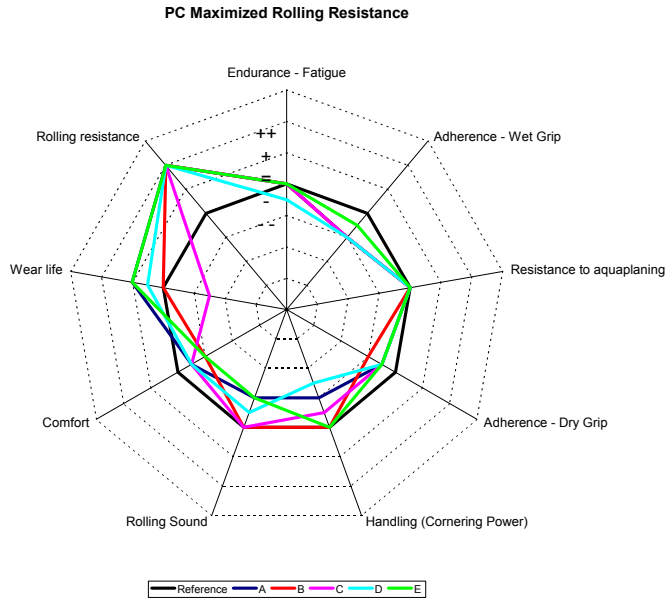
- Setting tyre rolling resistance limits and publicly available grading in the EU for tyres fitted on passenger cars and light commercial vehicles.
- Compulsory fitting of accurate tyre pressure monitoring systems.

Additionally, under the drafting of a new tyre regulatory framework, the tyre industry is under pressure to bring further down tyre/road noise limits for all categories of tyres put on the European market.

The **European Tyre Industry** has continuously pushed technological improvements towards products offering increased safety performances while reducing its possible environmental impacts.

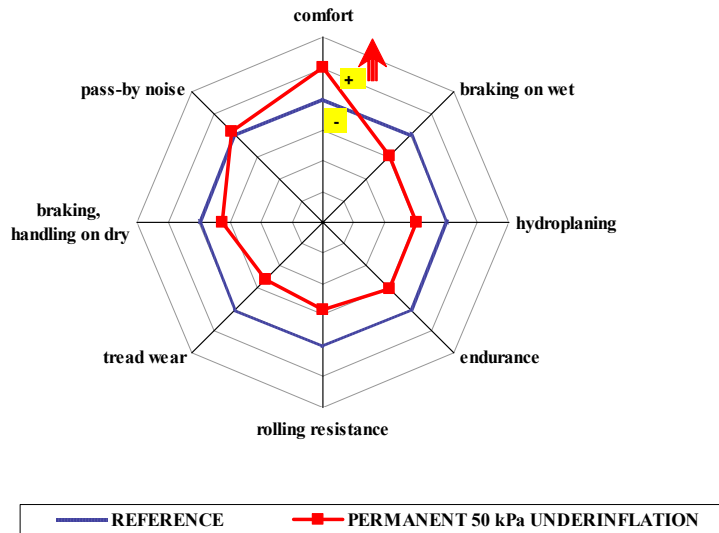
The rolling resistance of tyres is in itself a key factor in determining vehicle fuel consumption. Depending on the type of road and driving style, rolling resistance represents 20% of the total force on a light duty vehicle. It depends on tyre and rubber compounds designs and is also influenced by manufacturing process, tyre inflation pressure, load to carry, vehicle speed, remaining tread depth and, road surface

In addition, RR is one of the many conflicting performances required to be provided by the tyre at the same time, such as grip, safety/endurance, noise, road handling, braking...



Inflation pressure has an unquestionable influence on tyre rolling resistance. Since under-inflation increases rolling resistance, it has a direct effect on both vehicle fuel efficiency and emissions. And with a permanent 20 to 25% under-inflation, the tyre rolling resistance is increased by 10%, which in turn results in about 2% more fuel consumption.

Influence of a permanent 50 kPa under-inflation on PC tyre Performances



From several industry surveys carried out in the past couple of years, 65% of drivers run with under-inflated tyres and 25% run with under-inflated tyres by at least 25%! Moreover 7 drivers out of 10 recognise that they have never checked their tyre pressure! Their lack of care thus not only entails an increased safety risk but increases the overall vehicle fuel consumption.

Need for Tyre Performances Integrated Approach to achieve the ambitious goal

The Tyre Industry insists that it is only through integrating policies relating to tyre performances that measurable benefits will be drawn for the legislator, the consumers and the industry. In other words, legislation on any tyre performance characteristic, must always consider the effects of any new isolated regulatory prescriptions on the tyre's other performance characteristic.

In addition, it is essential that appropriate controls be implemented to establish fair global competition within the EU market.

ETRMA proposes to introduce an integrated regulatory framework covering key tyre criteria:

A. Set minimum wet grip and maximum rolling resistance limits for all new passenger car, light truck, and truck bus tyre lines

Introduce in parallel RR and Wet Grip grading systems

Introduce a reliable Rolling Resistance and Wet grip Grading System for tyres. This would help end-users to evaluate the different impact on vehicle fuel consumption between different tyres, in addition to an evaluation on the wet grip capability, thus enabling them to make a well-informed choice, and at the same time avoid the risk that only one performance parameter is pushed to the detriment of others, including safety. ETRMA is ready to assist the European Commission in this effort.

B. Tyre inflation pressure maintenance

1. Encourage the Commission to implement the compulsory fitment of accurate TPMS on all new vehicles to help drivers keep their tyre pressure as close as possible to the recommended values.
2. Recommend a wide education process to consumers on the importance of tyre pressure maintenance.
3. Promote the wider availability of tyre inflation stations.

C. Contribute to the reduction of rolling road noise.

The tyre industry proposes to set reduced limits for pass by noise for passenger car, light truck, and truck & bus tyre lines, but emphasises that the far greater road noise reduction can be achieved by changes in road surface

*Tyre Corporate members of ETRMA are: **Bridgestone Europe, Continental, Cooper Tires, Goodyear Dunlop Tires Europe, Marangoni, Michelin, Nokian Tyres, Pirelli Tyre, Trelleborg Wheel Systems and Vredestein.***

They manufacture ca 240 million units, which is more than 1/3 of the total world tyre volume. They employ 200.000 people in their 91 plants. 25% of the production is sold to the vehicle manufacturers, and 75% to the replacement market.

Tyre manufacturers are global players, who realised a turnover in 2006 of €27 b in Europe (i.e. 37% of worldwide ETRMA tyres member turnover).

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