

Which Criteria is judged due to the new EU Tyre Labelling?

Test Criteria*	Tyre Labelling	Tyre Tests
Dry Roadway		
Driving Stability	-	+
Handling	-	+
Braking	-	+
Wet Roadway		
Braking	+	+
Driving Stability	-	+
Handling	-	+
Aquaplaning	-	+
Cornering	-	+
Rolling Noise		
Internally	-	+
Externally	+	+
Fuel Efficiency	+	+
Tyre Wear	-	+
PAK in Tyres	-	+
High-speed Test	-	+

* Choice

The Consumer should be aware of the fact that these three criteria, although important, are not the only important features of a tyre.

Obligation at point of sale, including sales website

From 1st Nov. 2012, all tyres produced after 30 June 2012 must display the following information:

- All passenger or commercial van tyres, on display or visible by the consumer must either carry the sticker displaying the tyre label directly on their tread (as provided by the manufacturer) or must have a copy of the tyre label (as provided by the manufacturer) in their immediate proximity.
- Distributors must provide buyers with label on fuel efficiency and wet grip classes and noise values and class of products even if not on display, before the sale.
- The fuel efficiency and wet grip classes and noise class and values (but not the full image of the label) shall be included on the tyre technical promotional material like for example the price list, or websites.
- Fuel Efficiency class, Wet grip class, and noise declared value have to be provided to the end consumer either on or with the bill.

Scope

The Labelling obligation applies to passenger, light & heavy commercial vehicle tyres.

Class C1: Passenger car tyres

Class C2: Light commercial vehicle tyres

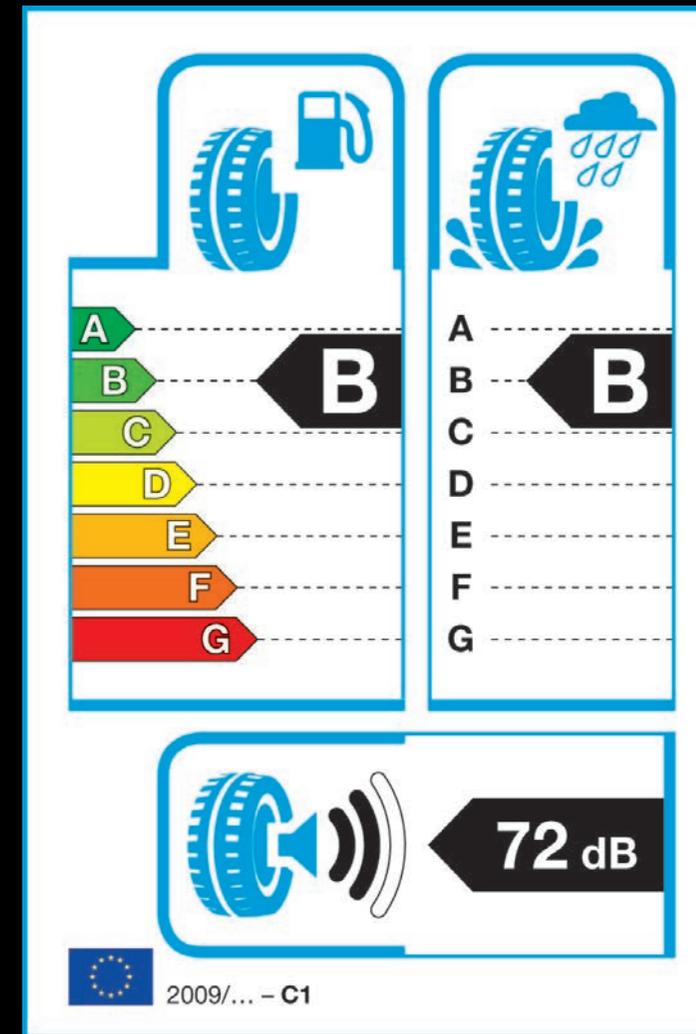
Class C3: Heavy commercial vehicle tyres

Excluded from the scope of the regulation are:

- Re-treaded tyres
- Off-road professional tyres
- Tyres designed to be fitted only to vehicles registered for the first time before 1 October 1990.
- T-type temporary-use spare tyres
- 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.
- Tyres fitted with additional devices to improve traction properties, such as studded tyres.
- Tyres designed only to be fitted on vehicles intended exclusively for racing.



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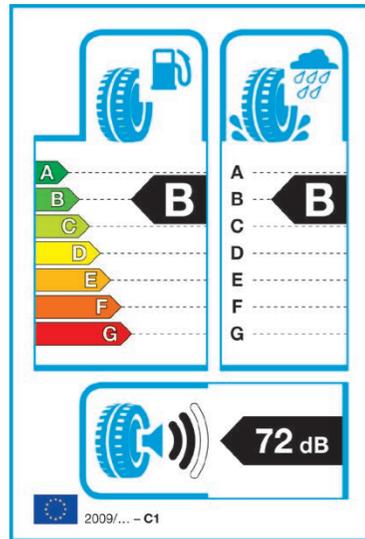


European Tyre Labelling Regulation
(EC/1222/2009)

From 1st Nov. 2012

Tyre Labelling Information

European Tyre Labelling Regulation



The tyre labelling regulation introduces labelling requirements with regard to the display of information on the fuel efficiency, wet grip and external rolling noise of tyres.

Its aim is to increase the safety and the environmental and economic efficiency of road transport by promoting fuel-efficient and safe tyres with low noise levels.

This regulation allows end-users to make more informed choices when purchasing tyres by considering this information along with other factors normally considered during the purchasing decision process.

Customers should be made aware that the actual fuel savings and road safety depend heavily on the behaviour of drivers, in particular the following: eco-driving can significantly reduce fuel consumption, the tyre pressure needs to be correct and regularly checked for optimum fuel efficiency and wet grip performance, stopping distances should always be strictly respected. Customers should be made aware that these 3 criteria, although important, are not the only performance parameters.



Fuel Efficiency Class

7 classes from G (least efficient) to A (most efficient)

Effect may vary among vehicles and driving conditions, but the difference between a G and an A class for a complete set of tyres could reduce fuel consumption by up to 7.5 %* and even more in case of trucks.



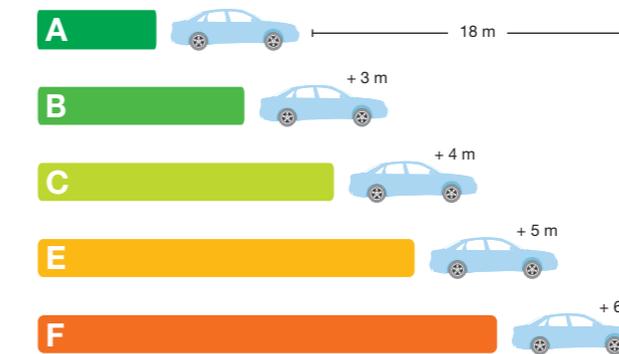
Additional litres on 100 km, based on an average consumption of 6,6l
Class D omitted



Wet Grip Class

7 classes from G (longest braking distances) to A (shortest braking distances)

Effect may vary among vehicles and driving conditions, but in the case of full braking, the difference between a G and an A class for a set of four identical tyres could be up to 30% shorter braking distance (e.g. for a typical passenger car driving at 80 km/h speed this could be up to 18m shorter braking distance)*.



Braking Distance (80->0 km/h)
Classes D and G omitted



External Rolling Noise Class

In addition to the noise value in Decibel dB(A) a pictogram displays whether the tyre external rolling noise performance is above the future European mandatory limit value (3 black bars = noisier tyre), between the future limit value and 3dB below (2 black bars = average tyre) or more than 3 dB below the future limit value (1 black bar = low noise tyre).

NB: The tyre external rolling noise is not entirely correlated to vehicle interior noise.

- 1 sound wave**
The best noise level performance. (3 dB below the future European limit*)
- 2 sound waves**
The average performance. (Already compliant with the future European limit*)
- 3 sound waves**
The weakest performance. (Compliant with the current European limit)