Commission Regulation (EU) No 1235/2011 of 29 November 2011 amending 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 (Text with EEA relevance)

COMMISSION REGULATION (EU) No 1235/2011

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amending 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

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to 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[(1)], and in particular Article 11(a) and (c) thereof,

Whereas:

(1) Regulation (EC) No 1222/2009 of the European Parliament and of the Council aims at establishing a framework for the provision of harmonised information on tyre parameters through labelling, allowing end-users to make an informed choice when purchasing tyres.

(2) The rolling resistance of tyres determines their fuel efficiency grading. Measurement of rolling resistance must be reproducible; tests on the same tyres in different laboratories must produce the same results in order to ensure a fair comparison between tyres from different suppliers. In addition, a good reproducibility of testing results prevents market surveillance authorities from obtaining different results from those of the suppliers when testing the same tyres.

(3) A procedure for the alignment of test laboratories with regard to the measurement of rolling resistance would improve the reproducibility of the testing results.

(4) Since a suitable harmonised testing method of grip on wet roads has been developed at ISO level, a wet grip grading of C2 and C3 tyres should now be introduced, in accordance with Article 11 (a) of Regulation (EC) No 1222/2009.

(5) The clarity of the conformity verification procedure set out in Annex IV of Regulation (EC) No 1222/2009 should be improved by introducing thresholds according to which the declared values used for the labelling requirements are considered to be in compliance with that Regulation.

(6) Regulation (EC) No 1222/2009 should therefore be amended accordingly.

Changes to legislation: *Commission Regulation (EU) No 1235/2011 is up to date with all changes known to be in force on or before 24 December 2020. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes*

(7) The measures provided for in this Regulation are in accordance with the opinion of the Committee established by Article 13 of Regulation (EC) No 1222/2009,

HAS ADOPTED THIS REGULATION:

Article 1

Amendment to Regulation (EC) No 1222/2009

Regulation (EC) No 1222/2009 is amended as follows:

(1) Annex I, part A: Fuel efficiency classes, the first sentence is replaced by the following:

> The fuel efficiency class must be determined 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 of UNECE Regulation No 117 and its subsequent amendments and aligned according to the procedure laid down in Annex IVa.;

(2) in Annex I, part B: Wet grip classes, the text and table are replaced by the following:

1. The wet grip class of C1 tyres must be determined 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 3 and measured in accordance with Annex V.

2. The wet grip class of C2 and C3 tyres must be determined 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 (3) and measured in accordance with ISO 15222:2011 whereby the following Standard Reference Test Tyres (SRTT) must be used:

   (i) for C2 tyres, the SRTT 225/75 R 16 C, ASTM F 2872-11;

   (ii) for C3 tyres having Nominal Section Width lower than 285 mm, the SRTT 245/70R19.5, ASTM F 2871-11;

   (iii) for C3 tyres having Nominal Section Width greater than or equal to 285 mm, the SRTT 315/70R22.5, ASTM F 2870-11.

3. 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**
$1{,}55 \leq G$	A	$1{,}40 \leq G$	A	$1{,}25 \leq G$	A
$1{,}40 \leq G \leq 1{,}54$	B	$1{,}25 \leq G \leq 1{,}39$	B	$1{,}10 \leq G \leq 1{,}24$	B
$1{,}25 \leq G \leq 1{,}39$	C	$1{,}10 \leq G \leq 1{,}24$	C	$0{,}95 \leq G \leq 1{,}09$	C

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Empty	D	Empty	D	$0,80 \leq G \leq 0,94$	D
$1,10 \leq G \leq 1,24$	E	$0,95 \leq G \leq 1,09$	E	$0,65 \leq G \leq 0,79$	E
$G \leq 1,09$	F	$G \leq 0,94$	F	$G \leq 0,64$	F
Empty	G	Empty	G	Empty	G

(3) Annex IV: Verification procedure, is replaced by the following:

ANNEX IV

Verification procedure

The conformity of the declared fuel efficiency and wet grip classes, as well as the declared external rolling noise class and declared value, must be assessed for each tyre type or each grouping of tyres as determined by the supplier, according to one of the following procedures:

(a) (i) a single tyre or tyre set is tested first. If the measured values meet the declared classes or external rolling noise declared value to within the tolerance defined in Table 1, the test is successfully passed; and

(ii) 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; or

(b) where the labelled classes or values are derived from type approval test results obtained in accordance with Directive 2001/43/EC, 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 must 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 declared class by more than 0,3 kg/1 000kg.
External rolling noise	The measured value shall not be greater than the declared value of *N* by more than 1 dB(A).

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Wet grip	The measured value shall not be lower than the lower limit (the lowest value of *G*) of the declared class.

(4) the text set out in the Annex to this Regulation is added as Annex IVa.

Article 2

Entry into force

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

This Regulation shall apply from 30 May 2012.

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

Done at Brussels, 29 November 2011.

For the Commission

The President

José Manuel BARROSO

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ANNEX

ANNEX IVa

Laboratory alignment procedure for the measurement of rolling resistance

1. DEFINITIONS

For the purpose of the laboratory alignment procedure, the following definitions apply:

(1) "Reference laboratory" means a laboratory that is part of the network of laboratories the references 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;

(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;

(5) "Assigned value" means a theoretical value 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.

2. GENERAL PROVISIONS

2.1. **Principle**

The measured Rolling Resistance Coefficient (RRC_m) in a reference laboratory (*l*) shall be aligned to the assigned values of the network of reference laboratories.

The RRC_m in a candidate laboratory (*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 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 (*c* or *l)* based on declared RRC values of each alignment tyre of the set shall be spaced out as follows and distributed uniformly:

  (i) 1,0 +/– 0,5 kg/t for C1 and C2 tyres; and