

# TYRE LABELLING

## Q&A FOR ARVAL FLEET DRIVERS

### Q What is the Tyre Labelling Regulation?

A The Tyre Labelling Regulation states that information on certain tyre performance criteria will have to be communicated to consumers. This information relates to:

- The impact on vehicle **fuel efficiency** associated to the tyre's rolling resistance
- The impact on vehicle safety associated with the tyre's **wet grip**
- The tyre's external **noise level** (given in decibels). The external tyre noise does not necessarily correlate with the tyre noise heard inside the vehicle.

This information has to be provided for passenger car, light truck (van) and truck tyres.

### Q What is the aim of the Tyre Labelling Regulation?

A The aim is to reduce CO<sub>2</sub> emissions and energy consumption to improve the economic and environmental efficiency of road transport without compromising safety.

### Q When did Tyre Labelling Regulation start?

A Since July 2012 for vans and trucks and November 2012 for passenger cars, the EU tyre labelling regulation has required tyre manufacturers and tyre distributors to display a consumer information label on all C1, C2 and C3 tyres.

### Q How will the labelling information be presented?

A The performance criteria is shown as:

#### Fuel Efficiency

7 classes from: A (best) to G (worst)

The difference in fuel consumption provided by an A class set of tyres and a G class set of tyres could be up to 7.5%.

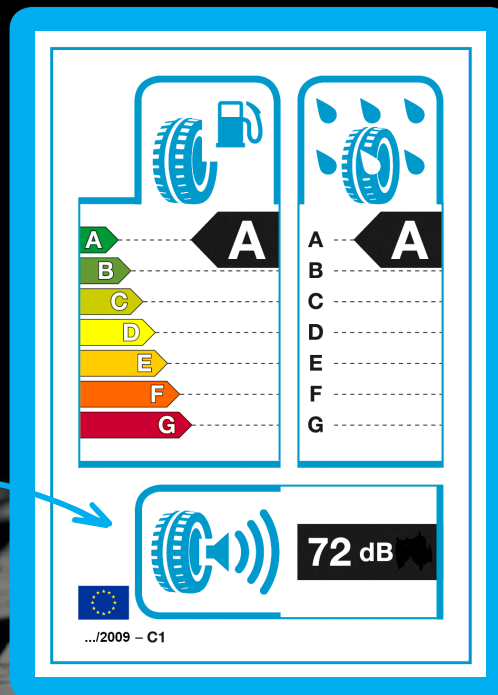
#### External tyre rolling noise

##### Noise Class

3 black waves: meets current noise limit  
 2 black waves: meets future tighter EU noise limit  
 1 black wave: at least 3 dB below future EU limit

##### Noise Level

The external tyre noise level in decibels (dB)



#### Wet Grip

7 classes from: A (best) to G (worst)

There is a 30% difference in wet braking between best and worst for a full set of tyres, meaning up to 18 metres difference in wet braking distance for an average car braking from 50 mph.

The label can be a sticker fixed on the tyre tread or a label in printed format accompanying each delivery of a batch of tyres. Labelling information will also be available on tyre manufacturer's technical documentation and on their websites.



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**Q Does tyre labelling cover all tyre performance areas?**

**A** No. It only takes three criteria into account - fuel efficiency, wet grip and external noise. Other important areas are not taken into account, such as:

- **Tyre wear** (this can have a major effect on fleet budgets)
- **Wet cornering** (the most serious accidents happen when cornering\*)
- **Dry braking** (70% of accidents happen on dry roads\*)

Michelin develop tyres to have an excellent overall balance of performance, covering not just the tyre labelling criteria, but all areas of tyre performance.

**Q Is Michelin focusing just on the tyre labelling performance?**

**A** No. Focusing on one or two performance areas is something that many tyre manufacturers do, however Michelin expertise means they develop their tyres in all key areas of performance.

**Q Do tyre distributors have to show the labelling information to fleet drivers?**

**A** If tyres are supplied in accordance with a pre-agreed contract (e.g. for a fleet sale), there is no requirement to provide labelling information to the fleet driver when the tyres are fitted.

**Q What is the role of ATS when selling tyres to consumers?**

- A** ATS must make sure:
- Tyres visible to consumers at the point of sale carry the sticker or have the label clearly displayed near the tyre, or before the sale the label is shown to the end user.
  - When the tyres are not visible in the point of sale, the labelling information is provided to the end user before the sale.
  - The labelling information is given on or with the invoice.

**Q How do ATS decide what tyres to fit to the vehicle?**

**A** In line with Arval policy, Michelin tyres will be fitted to all Arval vehicles. In the instance that Michelin can not be sourced then an alternative premium brand will be fitted instead. The grade of tyre that is fitted will depend on the model of vehicle and will be closely matched to the tyre that is removed.

**Q How is the wet grip tested?**

**A** According to the official test procedure, wet braking distance is measured on a test track between 80 km/h and 20 km/h.

**Q How is the fuel efficiency measured?**

**A** The fuel efficiency scale is based on a rolling resistance test carried out according to the official procedure on an indoor drum machine.

**Q How is the external tyre noise measured?**

**A** According to the official procedure, the external noise is measured by microphones on a specified track with the vehicle coasting by at 80 km/h.

**Q Why are there virtually no tyres with an A fuel efficiency rating?**

**A** The fuel efficiency scale was established to help the industry progress in the medium to long term. Hence, it is a very demanding scale.

**Q Why do some high performance tyres have lower fuel efficiency classes?**

**A** Sports tyre ranges place the emphasis on a different performance balance than more mainstream ranges (for example there is more emphasis on dry handling, steering response and high speed capability) therefore they generally have a lower fuel efficiency rating.

**Q What is the labelling performance of the tyres I get on my new vehicle?**

**A** Car dealers do not normally have to provide labelling performance on tyres fitted to a new vehicle. However, the information will be available for the marketed tyre from the tyre manufacturer and their websites, or from a tyre distributor.

\*data from Verkehrsunfallforschung (VUFO) and Technische Universität Dresden: 20 000 accidents analysed / 10 years.