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FACT SHEET

Truck Tire Labeling

From November 1, 2012 buyers of heavy truck tires produced after July 1, 2012 and sold in the EU must be provided with information on their rolling resistance, wet braking performance and external noise. This will be done by means of a label which is divided into three parts:

The left-hand top part of the label shows a tire next to a fuel pump. This is the section that shows fuel efficiency, which is determined through rolling resistance coefficient measurement. Beneath this are a series of colored bars marked from A to G and ranging in color from green to red. A being the most efficient and F the least (G will not be used for truck tires). The lower the rolling resistance of a tire the less energy it requires and therefore the less fuel the vehicle uses and, in turn, CO_2 emissions are reduced. Effects may vary according to vehicles and driving conditions, but the difference between a complete set of A and F grade tires could reduce a truck's fuel consumption by up to 15 %; this could mean a saving of up to 7,125 euros per year[1]

The right-hand column shows a tire beside a rain cloud. This is to illustrate wet grip, which relates to safety. Beneath this is a scale from A to G, with A the best wet grip and F the least (G will not be used for truck tires). The better the rating, the shorter the braking distance on wet roads. For example, the difference between A and F grade tires could relate to 30% shorter braking distance. This means up to 25 meters shorter braking distance for a 40 tonne five-axle articulated truck driving at 80 km/h.

At the bottom of the label is a symbol showing a tire and a loudspeaker with three waves emitting from it. The number of black waves indicates the level of noise emitted by the tire. Three black waves indicate that the tire meets the current legal limit[2]. Two black waves mean it is up to three decibels (dB(A)) quieter than the future limit and one wave means a further three decibels quieter. Low noise is an environmental benefit.

Labels will not be required to be stuck on heavy truck tires as they will on car and light truck tires. Instead the information must be shown in promotional material, including on the Internet, and must be included with all invoices when tires are sold. There are a few exceptions to the labeling requirement, which include racing, professional off road, retreaded and motorcycle tires.

[1] The calculation is based on the following assumption: Average fuel consumption of vehicle 32.3l/100km → 323l/1000km → 14.7% potential savings = 47.5l less fuel consumption per 1000 km → fuel price 1.50 EUR/litre = 71.25 EUR/1000km → 100,000 km mileage/year = 7,125 EUR savings/year.
[2] The three black waves are still allowed by the legislation but are above the future limit as defined in regulation 661/2009.

The tire manufacturers are responsible for the testing of the tires in the three areas. However, there is a system in place that allows national or local authorities to verify the accuracy of the label information based on a verification procedure laid down in the regulation. Member States will individually decide on penalties for non-compliance.

Testing methods for Label Grades

Rolling resistance is measured in a laboratory at 25^{O}C. The tire is mounted on a machine, which has a large rotating drum to replicate a tire rolling on the road. The tire and rotating drum are brought into contact with each other. The difference between the torques recorded for the tire and drum give the coefficient of rolling resistance, which is measured in kilograms per tonne. From this the A to F grading is calculated. Grade G is not used for truck tires.

Wet grip testing can be carried out using one of two methods, both undertaken on a test track. The first is the Vehicle Wet Braking Test. This measures the efficiency when braking from 60 km/h to 20 km/h on a wet road surface, which is specified in the regulation. The second method is the Skid Trailer Test, which measures the friction between the tire and wet road surface at 50 km/h. The resulting figure is called the Wet Grip Index (WGI) and relates to the performance in comparison to a prescribed reference tire. This too decides the grading of A to F. As with rolling resistance, G is not used for truck tires.

Noise testing is also undertaken on a test track and is based on an ISO drive-by noise test. Two microphones are placed at 7.5 meters from a center line at a height of 1.2 meters. The truck passes the microphones and the measurements give the sound level in decibels. Depending on the level, a grading of one, two or three waves is given.

About Goodyear

Goodyear is one of the world's largest tire companies. It employs approximately 73,000 people and manufactures its products in 54 facilities in 22 countries around the world. Its two Innovation Centers in Akron, Ohio and Colmar-Berg, Luxembourg strive to develop state-of-the-art products and services that set the technology and performance standard for the industry.

Goodyear Dunlop Europe's range of tires for commercial vehicles, buses and coaches includes more than 400 different tires covering in excess of 55 sizes. Many of the world's leading commercial vehicle manufacturers fit tires from Goodyear as standard, including DAF, Iveco, MAN, Mercedes-Benz, Renault Trucks, Scania and Volvo. Goodyear also supplies tires to all major trailer manufacturers. With Fleet First, which includes the TruckForce service network, ServiceLine 24h roadside assistance, Mobility, FleetOnlineSolutions Internet management system and Goodyear Retread Technologies, Goodyear provides the broadest range of dedicated services in the industry. For more information on Goodyear and its products, visit www.goodyear.com.