



European Commission

Informal Document No. WP.29-145-08
145th session, 24-27 June 2008,
agenda item 6.

Enterprise and Industry
Directorate General

An Introduction to the New Vehicle Safety Regulation

Automotive Industry Unit
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European Commission, Brussels

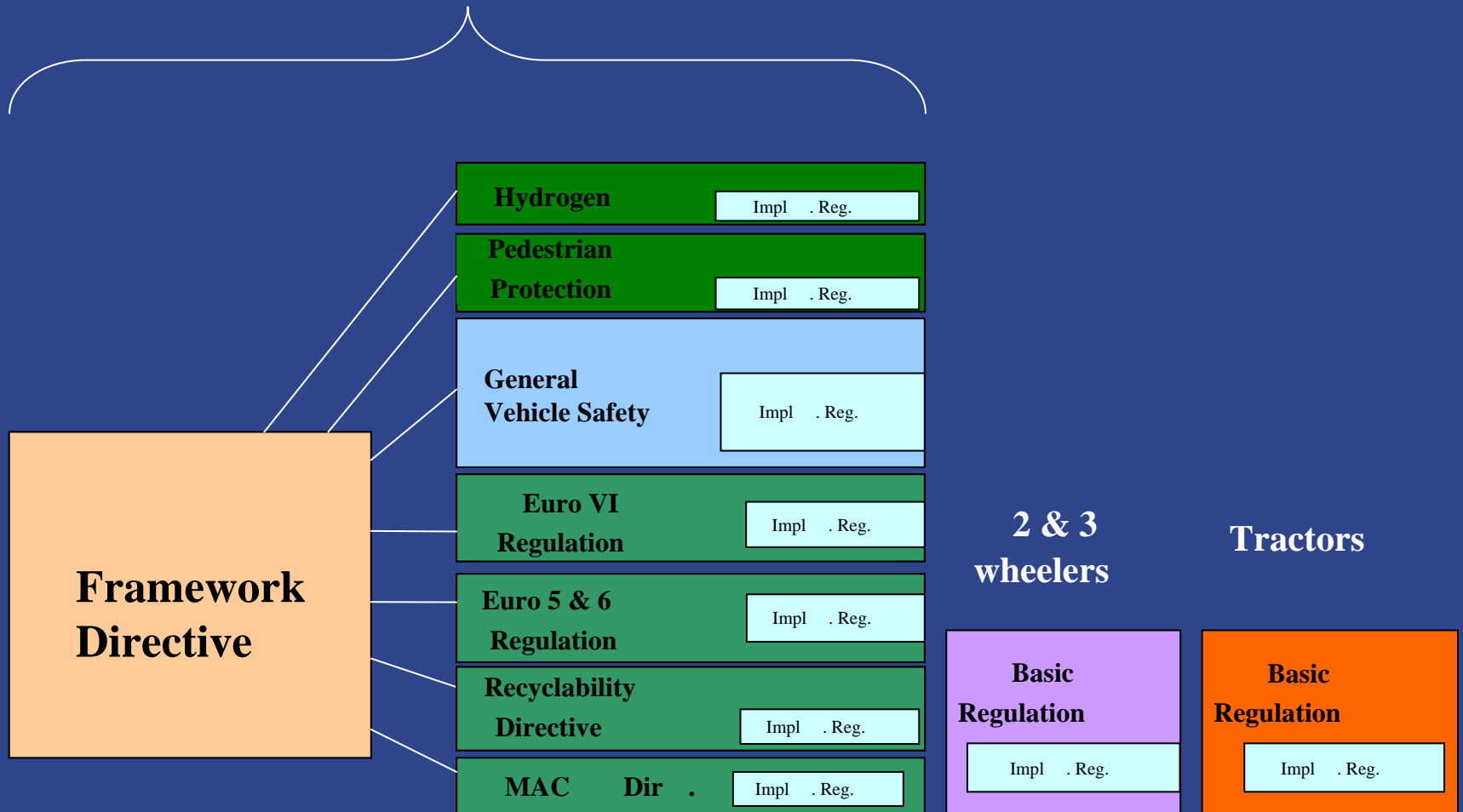


Current situation

- **Over 50 base Directives covering vehicle safety and environmental issues**
- **Plus over 100 amending Directives**
- **Some Directives over 35 years old**
- **Many duplicate UNECE Regulations**

Proposed Regulatory Structure

Motor Vehicles (4 wheels++++)





New Regulation on General Vehicle Safety

Proposal by the Commission in May 2008 will cover the following areas:

- Regulatory Simplification
- Advanced Vehicle Safety
- New Requirements on Tyres.



Regulatory Simplification

- In line with the recommendations of the *Cars 21* report
- Will involve the repeal of 50 base Directives and over 100 amending Directives
- To promote wider harmonisation, reference will be made to international regulations (UNECE) wherever possible.



Advanced Vehicle Safety

Regulation will include the following technologies:

- Electronic Stability Control (mandatory on all new vehicles)
- Advanced Emergency Braking and Lane Departure Warning (mandatory initially on heavy duty vehicles)

Electronic Stability Control



Electronic Stability Control

- **Technical Standards based on UNECE Regulation 13 or UNECE Regulation 13H (adopting the GTR requirements)**
- **Will apply to new vehicle types from 2012**
- **Will apply to all new cars from 2014 (later for some heavy vehicles)**

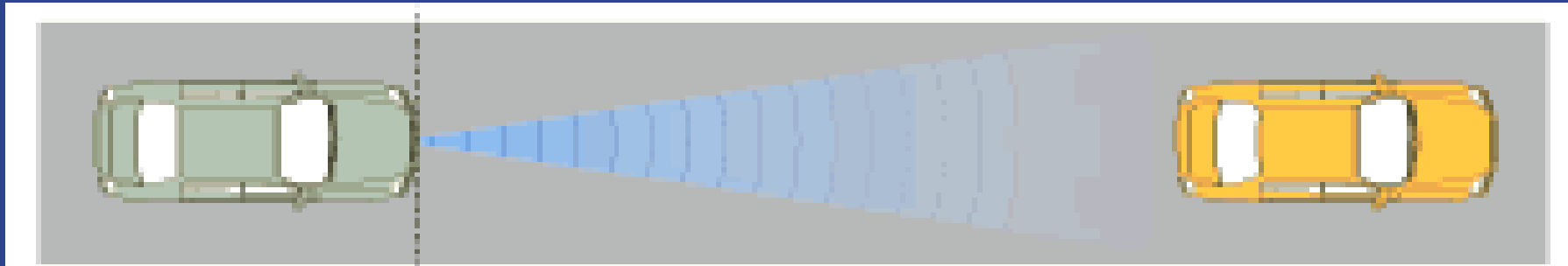


Heavy Vehicle Safety

- Advanced Emergency Braking and Lane Departure Warning mandatory for new types of heavy duty vehicles from 2013, existing types from 2015
- Optional on light duty vehicles
- Technical standards to be agreed through UNECE route.

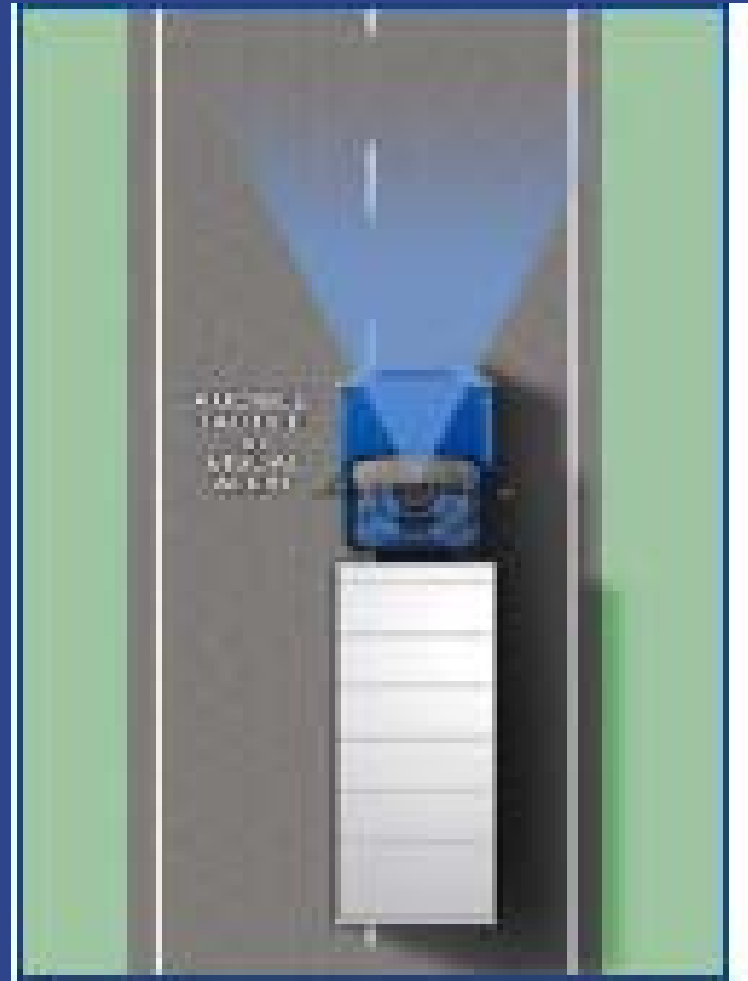
Advanced Emergency Braking System

- Radar or Laser systems detect if vehicle in front is too close
- Brakes may be applied automatically if necessary

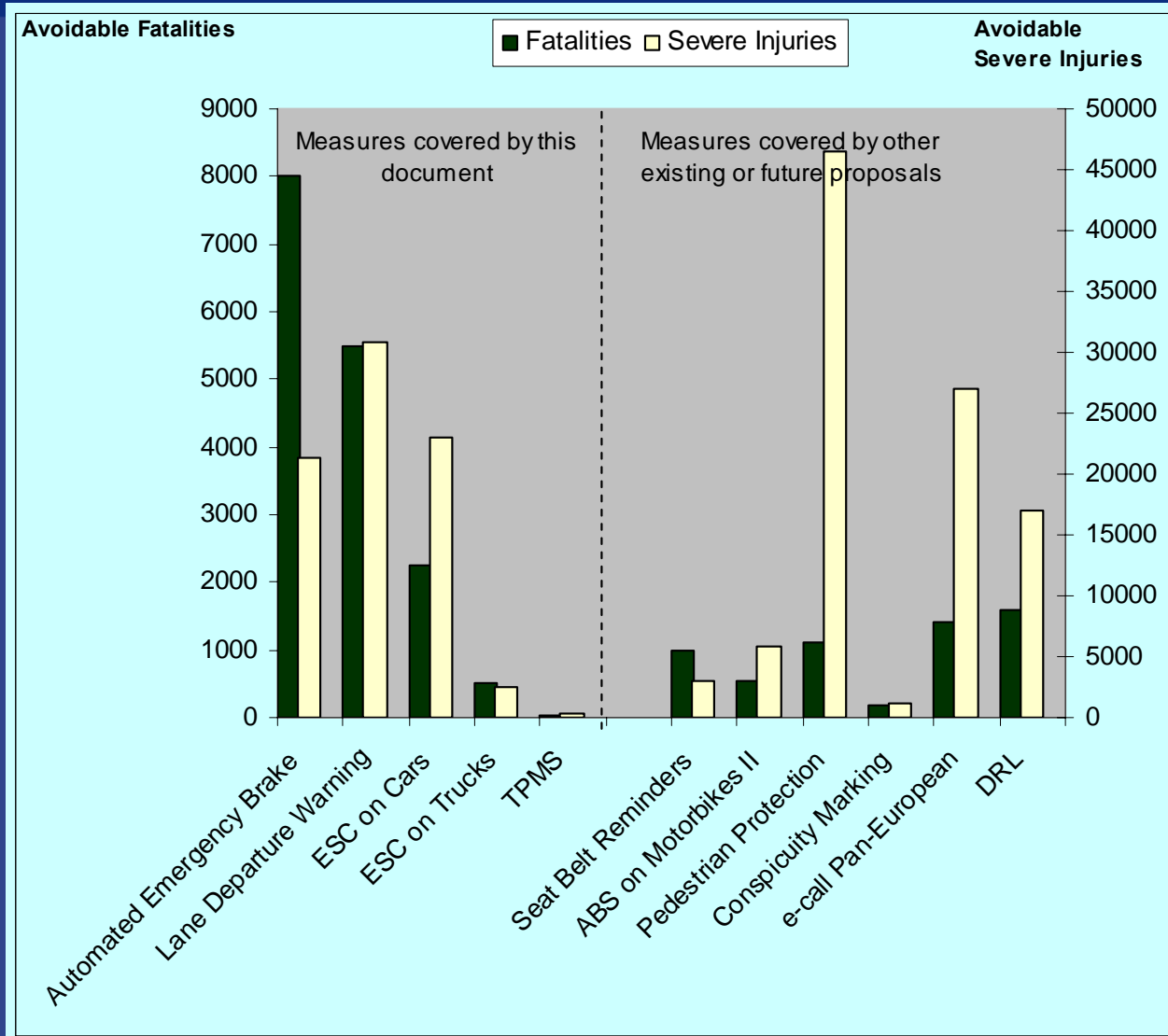


Lane Departure Warning

- **System warns when driver is crossing road markings**
- **Can also warn when there is a vehicle in the adjoining lane.**



Various Safety Features - Projected Savings for EU 27



New Requirements on Tyres

- Reduction in noise limits - by average of 3 db (A)
- New limits on rolling resistance (for reduction of CO₂)
- Type Pressure Monitoring Systems to be mandatory (for CO₂ reduction and safety)
- New wet grip requirements



Tyre noise proposals

- **Tyre noise standards originally introduced in 2001**
- **Proposed new requirements propose further reductions of up to 4 dB(A)**
- **Requirements will apply to new tyre types from 2012 and all new tyres from 2016**

Tyre noise proposals

Tyre class	Limit value db(A)		
	old	new	difference
C1A ($\leq 185\text{mm}$)	72	70	2
C1B (185-215mm)	73	71	2
C1C (215-245mm)	74	71	3
C1D (245-275mm)	75	72	3
C1E ($> 275\text{mm}$)	76	74	2
C2	75	72	3
C2 traction	77	73	4
C3	76	73	3
C3 traction	78	75	3



Tyre Rolling Resistance

- **New limits on rolling resistance introduced for the first time**
- **Limits to apply in two stages, from 2012 and 2016**
- **Technical test procedures to be included in UNECE Regulations**
- **CO2 reduction Contribution of around 3.9 g/km for typical car**

Tyre Rolling Resistance

Tyre category	Max. Rolling Resistance (Kg/Tonne)	
	Stage 1	Stage 2
C1	12	10.5
C2	10.5	9
C3	8	6.5

Tyre Pressure monitoring systems

- **TPMS alert the driver when the tyres are at a low pressure, affecting safety and fuel consumption**
- **TPMS will be required on new car types from 2012 and existing types from 2014.**
- **We intend to agree technical standards via the UNECE**
- **CO2 reduction contribution of around 3.2 g/km for a typical car**



Tyre wet grip requirements

- **Introduced to ensure that safety standards are maintained**
- **Based on the requirements in UNECE Regulation 117**
- **Will apply to new car tyre types from 2012 and existing types from 2014**
- **Will be extended to tyres for larger vehicles when standards have been finalised**



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THANK YOU
for your attention

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