

Transmitted by the expert from Germany

**A**

Proposal for a Commission Directive amending Council Directive **70/156/EEC** on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers

Amendments:

Text:

Proposal for a Council Directive amending.....

Justification:

In terms of their dimensions, individual variants and features, the tyre sizes already in the market today for OEM and replacement purposes are very versatile and vary most significantly in their performance features. The diversity and the particular characteristics of tyres for specific vehicles will tend to vary even more in future. A further point is that the tyre tolerances already allowed today in terms of diameter, width and contours allow deviations more than 20 mm (e.g. SUV) no longer fully reliable and secure in modern automotive engineering (driving safety). As a result, the prerequisites for tyres and tyre structures determined in various EC Directives are no longer sufficient in every respect for running a vehicle safely and in line with environmental requirements on tyres homologated for such purposes.

Since the tyres are an important design and construction element of the entire suspension, they are being included increasingly in the process of vehicle and suspension development. The tyres developed these days are tailored specifically to a definite range of vehicles all the way to individual, specific models. In part, the specification of tyres by OEMs has become so detailed that apart from the handful of basic data set forth in the pertinent rules and regulations, many driving safety and stability criteria of the tyres as well as the functions of control systems to be found increasingly often in modern cars have to be taken into account in the development of tyres for specific models in order to provide the overall driving characteristics and qualities expected by the manufacturer and drivers.

The subject of low roll resistance and low noise tyres is becoming an increasingly important criterion in the development of tyres. A further point is that significant environmental criteria have to be taken into account, being combined more and more

with the "conventional" characteristics of the tyres to provide a good compromise within the vehicle as a whole, thus creating a product compatible with the environment and the requirements of our modern world.

Car makers have always endeavoured to meet all these criteria and solve the problems involved, starting out initially with the usual, commercially available tyres. As this is becoming increasingly difficult, we need the option at least for a transitory period to specify definite tyre dimensions and/or features for a vehicle whenever justified for technical reasons - for example by way of *,restrictions'*, as already mentioned.

The objective in the long term must be to establish and apply new, up-to-date tyre standards with smaller tolerances.

Annex I and Annex III point 6.6.1 is amended to read as follows:

„Tyre/wheel combination(s) (for tyres indicate size designation, minimum load-capacity index, minimum speed category symbol and in case of need restrictions; for wheels indicate rim size(s) and off-set(s))

In Annex IX part I and part II in each case number 32.1 is inserted:

„Restrictions“

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## B

Proposal for a Commission Directive amending Council Directive **92/23/EEC** relating to tyres for motor vehicles and their trailers and to their fitting

Amendments:

Text:

Proposal for a Council Directive amending.....

Justification:

In terms of their dimensions, individual variants and features, the tyre sizes already in the market today for OEM and replacement purposes are very versatile and vary most significantly in their performance features. The diversity and the particular characteristics of tyres for specific vehicles will tend to vary even more in future. A further point is that the tyre tolerances already allowed today in terms of diameter, width and contours allow deviations more than 20 mm (e.g. SUV) no longer fully reliable and secure in modern automotive engineering (driving safety). As a result, the prerequisites for tyres and tyre structures determined in various EC Directives are no longer sufficient in every respect for running a vehicle safely and in line with environmental requirements on tyres homologated for such purposes.

Since the tyres are an important design and construction element of the entire suspension, they are being included increasingly in the process of vehicle and suspension development. The tyres developed these days are tailored specifically to a definite range of vehicles all the way to individual, specific models. In part, the specification of tyres by OEMs has become so detailed that apart from the handful of basic data set forth in the pertinent rules and regulations, many driving safety and stability criteria of the tyres as well as the functions of control systems to be found increasingly often in modern cars have to be taken into account in the development of tyres for specific models in order to provide the overall driving characteristics and qualities expected by the manufacturer and drivers.

The subject of low roll resistance and low noise tyres is becoming an increasingly important criterion in the development of tyres. A further point is that significant environmental criteria have to be taken into account, being combined more and more with the "conventional" characteristics of the tyres to provide a good compromise within the vehicle as a whole, thus creating a product compatible with the environment and the requirements of our modern world.

Car makers have always endeavoured to meet all these criteria and solve the problems involved, starting out initially with the usual, commercially available tyres. As this is becoming increasingly difficult, we need the option at least for a transitory period to

specify definite tyre dimensions and/or features for a vehicle whenever justified for technical reasons - for example by way of *,restrictions'* as already mentioned.

The objective in the long term must be to establish and apply new, up-to-date tyre standards with smaller tolerances.

In Annex IV a new point 3.7.5 is inserted:

"3.7.5 In justified cases and upon an application by the vehicle manufacturer, the licensing authority may impose restrictions on the tyres allowed. In particular, this involves environmental criteria and factors relating to driving safety."