

To: Tyre Committee

Tyre ageing/Tyre service life: mix of market and regulatory recommendations

As you know, this topic has again been brought forward to the attention of regulators and consumers in the various European and non-European countries. ETRMA is being asked frequently for its position, when several of its members have in fact already official statements in the regard.

There is no UN/ECE Regulation targeting a maximum 'age' of tyres to be put on the market. There is neither any technical evidence to provide a rationale for fixing a specific date for removing a tyre for passenger car/truck from service.

However, there are a mix of market and regulatory recommendations. A review of these provided hereafter:

EU	ETRTO	2005	Recommendation on conditions of storage and transportation
	Germany	ADAC (2008)	October 2008: the consumer should be informed if tyres are older than 3 years
		BRV, WdK	'Stored under proper conditions for several years' means that a tyre, which has been stored properly for a period up to 5 years is considered as new tyre and is thus not compromised regarding its suitability for use. Selling and mounting such tyres is thus not unobjectionable from a technical standpoint.
		BRV	Provided that the future conditions of use are sufficiently known, this does not entirely preclude mounting tyres that are older than 5 years when first used.
	UK	BTMA Recommended practice (2001)	Unused tyres should not be put into service if older than 6 years . All tyres should be replaced 10 years from the date of manufacture.
	Italy	Sept 08...	Assogomma under process of preparing set of recommendations Some legal actions underway;
Americas	USA	TREAD Act	As required, an assessment is being carried out. A working group is developing a test to verify tyre integrity after artificially aging a tyre on a controlled environment.
		RMA	No recommendation.
GCC	All countries	2008?	Tyres should not be older than 6 months to access the respective markets

• **Tyre companies' recommendations**

Bridgestone-Firestone	'Technical Bulletin' addressed to dealers late 2005	10 year-old tyres should not be used, regardless of tread wear
Continental	Tyre service life recommendations (website - 12 Nov 2008)	All tyres (including spare tyres) that were manufactured more than ten (10) years previous should be replaced with new tyres
Goodyear Dunlop	Tyre service life for pc and truck tyres, July 2006	No mention of an age limitation
Michelin	Recommendations about life expectancy (website)	As a precaution, if your tyres have not been replaced after 10 years of service life from the date of manufacture, it is recommended that you replace your tyres with new ones if the tyres have not already reached their legal limit of wear.
Pirelli	Tyre advices (website – 2 Oct 2006)	No mention of an age limitation

• **Vehicle manufacturers' recommendations**

Vehicle manufacturers may recommend a different chronological age at which a tyre should be replaced based on their understanding of the specific vehicle application. Tyre manufacturers recommends that any such instruction be followed. Example of these recommendations are:

Daimler Chrysler	Owner manual 2005	'Tyre and spare tyre should be replaced after 6 years , regardless of the remaining tread... Failure to follow this warning can result in sudden tyre failure. You could lose control and have an accident resulting in serious injury or death.'
Ford Motor Company	Owner manual 2006	'Tyres degrade over time, even when they are not being used. It is recommended that tyres generally be replaced after 6 years of normal service. Heat caused by hot climates and frequent high loading conditions can accelerate the aging process.'

How to move forward:

Considering this mix of scenarios and ultimately, the need for taking a position (whether pushed by the market or by the regulator), the following questions are put to the Tyre Committee for due consideration:

- Does the Tyre Committee recognise the need for a harmonised communication in this respect? First, harmonised within Europe? Second, maybe harmonised worldwide?
- If so, can the Tyre Committee support putting this topic within the work programme of Coordination Group –with some priority?

Thank you all for your consideration of the above and your views how we should pursue further this matter.

Best regards

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