

*Memorandum*

**To**  
Ministry of Infrastructure and Environment, the Netherlands  
Attn. Johan Sliggers

**From**  
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**Subject**  
Potential benefits of energy-efficient tyres and correct tyre pressure maintenance  
for the municipal fleet of Rotterdam

## Summary

In two previous studies performed by TNO and M+P, it has been shown that energy-efficient tyres can have a large effect on the fuel consumption of the Dutch and EU road traffic. In this study, the specific fuel savings potential is calculated for the municipal fleet of Rotterdam.

Apart from energy-efficient tyres (as indicated by the tyre label), the impact of correct tyre pressure maintenance on the municipal fleet of Rotterdam are studied. This memo documents the order-of-magnitude fuel savings potential of both measures.

The results show that both, energy-efficient tyres and tyre pressure have a large impact on fuel consumption. The use of energy-efficient tyres in the municipal fleet of Rotterdam could annually **save about 153 thousand litres of fuel and reduce CO<sub>2</sub> emissions by about 396 ton**. The latter is equivalent to a saving of about 3.9 % of the total annual CO<sub>2</sub> emissions of the municipal fleet of Rotterdam. Maintaining the required tyre pressure for vehicles in the municipal fleet of Rotterdam could annually **save about 45 thousand litres of fuel and reduce CO<sub>2</sub> emissions by about 116 ton**. The latter is equivalent to a saving of about 1.1 % of the total annual CO<sub>2</sub> emissions of the municipal fleet of Rotterdam. When combined the measures could annually **save about 199 thousand litres of fuel and reduce CO<sub>2</sub> emissions by roughly 514 ton**. The latter is equivalent to a saving of about 5.1 % of the total annual CO<sub>2</sub> emissions of the municipal fleet of Rotterdam.

The annual fuel cost savings from switching to energy-efficient A-label tyres would be **about 234 thousand Euros** and **about 69 thousand Euros** for the maintenance of the required tyre pressure. Combining the two measures results in annual fuel costs savings of **about 304 thousand Euros**.

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## 1. Introduction

In two previous studies performed by TNO and M+P it was determined that large cost savings and CO<sub>2</sub> reductions can be achieved in the Netherlands and in the EU by switching to energy-efficient tyres [TNOa, 2014], [TNOb, 2014]. Apart from the choice of the tyre, correct tyre pressure maintenance plays a significant role for optimized fuel consumption. The Dutch government has a clear vision for sustainable transport in 2020 and 2030 [BSV, 2015]. Energy-efficient tyres as well as correct tyre pressure maintenance can contribute to this vision and are considered low hanging fruit with little extra costs and large impact. Based on these insights, a number of governmental and municipal fleet owners have shown interest in the implementation of tyre-related measures.

### Aim and scope

This report is part of a study where the potential benefits of energy-efficient tyres and correct tyre pressure maintenance are quantified for three specific vehicle fleets:

- the fleet of Dutch Public Works and Watermanagement (RWS);
- the municipal fleet of Amsterdam;
- the municipal fleet of Rotterdam.

This report documents the potential benefit for the municipal fleet of Rotterdam only. The potential benefit of the municipality Amsterdam and RWS are documented and published separately.

Benefits are calculated for the following measures:

- Switching from average (D-label) tyres to energy-efficient A-label tyres;
- Correct tyre pressure maintenance.

Fuel savings are expressed in terms of reduced fuel consumption (in litres), fuel cost savings for the end-user (in Euros) and CO<sub>2</sub> reduction (in tons).

### Approach

The savings potential of energy-efficient A-labelled tyres is determined based on the average distribution of tyre labels in the Netherlands as determined in the previous Triple-A studies. The savings potential of correct tyre pressure maintenance is determined based on the average tyre pressure distribution of vehicles on Dutch and European roads.

### Structure

This report is structured in the following way: In chapter 2, an overview is given of the methodology that is used to determine the savings potential. All assumptions are also discussed in chapter 2. Results are displayed and discussed in chapter 3. Items for conclusion, discussion and recommendations are documented in the chapter 4. A short note is added for acknowledgement in chapter 5.

## 2. Methodology and assumptions

This chapter describes the methodology used for the calculation of the savings potential of energy-efficient A-label tyres and correct tyre pressure maintenance.

The fuel savings of energy-efficient tyres and correct tyre pressure maintenance are calculated separately and in combination. Apart from the knowledge of the impact of tyre choice and tyre pressure (as determined in the previous chapter), the following knowledge is required:

- fleet composition (annual mileage, average fuel consumption);
- distribution of tyre labels across the fleet;
- distribution of tyre pressure across the fleet;
- savings potential of energy-efficient A-label tyres;
- savings potential of correct tyre pressure maintenance;
- combined savings potential of energy-efficient A-label tyres and correct tyre pressure maintenance;
- fuel costs.

Below, the available information on the municipal fleet of Rotterdam is discussed. Where specific data is not available, explicit assumptions are made based on national default values.

### 2.1. Fleet composition

Information on the Rotterdam municipal fleet composition was obtained directly from Rotterdam Municipality. The Rotterdam Municipality database output, as received by TNO, contains the following entries for each individual vehicle:

- vehicle brand and model;
- vehicle type/usage description;
- dashboard read vehicle total mileage and vehicle age at time of reading;
- total fuel tanked, not always accurate (Rotterdam Municipality remark).

An overview of the Rotterdam vehicle fleet, aggregated into five general vehicle classes, is provided in Table 1.

Table 1: Rotterdam vehicle fleet (status May 2015) aggregated per general vehicle class: number of vehicles, (summed) annual mileage and average fuel consumption

Tyre class	Vehicle Category	Number of vehicles	Annual mileage	Average fuel consumption
		[#]	[km]	[l/100 km]
C1	Passenger car (petrol)	338	5,999,509	5.8
	Passenger car (diesel)	35	1,160,137	6.4
	Service delivery van (petrol)	15	144,013	6.3
	Service delivery van (diesel)	503	7,387,071	8.7
C3	Heavy-duty truck (diesel)	206	4,261,062	66.8

SUBTOTAL	1097	18,951,792
EXCLUDED	114	1,144,370
TOTAL	1211	20,096,162

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In total, the municipal fleet of Rotterdam fleet consists of 1211 vehicles. The largest share of vehicles are passenger cars and delivery vans (891). A smaller share of the vehicle fleet consists of medium to heavy-duty trucks (206). A total of 114 vehicles is excluded from further calculations because data was either not available or not applicable. This was the case for 58 electrical vehicles, mostly passenger cars, and 56 other vehicles. The aggregation into the indicated five general vehicle classes was done mainly on the basis of the brand and model information and for several tens of vehicles by also using the vehicle type/usage descriptions.

The annually driven kilometers per individual vehicle were estimated from the total kilometers driven and the vehicle age. From these the annual vehicle kilometers per general vehicle class were calculated by summation per class.

A first estimate of the fuel consumption per individual vehicle was calculated from the total fuel tanked and the total kilometers driven. This estimate was then checked against the type approval value for the vehicle, when available from the RDW database. When the estimate was lower than the type approval value or higher than one and a half times the type approval value, it was replaced by the type approval value increased with certain amount of l/100km to obtain a more realistic value. This amount was taken as 2 l/100km for passenger cars and delivery vans equally. When no type approval values were available for a vehicle, i.e. for all trucks and older (>30 months) vans, the estimate was used as such or the value was excluded from computations. For 84 vehicles, i.e. 56 trucks and 28 excluded vehicles (as unclassifiable), with a very high estimated fuel consumption (>100 l/100km), the fuel consumption value was limited to 100 l/100km.

Since the reduction potential of energy efficient tyres and correct type pressure also depends on the way a vehicle is used, two different road types are distinguished, i.e. urban and highway. For the vehicle fleet of the municipality of Rotterdam no data was available on the actual shares per road type. Since these vehicles are mainly used within the city, it is assumed for all vehicle categories that 90% of the kilometres are driven in urban areas and 10% on highways.

## **2.2. Distribution of tyre labels across the fleet**

The distribution of tyre labels was assumed to be the same as in [TNOa, 2014].

## **2.3. Distribution of tyre pressure across the fleet**

The distribution of tyre pressure in the Rotterdam municipal fleet was assumed to be the same as for the Dutch fleet, unless specific knowledge was to deviate from this assumption. The tyre pressure distribution across Dutch passenger cars is reported in [GRRF, 2008] and shown in Figure 1 as a function of the difference between recorded pressure and recommended pressure. Based on this data, approximately 30% of the cars on the road drive with an under-inflation of up to 10%.

The distribution of tyre pressure for trucks was assumed to be the same as reported in [TPMS, 2013].

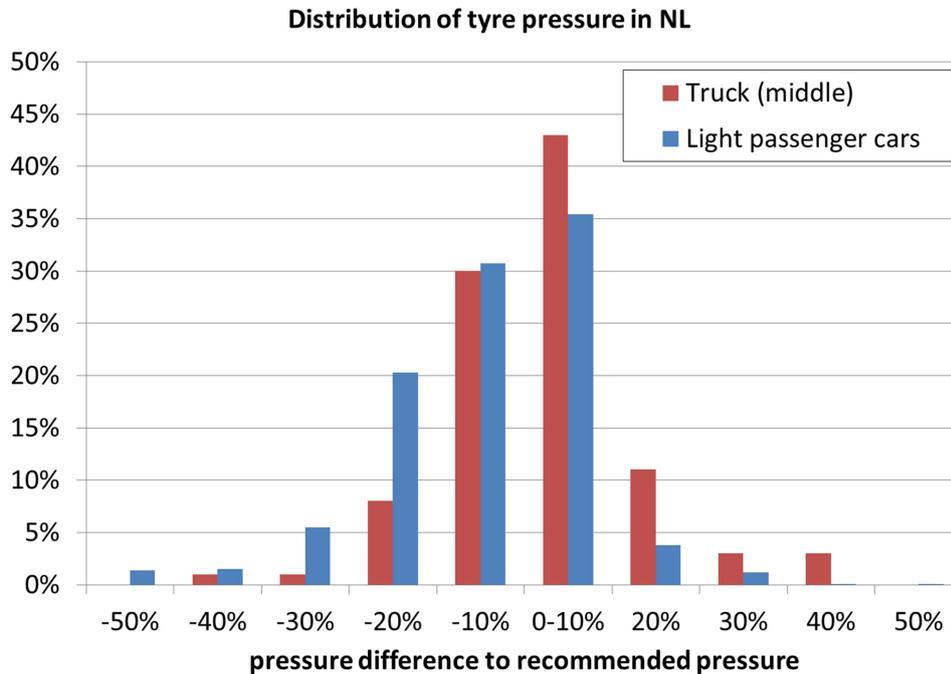


Figure 1: Distribution of tyre pressure in NL (C1 and C3 tyres) [GRRF, 2008][TPMS, 2013]

#### 2.4. Saving potentials of energy efficient A-label tyres

The fuel savings potential of energy-efficient A-label tyres is determined using the same methodology as in [TNOa, 2014]. The basis of all calculations is the coefficient of rolling resistance (RRC) as documented in regulation EC 1222 [EC1222, 2009] and UNECE R117. This table documents the range of rolling resistances of each tyre class and different vehicle categories.

Table 2: Coefficient of rolling resistance (RRC) in kilograms per ton in % [EC1222, 2009]

Tyre label	Coefficient of rolling resistance (RRC) [in kilograms per ton in %]		
	C1 (Passenger car)	C2 (Light Truck)	C3 (Heavy truck & bus)
A	RRC ≤ 6.5	RRC ≤ 5.5	RRC ≤ 4.0
B	6.6 ≤ RRC ≤ 7.7	5.6 ≤ RRC ≤ 6.7	4.1 ≤ RRC ≤ 5.0
C	7.8 ≤ RRC ≤ 9.0	6.8 ≤ RRC ≤ 8.0	5.1 ≤ RRC ≤ 6.0
D	None	None	6.1 ≤ RRC ≤ 7.0
E	9.1 ≤ RRC ≤ 10.5	8.1 ≤ RRC ≤ 9.2	7.1 ≤ RRC ≤ 8.0
F	10.6 ≤ RRC ≤ 12.0	9.3 ≤ RRC ≤ 10.5	RRC ≥ 8.1
G	None	None	None

The fuel savings potential is calculated by multiplication of the difference in RRC (due to a switch from tyre label B, C D, E or F to tyre label A) with the share of

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rolling resistance in the overall driving resistances (as a function of the driving behaviour). The savings potential also depend on the distribution of tyre labels and will be determined again for Rotterdam in the following chapters.

The savings potential for switching to A-label tyres within the Rotterdam municipal fleet is recalculated for summer tyres and presented in Table 3.

Table 3: Fuel savings potential of energy-efficient A-label tyres in the Rotterdam municipal fleet

Tyre class	Vehicle category	Driving Pattern	Fuel savings potential (summer)	Fuel savings potential (winter)	Fuel savings potential (average)
			[%]	[%]	[%]
		[%] urban / [%] highway			
C1	Passenger car (petrol)	90 / 10	4.3%	5.0%	4.7%
	Passenger car (diesel)	90 / 10	4.3%	5.0%	4.7%
	Service delivery van (petrol)	90 / 10	4.3%	5.0%	4.7%
	Service delivery van (diesel)	90 / 10	4.3%	5.0%	4.7%
C3	Heavy-duty truck (diesel)	90 / 10	3.2%	4.0%	3.6%

## 2.5. Savings potential of correct tyre pressure maintenance

For the calculation of the impact of correct tyre pressure maintenance, the relation between tyre pressure and rolling resistance is required. This relation has been extensively studied by several tyre manufacturers and is described by [Exxon, 2008]:

$$RR \sim (p_{\text{reference}}/p_{\text{test}})^{0.5-0.7}$$

The effect of tyre pressure on RRC is thus equal for all vehicles for the same relative difference from the recommended tyre pressure.

The savings potential of correct tyre pressure maintenance is determined by reducing all under-inflation to zero. It is assumed that over-inflation remains unchanged with correct tyre pressure maintenance.

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Table 4: Fuel savings potential of correct tyre pressure maintenance in the Rotterdam municipal fleet

Tyre class	Vehicle category	Driving Behaviour	Fuel savings potential (summer)	Fuel savings potential (winter)	Fuel savings potential (average)
			[%] urban / [%] highway	[%]	[%]
C1	Passenger car (petrol)	90 / 10	1.5%	1.5%	1.5%
	Passenger car (diesel)	90 / 10	1.5%	1.5%	1.5%
	Service delivery van (petrol)	90 / 10	1.5%	1.5%	1.5%
	Service delivery van (diesel)	90 / 10	1.5%	1.5%	1.5%
C3	Heavy-duty truck (diesel)	90 / 10	1.0%	1.0%	1.0%

## 2.6. Combined savings potential of energy-efficient A-label tyres and correct tyre pressure maintenance

The combined savings potential of energy-efficient A-label tyres and correct tyre pressure maintenance is shown in Table 5. It is determined through multiplication of the savings potentials in the following way:  $\%_c = 1 - (1-\%_a)(1-\%_b)$ , where  $\%_a$ ,  $\%_b$  and  $\%_c$  represent the savings potentials of measures A and B and the combined savings potential of measure C.

Table 5: Fuel savings potential of energy-efficient A-label tyres and correct tyre pressure maintenance in the Rotterdam municipal fleet

Tyre class	Vehicle category	Driving Behaviour	Fuel savings potential (summer)	Fuel savings potential (winter)	Fuel savings potential (average)
			[%] urban / [%] highway	[%]	[%]
C1	Passenger car (petrol)	90 / 10	5.8%	6.6%	6.2%
	Passenger car (diesel)	90 / 10	5.9%	6.6%	6.2%
	Service delivery van (petrol)	90 / 10	5.9%	6.0%	6.2%
	Service delivery van (diesel)	90 / 10	5.9%	6.0%	6.2%
C3	Heavy-duty truck (diesel)	90 / 10	4.2%	5.0%	4.6%

## 2.7. Fuel costs

Fuel cost savings are calculated from an end-user perspective. For reasons of consistency, the same fuel costs are used as in the Triple-A tyre study for the Netherlands (see Table 6). It is acknowledged however, that fuel costs vary over time and are currently lower than one year ago.

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Table 6: Average fuel prices used in the calculation of end-user cost savings [BSP, 2014].

	<b>Fuel price, end-user perspective (incl. excise duty, incl. VAT)</b>	<b>Fuel price, societal perspective (excl. excise duty, excl. VAT)</b>
	<b>[€/l]</b>	<b>[€/l]</b>
Petrol	1.75	0.68
Diesel	1.50	0.76

Additional investment costs and operational costs of energy-efficient A-label tyres and correct tyre pressure maintenance have been assumed to be zero. In [Geluid, 2015], it was determined that high-performance tyres do not necessarily cost more than standard tyres. In fact, there seems to be little or no correlation between additional costs and high-performance tyres. This is of course only applicable, if the appropriate tyres are chosen at the point of new vehicle sales or effectively when the tyre need to be replaced because they have reached the end of their lifetime. Additionally, large vehicle fleets often have their own pumping station or maintenance costs are included in the lease contract. Extra pumping costs are therefore excluded.

### 3. Results

In this chapter, the savings potential of energy-efficient A-label tyres and correct tyre pressure maintenance are presented, separately in section 3.1 and section 3.2 as well as in combination in section 3.3.

#### 3.1. Fuel savings potential of energy-efficient A-label tyres

Energy-efficient A-label tyres could save the Rotterdam municipal fleet about 153 thousand litres of fuel and about 396 tons of CO<sub>2</sub> per year. This is equivalent to an annual cost saving of about 234 thousand Euros. An overview of the savings potential is shown in Table 7.

The largest savings can be achieved within the trucks, although they represent a smaller part of vehicles in the Rotterdam municipal fleet. This is related to the fact that annual mileage and especially the fuel consumption of these vehicles is high.

Table 7: Fuel savings potential, annual fuel savings, cost savings and CO<sub>2</sub> reduction of energy-efficient A-label

Tyre class	Vehicle category	Fuel savings potential (average)	Annual fuel savings	Annual cost savings	Annual CO <sub>2</sub> reduction
		[%]	[l]	[€]	[tCO <sub>2</sub> ]
C1	Passenger car (petrol)	4.7%	16,233	28,408	38.4
	Passenger car (diesel)	4.7%	3,464	5,196	9.0
	Service delivery van (petrol)	4.7%	423	741	1.1
	Service delivery van (diesel)	4.7%	29,982	44,973	78.2
C3	Heavy-duty truck (diesel)	3.6%	103,093	154,639	269.0
TOTAL			153,195	233,957	396

#### 3.2. Fuel savings potential of correct tyre pressure maintenance

Correct tyre pressure maintenance could save the Rotterdam municipal fleet about 45 thousand litres of fuel and about 116 tons of CO<sub>2</sub>. This is equivalent to an annual cost saving of about 69 thousand Euros. An overview of the savings potential is shown in Table 8.

The largest savings can be achieved for trucks followed by service delivery vans.

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Table 8: Fuel savings potential, annual fuel savings, cost savings and CO<sub>2</sub> reduction of correct tyre pressure maintenance

Tyre class	Vehicle category	Fuel savings potential (average)	Annual fuel savings	Annual cost savings	Annual CO <sub>2</sub> reduction
	□	[%]	[l]	[€]	[tCO <sub>2</sub> ]
C1	Passenger car (petrol)	1.5%	5,258	9,202	12.4
	Passenger car (diesel)	1.5%	1,141	1,711	3.0
	Service delivery van (petrol)	1.5%	139	244	0.4
	Service delivery van (diesel)	1.5%	9,875	14,813	26
C3	Heavy-duty truck (diesel)	1.0%	28,464	42,696	74.3
TOTAL			44,877	68,665	116

### 3.3. Combined fuel savings potential of energy-efficient A-label tyres and correct tyre pressure maintenance

In combination, energy-efficient A-label tyres and correct tyre pressure maintenance could save the Rotterdam municipal fleet about 199 thousand litres of fuel and about 514 tons of CO<sub>2</sub>. This is equivalent to about 304 thousand Euros. An overview of the savings potential is shown in Table 9.

Table 9: Fuel savings potential, annual fuel savings, cost savings and CO<sub>2</sub> reduction of energy-efficient A-label tyres and correct tyre pressure maintenance

Tyre class	Vehicle category	Fuel savings potential (average)	Annual fuel savings	Annual cost savings	Annual CO <sub>2</sub> reduction
	□	[%]	[l]	[€]	[tCO <sub>2</sub> ]
C1	Passenger cars (petrol)	6.2%	21,651	37,889	51.2
	Passenger cars (diesel)	6.2%	4,638	6,957	12.1
	Service delivery van (petrol)	6.2%	567	992	1.5
	Service delivery van (diesel)	6.2%	40,143	60,215	104.7
C3	Heavy-duty truck (diesel)	4.6%	132,046	198,070	344.5
TOTAL			199,045	304,123	514

## 4. Discussion and Recommendation

In above chapters the fuel savings potential of energy-efficient tyres and correct tyre pressure maintenance are quantified and discussed for the fleet of Rotterdam. It is concluded that both measures have a large potential and come at little or no costs. It is therefore advisable to apply both measures, for as far as this is practical, in the Rotterdam municipal vehicle fleet.

Below several notes are made on the accuracy and specific boundary conditions of the above calculation. Furthermore, recommendations for improvement are made.

### Tested tyre label values and real-world performance

Tyre label values for fuel-efficiency refer to a specific rolling resistance value that has been measured using the harmonized testing method UNECE R117.02, referring to ISO standard 28580. The measured value is corrected according to the alignment procedure as described by EU regulation 1235/2001, amending EU Regulation 1222/2009 [ETRMA, 2012].

It is acknowledged that several sources indicate an incoherence between the labelled performance and the measured performance of tyres ([IN2, 2013][ADAC, 2015]). In both [IN2, 2013] and [ADAC, 2015] on average a clear correlation is observed between rolling resistance (RRC) and the tyre label, however the variance of the measured rolling resistance is large within one label. As a result, there is overlap between RRC and label values. In [ADAC, 2015], B label tyres perform best on average, A label tyres have not been tested. Except for two outliers in the measurement (Pirelli Cinturato P1 Verde and Nokian Line), a downward trend is observed towards reduced RRC with improved tyre label. From the test specifications defined in [ADAC, 2015], it remains unclear what the reasons are for this deviation. Fuel consumption is measured at a constant speed of 100 km/h over a distance of 2 km and measurements are repeated at least three times. At this test condition, the external influences of wind and other must not be neglected.

Generally, stakeholders have questioned the accuracy of the tyre RRC test. Though tyre labelling is legally obligated since 2012, car manufacturers wish to exclude detailed information of the tyres (like the coefficient of rolling resistance) from the CO<sub>2</sub> label of the vehicles in future legislation. However, tyre manufacturers have shown that the R117 test is reproducible and repeatable across the different laboratories with an accuracy which is much smaller than the width of a tyre label class as described in Table 2. The relevance of the test for on-road performances of tyres is as yet an open question. The test is performed on a smooth steel drum (unlike the noise test) at a fixed velocity, and tyre manufacturers suggest that the additional rolling resistance due to the radius of the drum is about 10%-20% which should be comparable to a 10%-20% increase from the road surface texture. This would make the R117 absolute value relevant for on-road performances. Aspects at turning, toe-in and road undulation are not covered by this tests. Alternative test procedures may produce a large variation in test results, which may however, lie outside the control of the tyre manufacturer.

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The test procedure R117 is designed to provide a standard value, which may have its drawbacks but is the best available, comparable and relevant number at present.

TNO tests of low-rolling resistance tyres have shown on light-duty as well as heavy-duty vehicles that fuel savings in the order of 3 to 4 % can be achieved [TvdT, 2013][WLTP, 2014]. Such evaluation requires large monitoring programs. On road testing is affected by many external circumstances for which must be corrected, and the tests must be performed with exact identical vehicle state, to exclude unwanted variations. Two aspects in particular are important. First, the warm tyre pressure is the result of the conditioning due to driving, this varies greatly from tests to test, by up to 12% variation in warm tyre pressure. Secondly, wind will affect the results, and is almost impossible to correct for as wind gustiness may vary from location to location, and time to time.

#### Emissions of particulate matter (PM)

Several sources are of influence to emissions of particulate matter (PM): the engine, after-treatment technologies, abrasive wear of brakes and abrasive wear of tyres. Tyre wear is not part of the tyre label and yet little research has been done to document the difference in PM emissions between tyre labels. In [ADAC, 2015], tyre wear has been quantified with a grade however no numbers of particulate numbers, nor amount of grams, have been published. In order to compare the different performance of tyres on particulate matter emissions, it is recommended to perform further research.

#### Distribution of tyre labels across the Rotterdam fleet

The tyre label distribution across the Rotterdam fleet was assumed to be the same as in the Netherlands. For summer tyres, the distribution was adjusted according to specific input from Rotterdam. The calculation of the savings potential could be further improved if more information is available on winter tyre labels

#### Distribution of tyre pressure across the Rotterdam fleet

The distribution of tyre pressures across the Rotterdam fleet is to a large extent unknown. Therefore, the Dutch average tyre pressure distribution has been assumed based on information from [GRRF, 2008]. According to [www.bandopspanning.nl](http://www.bandopspanning.nl), more specific data on the Rotterdam fleet has been gathered in the past and could be used for more accuracy.

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## 5. Acknowledgement

TNO thanks René Herlaar (City of Rotterdam) for the delivery of Rotterdam-specific data on the municipal fleet composition, fuel consumption and mileage.

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