

Factsheet Tyre Cartel

Potential damages claims from tyre purchases between 2016 and 2025 — reviewed for companies with a fleet and a tyre volume of around €20,000 net or more per year.

For freight forwarders, bus operators, construction companies, waste management firms, service fleets, retailers and larger car fleets — including framework contracts with manufacturers based on a price per kilometre.

2016-2025 POSSIBLE PERIOD 10 years of tyre purchases, from 01/01/2016 to 31/12/2025	10-15%* GUIDE VALUE damages on the net purchase price, plus interest in each case	€12 bn MARKET VOLUME annual spending on replacement tyres according to independent figures
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No upfront costs. No litigation cost risk of your own. The litigation funder receives 39% — only if successful.

* Guide value based on market estimates and experience from other cartel proceedings. No authority has yet established a tyre cartel. Past performance is no indication of future results. No commitment as to the existence or amount of any claim.

01

BACKGROUND

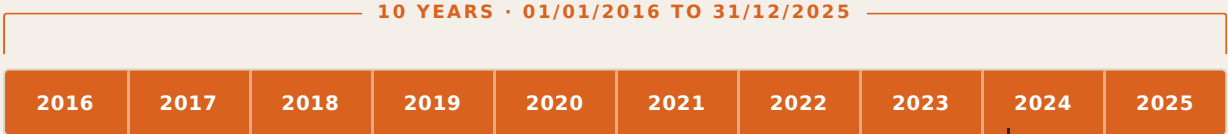
What this is about

The European Commission is investigating the suspicion that major tyre manufacturers coordinated wholesale prices for new replacement tyres for cars and trucks in the EEA. In January 2024 it searched the premises of several manufacturers, and in June 2024 also those of a consultancy.

MANUFACTURERS CONCERNED

Continental	Michelin	Goodyear
Pirelli	Nokian	as well as second brands and other possible participants

POSSIBLE PERIOD



European Commission inspections: 01/2024 and 06/2024

Context: no authority has yet established a cartel; inspections do not mean that an infringement has occurred. In July 2025 the EU General Court largely upheld the inspection at one manufacturer. Whether your company would have suffered damage, and how much, is assessed by the instructed law firm on the basis of your documents.

Important: the review is not directed against your tyre dealer. Your business relationship remains unaffected — we examine possible claims against manufacturers involved in the cartel.

02

MARKET VOLUME AND POTENTIAL

The figures behind it

Independent figures put spending on replacement tyres at around **€12 billion per year**. Over ten years this amounts to a purchase volume of around €120 billion.

€12 bn PER YEAR spending on replacement tyres	€120 bn OVER 10 YEARS purchase volume 2016-2025, calculated	€12-18 bn* 10-15% OF IT possible total damage plus interest, calculated
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RULE OF THUMB PER €10,000 OF TYRE VOLUME PER YEAR

10 years = €100,000 purchase volume → €10,000 to €15,000 damages plus interest.

€100,000 × 10% = €10,000 · €100,000 × 15% = €15,000, in each case plus interest and before deduction of the 39% share.

ORDERS OF MAGNITUDE · DAMAGES OF 10% AND 15%, PLUS INTEREST IN EACH CASE

VOLUME PER YEAR	PURCHASE VOLUME 10 YEARS	DAMAGE 10%	AFTER 39%	DAMAGE 15%	AFTER 39%
€20,000	€200,000	€20,000	€12,200	€30,000	€18,300
€50,000	€500,000	€50,000	€30,500	€75,000	€45,750
€100,000	€1,000,000	€100,000	€61,000	€150,000	€91,500
€250,000	€2,500,000	€250,000	€152,500	€375,000	€228,750
€500,000	€5,000,000	€500,000	€305,000	€750,000	€457,500

All amounts plus interest. Interest may accrue from the purchase date and increases the claim considerably over a ten-year period.

* Calculated values for guidance, not a forecast. The range of 10-15% is a guide value based on market estimates and experience from other cartel proceedings; whether a price overcharge existed, and how high it was, remains open. Past performance is no indication of future results.

03

REVIEW CRITERIA

Which purchases count

- **New replacement tyres** from the manufacturers named, including second brands. Vehicle purchases themselves and original equipment supplied with a vehicle are not covered.
- **Vehicle types:** tyres for trucks, trailers and semi-trailers, buses, vans, Sprinter-class vehicles and larger car fleets.
- **Period:** purchases from 01/01/2016 to 31/12/2025 — ten years, depending on manufacturer, procurement and legal review.
- **Framework contracts:** framework contracts with manufacturers based on a price per kilometre can also be included.
- **Location:** in principle, purchases in the EU or EEA. We review Swiss companies and claims already registered elsewhere case by case.

WHO IT SUITS

From around €20,000 net tyre volume per year

For companies with regular tyre requirements in the period 2016 to 2025. We also review smaller volumes when several years add up.

SUBSIDIES

De minimis aid is unaffected

As things stand, de minimis subsidies for tyres are not affected by damages and do not have to be repaid.

SECURE YOUR DOCUMENTS

Destroy nothing before it has been reviewed

Since 2025, a retention period of eight instead of ten years applies to accounting vouchers in Germany. Invoices from the first years of the period may therefore already be discarded in some cases. Without an invoice or invoice export, a claim can hardly be quantified.

The data is often still available in accounting, with the tax adviser, with the tyre dealer or in the manufacturer's customer portal.

04

QUICK SELF-CHECK

Am I affected?

A review may be worthwhile if your company ...

- 1 bought tyres regularly between 2016 and 2025,
- 2 had a tyre volume of around €20,000 net or more per year,
- 3 procured tyres for trucks, trailers, buses, vans, Sprinter-class vehicles or larger car fleets,
- 4 obtained tyres through a dealer or through a framework contract with the manufacturer (e.g. price per kilometre),
- 5 can provide invoices or invoice exports,
- 6 has not yet registered claims elsewhere.

An initial review is particularly worthwhile if points 1 to 5 apply. It is **free of upfront costs and without any litigation cost risk** for your company — a share is only payable if successful.

ALREADY REGISTERED?

If you have already registered claims through another provider, we review your situation case by case. Please tell us the provider and the status of your contract.

SWISS COMPANIES

The decisive factor is whether the tyres were purchased in the EU or EEA. We review this case by case.

05

TERMS

What we offer

RISK

No litigation risk

The litigation funder bears the costs and the litigation risk.

COSTS

No upfront costs

No processing fees, no legal fees in advance.

REPRESENTATION

Specialist firm

Specialised lawyers experienced in competition law.

SHARE

39%

For the litigation funder — only if successful.

CLEAR ROLES

01

Point Zero Legal

Intake, analysis of tyre purchases, preparation of documents, interface with the law firm and the funder.

02

Specialist law firm

Legal review, calculation and enforcement of possible claims.

03

Litigation funder

Bears costs and litigation risk. Share of 39% only if successful.

Your contribution: provide documents, complete the data sheet, sign the mandate. Nothing more is needed from your side.

06

GUIDANCE

Sample calculation

Minimum size

€20,000 tyre volume per year · 2016–2025

€14,030 to €21,045

PAYOUT BEFORE TAX · 10–15%

ITEM	DAMAGES 10%*	DAMAGES 15%*
Net purchase volume (10 years)	€200,000	€200,000
Overcharge damage	€20,000	€30,000
Interest (simplified, conservative)	€3,000	€4,500
Gross claim	€23,000	€34,500
Litigation funder's share 39%	– €8,970	– €13,455
Payout before tax	€14,030	€21,045

Medium fleet

€50,000 tyre volume per year · 2016–2025

€35,075 to €52,612.50

PAYOUT BEFORE TAX · 10–15%

ITEM	DAMAGES 10%*	DAMAGES 15%*
Net purchase volume (10 years)	€500,000	€500,000
Overcharge damage	€50,000	€75,000
Interest (simplified, conservative)	€7,500	€11,250
Gross claim	€57,500	€86,250
Litigation funder's share 39%	– €22,425	– €33,637.50
Payout before tax	€35,075	€52,612.50

Note: non-binding example calculation for guidance only, no commitment as to the existence or amount of any claim. Interest is set in simplified form at 15% of the overcharge damage; actual interest may accrue from the purchase date and be higher. The specific calculation is made case by case on the basis of the purchases and the legal review.

- * The range of 10–15% is a guide value based on market estimates and experience from other cartel proceedings; whether a price overcharge existed, and how high it was, remains open. Past performance is no indication of future results.

07

DOCUMENTS

What we need

The more complete the documents, the more precise the calculation. For the initial review, invoice exports from accounting are sufficient.

FOR THE INITIAL REVIEW

- **Data sheet** — our Excel template with company and tyre data.
- **Invoices or invoice exports** for tyre purchases from 01/01/2016 to 31/12/2025.
- **Per purchase:** manufacturer/brand, tyre type, quantity, purchase date, net price, supplier.
- **Company details** and contact person.
- **Information** on whether claims have already been registered through another provider.

IF AVAILABLE

- **Framework contracts with manufacturers** based on a price per kilometre, including statements.
- **Supplier ledger extract** from accounting for tyre dealers and manufacturers.
- **Fleet list** with vehicle types and numbers, for plausibility checks.
- **Details of de minimis subsidies** for tyres, if received.

Documents incomplete? Get in touch anyway. Data can often be reconstructed via accounting, the tax adviser, the tyre dealer or the manufacturer's customer portal.

Documents submitted are treated confidentially and used only to review, fund and enforce possible claims.

08

PROCESS

All steps at a glance

1	Initial call Brief clarification of tyre volume, period, manufacturers and any claims already registered.	POINT ZERO LEGAL
2	Submit documents Complete the data sheet and send invoices or exports for 2016–2025.	YOUR COMPANY
3	Analysis Structured preparation by manufacturer, year and volume; initial assessment of the possible claim.	POINT ZERO LEGAL
4	Legal review Claim, deadlines and evidence reviewed by the specialist law firm.	LAW FIRM
5	Funding approval The litigation funder reviews the case and bears the costs and the litigation risk.	FUNDER
6	Mandate and contract Mandate to the law firm, funding agreement with a 39% share only if successful.	YOUR COMPANY
7	Enforcement Out of court or in court. You are kept informed of all key steps.	LAW FIRM
8	Payout After settlement or judgment — less the litigation funder's 39% share.	LAW FIRM

Duration: cartel damages proceedings often take several years. You incur no upfront costs at any step.

09

YOUR QUESTIONS

Frequently asked questions

QUESTION	ANSWER
Who is the review directed against?	Against manufacturers possibly involved in the cartel — not against your tyre dealer.
Do I have to change my tyre dealer?	No. Existing business relationships remain unaffected.
What does it cost me?	Nothing upfront. The litigation funder receives 39% — only if successful.
What about de minimis subsidies?	As things stand, they remain unaffected and do not have to be repaid.
Do framework contracts with a price per kilometre count?	Yes, they can be included. The law firm reviews the specific contract structure.
Has the cartel already been proven?	No. The European Commission is still investigating. The law firm assesses whether and when claims are enforced.
Do I still have to own the vehicles?	No. What matters is the tyre purchase within the period.
Already registered elsewhere?	We review your situation case by case.

10

NEXT STEP

How it works from here

- 1

Request the data sheet — by e-mail or during the initial call.
- 2

Compile invoices or exports for 2016-2025 — details on page 8.
- 3

Send everything to compliance@point-zero-legal.de — we will get back to you with the analysis.

YOUR NEXT STEP

Request an initial review

Contact	Alexander Peisch
Phone	+41 78 326 75 52
Send documents to	compliance@point-zero-legal.de
Web	point-zero-legal.de

Sources / as of: European Commission, press releases on unannounced inspections in the tyre sector of 30/01/2024 and June 2024; Case AT.40863 – Replacement tyres; EU General Court, judgment of 09/07/2025, T-188/24 (Michelin v Commission). Market volume: independent market figures (around €12 billion per year). As of: September 2026.

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