



RECOMMENDATIONS 2013

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The European Tyre and Rim Technical Organisation

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Chapter	Subject	Page
Introduction		8
Inflation of passenger and commercial vehicles using nitrogen		18
Passenger car tyres – Care and maintenance	Tyre fitting and removal (19), Inflation pressure (20), Tyre load and speed (21), How to read the information marked on the tyre (22)	19-22
Passenger car tyres - Selection of replacement tyres	General (25), Mixed fitments (25), Tyres marked with a prefix "P" (26)	25-26
Commercial vehicle tyres - Care and maintenance	Tyre fitting (32), Tyre removal (33), Inflation pressure (34), Tyre damage (35), Tyre minimum tread depth (36)	32-36
Commercial vehicle tyres - Selection of replacement tyres	General (39), Tyre loads and speeds (40), How to read the information marked on the tyre (41), Mixed fitments (41)	39-42
Motorcycle tyres - Care and maintenance	How to read the information marked on the tyre	48
Agricultural tractor and implement tyres - Care and maintenance	Tyre fitting and removal (55), Inflation pressure (58), Tyre repair and retreading (59), Tyre maintenance (60)	55-60
Agricultural tractor and implement tyres - Selection of replacement tyres	Tyre replacement (61), Tyre mixing (61), Tyre load and speed (62), How to read the information marked on the tyre (63)	61-63
Industrial and lift truck pneumatic tyres - Care and maintenance	Tyre fitting (65), Inflation pressure (67), Wheels (68), Tyre loads and speeds (68), Special applications (69), Tyre inspection (69), Tyre repair and retreading (70)	65-70
Industrial and lift truck pneumatic tyres - Selection of replacement tyres	General (71), Mixed fitments (71)	71
Industrial and lift truck solid tyres - General recommendations	Load and speed ratings of tyres (73), Special service conditions (73), Tyre replacement (74)	73-74
Industrial and lift truck solid tyres - Specifics on rubber solid tyres and pneumatic tyre rims	Tyre fitting	75
Industrial and lift truck solid tyres - Tread wear	Introduction (76), Scope (76), Hazards of excessive tyre tread wear (77), Reduction of hazards (77), Tyre tread wear limits (77)	76-78
Earthmoving equipment tyres - Handling of tyres, tubes, flaps, "O" ring seals and rims	Tyre damage	86

Index

Introduction	8
Definitions	9
Person skilled in the art	9
Rules of the art	9
State of the art	9
Specialist	9
Tyre care	9
Tyre repair	9
Hot / warm vulcanisation	10
Self – vulcanisation	10
Vulcanisable material for repair	10
E.T.R.T.O. Recommendations on storage	11
<i>Storage of tyres, tubes, flaps and valves</i>	11
Scope	11
Humidity	11
Light	11
Temperature	11
Oxygen, ozone and chemical agents	12
Deformation	12
Rotation of stocks	12
Tyre storage methods	12
Transport conditions	12
Tubes	13
Flaps	13
“O” ring seals	13
Valves	13
E.T.R.T.O. Recommendations on tyre service life	14
E.T.R.T.O. Recommendations on puncture sealants for tyres in normal highway use	15
E.T.R.T.O. Recommendations on complaint form for tyres	17
E.T.R.T.O. Recommendations on inflation of passenger and commercial vehicle tyres using nitrogen	18
E.T.R.T.O. Recommendations on Passenger Car Tyres	19
<i>Care and maintenance</i>	19

Index

Tyre fitting and removal	19
Inflation pressure	20
Tyre load and speed	21
How to read the information marked on the tyre	22
Tyre storage	22
Wheels	23
Tyre damage	23
Tyre minimum tread depth	23
Tyre grooving and siping	24
Tyre repair and retreading	24
Tyre/rim combinations	24
<i>Selection of replacement tyres</i>	25
General	25
Mixed fitments	25
Tyres marked with a prefix "P"	26
M+S tyres	26
<i>Downgraded tyres</i>	27
<i>Directional tyres</i>	28
<i>Self-supporting run flat tyres</i>	28
Repairing	28
Retreading	29
Retro fitting	29
Replacement tyre fitment	29
Mixing SST tyres with standard tyres	29
Mixing of different brands	29
<i>Used Passenger Car Tyres</i>	30
E.T.R.T.O. Recommendations on Commercial Vehicle Tyres	32
<i>Introduction</i>	32
<i>Care and maintenance</i>	32
Tyre fitting	32
Tyre removal	33
Inflation pressure	34
Storage of tyres, tubes and flaps	35
Wheels	35
Tyre damage	35
Tyre minimum tread depth	36
Tyre regrooving	37
Tyre repair and retreading	38
Tyre ageing	39
Tyre/rim combinations	39
Choice of valves	39
<i>Selection of replacement tyres</i>	39
General	39
Tyre load and speeds	40
How to read the information marked on the tyre	41
Mixed fitments	41
M+S C-type tyres	42

Index

<i>Downgraded tyres</i>	43
<i>Tyre use and maintenance for motor-caravans (or motor homes)</i>	43
Fit the right tyres	43
Referring to the "service description"	44
<i>General recommendations for motor-caravans (or motor homes)</i>	44
Check the pressures	44
Tyre care	44
Do not overload	45
E.T.R.T.O. Recommendations on Motorcycle Tyres	46
<i>Care and maintenance</i>	46
Tyre fitting and removal	46
Inflation pressure	47
How to read the information marked on the tyre	48
Storage of tyres and tubes	48
Wheels	48
Divided wheels	49
Tyre damage	49
Tyre minimum tread depth	49
Tyre grooving and siping	50
Tyre repair	50
Tyre ageing	50
Tyre/rim combinations	50
<i>Selection of replacement tyres</i>	51
<i>Downgraded tyres</i>	51
<i>Used tyres</i>	51
E.T.R.T.O. Recommendations on Rims for Bicycles	52
Tyre fitting for normal crotchet type rims	52
Tyre fitting and removal for tubeless tyres	53
E.T.R.T.O. Recommendations on Agricultural Tractor and Implement Tyres	55
<i>Care and maintenance</i>	55
Tyre fitting and removal	55
Inflation pressure	58
Liquid ballasting	58
Tyre storage	59
Seasonal tyre handling	59
Wheels	59
Tyre repair and retreading	59
Tyre damage	60
Tyre maintenance	60
Tyre ageing	60
<i>Downgraded tyres</i>	60
<i>Selection of replacement tyres</i>	61
General	61
Tyre replacement	61
Tyre mixing	61

Index

Tyre load and speed	62
How to read the information marked on the tyre	63
<i>Optional marking of tyre uniformity</i>	64
Agricultural tyres : low point first harmonic of radial run-out	64
E.T.R.T.O. Recommendations on Industrial and Lift Truck Pneumatic Tyres	65
<i>Introduction</i>	65
<i>Care and maintenance</i>	65
Tyre fitting	65
Tyre or wheel removal	66
Inflation pressure	67
Storage of tyres, tubes and flaps	67
Wheels	68
Divided wheels	68
Tyre loads and speeds	68
Special applications	69
Tyre inspection	69
Tyre minimum tread depth	69
Tyre repair and retreading	70
Tyre ageing	70
Tyre/rim combinations	70
<i>Selection of replacement tyres</i>	71
General	71
Tyres loads and speeds	71
Mixed fitments	71
<i>Downgraded tyres</i>	72
E.T.R.T.O. Recommendations on Industrial and Lift Truck Solid Tyres	73
<i>Introduction</i>	73
<i>General recommendations</i>	73
Load and speed ratings of tyres	73
Special service conditions	73
Care of tyres	74
Ageing of tyres	74
Tyre replacement	74
Tyre mixing	75
Tyre storage	75
Regrooving and retreading of tyres	75
<i>Specifics on rubber solid tyres and pneumatic tyre rims</i>	75
Tyre fitting	75
<i>Tread wear</i>	76
Introduction	76
Scope	76
Definitions	76
Hazards of excessive tyre tread wear	77
Reduction of hazards	77
Tyre tread wear limits	77
<i>Specifics on rubber solid tyres (cylindrical and conical base)</i>	78

Index

Tyre fitting	78
Wear limit	79
E.T.R.T.O. Recommendations on Earthmoving Equipment Tyres	80
<i>Introduction</i>	80
<i>Care and maintenance</i>	80
Fitting and removal	80
Tyre fitting	80
Tyre additives	81
Tyre removal	81
Inflation pressure	82
Nitrogen gas inflation for earthmover tyres	82
Liquid ballasting	84
Tyre storage	85
<i>Handling of tyres, tubes, flaps, "O" ring seals and rims</i>	85
Used tyres	85
Mounted tyres	85
Wheels	86
Tyre damage	86
Minimum tread depth and regrooving	86
General	87
Technical requirements	87
Tyre repairing and retreading	88
Tyre ageing	89
Tyre/rim combinations	89
<i>Selection of replacement tyres</i>	89
General	89
Tyre load and speeds	89
Mixed fitments	89
E.T.R.T.O. Recommendations on Industrial and Aircraft Tyres	91
<i>Use of aircraft tyres and rims in other than aircraft service</i>	91

Introduction

The tyres made by European tyre manufacturers, incorporating advanced technology developed over seventy five years experience, have reached a very high standard of quality and reliability.

Although these tyres have a large built-in safety margin, they must be treated with maximum care and attention. It is essential therefore that the user who, in the main, is responsible for his own safety and the safety of others, should not abuse this safety margin.

The following *E.T.R.T.O. Recommendations* outline primary rules of tyre usage. They are not exclusive. They are based on sound knowledge and experience and will enable users to obtain good service from their tyres, rims and valves, but as they give only general advice, they cannot take into account special conditions of use and every different type of vehicle.

In consequence, the application of *E.T.R.T.O. Recommendations* does not absolve the user of them from any responsibilities or legal obligations that may be required and which may vary between countries.

Although great care has been taken in the compilation and preparation of this Position Statement to ensure accuracy, the publisher cannot in any circumstances accept responsibility for errors or omissions given in this publication.

Tyres are the only contact between the car and the road. Safety in all conditions of driving depends on a relatively small area of road contact. It is therefore of paramount importance that tyres should be maintained in good condition at all times and that when the time comes to change them the correct replacements are fitted.

The tyres fitted to your vehicle as original equipment were selected by the vehicle and tyre manufacturers taking into account all aspects of the vehicle's operation. Changes in tyre size, structure, load and speed rating should not be made without first seeking advice from the tyre or vehicle manufacturer as the effect on safety, car behaviour and clearances must be considered.

Definitions

Person skilled in the art

Is considered as skilled in the art, the person or the corporate body whose main activity is the manufacture or the distribution to a third party of new, second-hand or retreaded tyres, and who is registered as such to the register of commerce or to the trade register and who uses the relevant equipment following the rules of the art.

Rules of the art

The rules of the art correspond to all the technical instructions, standards and laws concerning the use, service and maintenance of tyres.

State of the art

It is, at a precise moment, all the knowledge within the comprehension of professionals of a sector or of trade, which are complementary to the law or the regulations by being transmitted by writing or orally.

Specialist

A person entitled to perform the specific operation and acting on behalf of a firm qualified to practice said activity.

Tyre care

Tyre care includes repair and restoration to an usable state of a damaged tyre.

Tyre repair

Tyre repair is the permanent elimination of a tyre damage by suitable materials and methods in order to use the tyre unlimited according to the service description marked on the tyre.

Hot / warm – vulcanisation

Procedure to put on and to vulcanize material for repair by heat and pressure with specified temperatures in accordance with the recommendations of the manufacturers or the suppliers of the repair material.

Self – vulcanisation

Procedure to put on and to vulcanize material for repair by suitable bonding ingredients at normal ambient temperatures in accordance with the recommendations of the manufacturers or the suppliers of the repair material.

Vulcanisable material for repair

- **Combination plug patch**
A shaped all-rubber pre-vulcanized component for repair being the plug for filling and repairing the penetration.
- **Repair - patch**
Flat component for repair with reinforcing material being prepared depending on its dimensions and applications (is mainly used for major repairs).
- **Repair patch for tubes**
Flat stretchable all rubber repair component.

E.T.R.T.O. Recommendations on storage

Storage of tyres, tubes, flaps and valves

Scope

This recommendation applies to all tyres stored for any period whether fitted on rims or not. In view of the potential influence of temperature, humidity, light, heat, ozone and chemical agents on tyres, the following storage recommendations are made.

Humidity

Moist conditions should be avoided. Care must be taken to ensure no condensation occurs. Whenever possible, tyres should be stored inside in cool, dry and moderately ventilated conditions.

If tyres are stored outdoors, they should be covered by an appropriate covering to protect against water and moisture.

Tyres destined for retreading/repairing must be thoroughly dried out beforehand.

Light

There should be protection from sunlight and strong artificial light with a high ultra-violet content.

Temperature

The storage temperature should be below 35°C and preferably below 25°C. At temperatures exceeding 50°C, particularly in the absence of proper rotation of stocks, certain forms of deterioration may be accelerated sufficiently to affect the ultimate service life. Direct contact with pipes and radiators must be avoided.

The effects of low temperature are not permanently deleterious, but can cause the products to stiffen. Care should be taken therefore to avoid distorting them during handling at that temperature. When they are taken from low temperature storage for immediate use, their temperature should be raised to approximately 20°C throughout before they are put into service.

Oxygen, ozone and chemical agents

As ozone is particularly harmful, storage rooms should not contain any equipment generating ozone such as fluorescent lighting with high ultra-violet content, mercury vapor lamps, electrical machines or other equipment which may produce sparks or other electrical discharges. Combustion gases and vapors which may produce ozone via photo-chemical processes should also be excluded.

Solvents, fuels, lubricants, chemicals, acids, disinfectants and the like should not be kept in the storage rooms. Rubber solutions should be stored in a separate room and the administrative regulations on the storage and handling of inflammable liquids must be observed.

Deformation

Products should be stored in a relaxed condition free from tension, compression or other forces causing permanent distortion.

Rotation of stocks

Storage time for never mounted tyres is to be minimized and an appropriate First In First Out (FIFO) procedure should be implemented.

Tyre storage methods

Tyres can be stored in an upright position in a single layer on shelf racks. Tyres can also be stored interlaced (fishbone) as well as stacked horizontally (stovepipe) one on top of another but in this case the height of the stacks or interlacing should be limited to avoid permanent deformation of the tyres on the bottom layers as well as any stability issues.

When fitted on rims, tyres should be preferably stored inflated in an upright position or in a single layer on shelf racks. Tyres can be also stacked horizontally (stovepipe) one on top of the other, but in this case the height of the stacks should be limited to avoid any stability issues.

Transport conditions

All before mentioned storage methods apply as well for transport. When tyres must be transported in closed containers which are not air-conditioned the duration of storage should be limited as much as possible to avoid potential tyre degradation. In case of obvious visual tyre deformation, time should be allowed to recover to original shape when inflated.

Tubes

The above paragraphs concerning, light, temperature, oxygen, ozone and chemical agents also apply to tubes.

Tyre tubes should either be slightly inflated, dusted with talcum and placed in the tyres, or stored in a deflated condition in small stacks with a maximum height of 50 cm. on a clean, dry and flat surface.

Slatted palettes are not suitable since they might apply pressure at particular points.

If tubes are supplied by the manufacturers in cartons or wrapped in film, they should be left in these because the packing provides some degree of protection against contamination, oxygen and the effects of light.

Flaps

The above paragraphs concerning, light, temperature, oxygen, ozone and chemical agents also apply to flaps.

Flaps should preferably be placed with the tubes inside tyres, but if stored separately they should be laid flat on shelves free from contamination from dust, grease and moisture. Never suspend them - this can cause deformation and elongation.

"O" Ring seals

Store O-Ring seals in a cool, dry place. Lay flat. Do not stack other materials on O-Rings.

Valves

Store valves in a clean, cool, dry place.

E.T.R.T.O. Recommendations on tyre service life

The serviceability of a tyre over time is a function of the storage conditions (temperature, humidity, position etc) and service conditions (load, speed, inflation pressure, road hazard damage, etc.) to which a tyre is subjected throughout its life. Since these conditions vary widely, accurately predicting the serviceable life of a tyre in advance is not possible. The older a tyre, the greater the chance that it will need to be replaced due to service-related conditions found upon inspection.

Tyres should be removed from service for several different reasons, including tread worn down to minimum depth, signs of damage (cuts, cracks, bulges, etc.) or signs of abuse (underinflation, overloading, etc). That is why it is recommended to have all tyres (including retreaded and spare tyres) fitted to light trucks, motorcycles, cycles, motor caravans, passenger cars, and trailers towed by such vehicles, inspected regularly. The tyre industry continues to support the consumer's role in the regular care and maintenance of their tyres. A monthly maintenance inspection by the consumer for proper inflation pressure and tread wear should be supplemented by recurring rotation, balancing and alignment services. Additionally, the condition of a tyre should be assessed regularly to determine if there are any tactile or visual signs that replacement is necessary.

For tyres that were supplied as original equipment on a vehicle (i.e. acquired by the consumer on a new vehicle), the OE vehicle manufacturer's tyre replacement recommendations have to be followed, if so provided.

These recommendations and guidelines cannot ensure that the tyres do not exhibit an undetectable internal condition that may render them to be unacceptable for continued service. Consumers are strongly encouraged to be cognizant of their tyres' visual condition as well as any change in dynamic performance such as increased noise or vibration, either of which could be an indicator that the tyres should be removed from service.

E.T.R.T.O. Recommendations on puncture sealants for tyres in normal highway use

The tyre industry recognises that there is a variety of different sealants on the market and that their continuous development necessitates a periodic review of its policy on their use. The diversity of products is such that the E.T.R.T.O can only offer general guidance. The consumer should follow all the instructions given by the tyre manufacturer for these types of products.

In case of permanent tyre repair it is required to remove the tyre from the rim and thoroughly examine it for secondary damage not visible from an external inspection. The use of sealants does not meet these requirements and, thus, the industry does not regard them as a permanent repair.

Broadly speaking there are four categories of products :

- manufacturer-applied pre-puncture sealants
- manufacturer-built-in pre-puncture sealants
- after market pre-puncture sealants
- post-puncture sealants

Manufacturer-applied pre-puncture sealants are extremely viscous products applied by the manufacturer into the tyre immediately after the manufacturing process. These materials have been validated and applied by the tyre manufacturer. In most cases they provide a near instantaneous seal following a penetration.

The consumer should follow all the instructions given by the tyre manufacturer for these special service products.

When the consumer sees a nail or other penetrating object, he is advised to go to a dealer who should dismount the tyre, remove the object, inspect for internal damage, and determine if the tyre can be repaired and used for further service.

Manufacturer built-in pre-puncture sealants are extremely viscous products built into the tyre by the tyre manufacturer, during the manufacturing process. These special service tyres have been developed, manufactured, and validated by the tyre manufacturer. In most cases they provide a near instantaneous seal following a penetration. The consumer should follow all the service and repair instructions given by the tyre manufacturer for these special service products.

After market pre-puncture sealants are most commonly liquids applied to the tyre through the valve, at the time of fitting. Since these products are not approved by tyre manufacturers, the compatibility of the material with the tyre cannot be guaranteed. If the consumer chooses to use such sealants, he/she should strictly follow all of the instructions given by the manufacturer of the sealant.

Post-puncture sealants are regarded purely as a temporary 'get you to a service point' measure and are liquids applied through the valve following a puncture. In most cases a punctured tyre will have been run in an under-inflated or deflated condition before the sealant is applied. Therefore, there are some restrictions in continuing to use a tyre that may have sustained secondary damage. The consumer must confirm that the pressure has been completely restored to the correct level (either by the pump system or the self-inflating canister that supplies the sealant) and if not to take immediate corrective action to increase the inflation pressure to the correct level.

If the consumer chooses to use such sealants, he/she should strictly follow all of the instructions given by the manufacturer of the sealant. They allow a limited amount of driving at reduced speed in order to reach a service point where a permanent repair, after the tyre has been dismantled from the rim and internally inspected, can be performed.

Additional important considerations :

Where a pre-puncture sealant is used, it is essential that tyres are checked frequently for punctures and to identify any damage at the earliest stage. This will enable professional advice to be sought as to suitability for permanent repair.

The chemical composition of some aftermarket sealants may react with the material of the rims, tyres or valves with which it comes into contact, causing degradation of these components. Therefore consumers should check the sealant manufacturer's recommendations.

Sealants applied through the valve may impair the efficiency of the valve causing blockage or leakage as well as inhibiting routine pressure maintenance. Therefore consumers should check the sealant manufacturer's recommendations.

Liquid sealants may interfere with the operation of and/or cause permanent damage to the electronic sensor situated inside the tyre/rim of certain types of tyre pressure monitoring systems (TPMS). Therefore consumers should check the sealant manufacturer's recommendations.

Some sealants may be difficult to remove from a tyre to enable inspection and possible repair.

Liquid sealants may permeate the tyre casing, either through the liner or via the site of the damage, causing adverse long-term effects on the integrity of the structure. Sealants are ineffective in tube type tyres.

Puncture damage sometimes renders tyres unrepairable and only a fully qualified professional specialist should be entrusted to determine if a safe repair is possible.

E.T.R.T.O. Recommendations on complaint form for tyres

The recommended complaint form for tyres, to conform to the directive 1999/44 on product warranty, is available on the E.T.R.T.O. website www.etrto.org under "Useful Documents". The form can be downloaded and customized with the manufacturer's logo and any additional information when required.

E.T.R.T.O. Recommendations on inflation of passenger and commercial vehicle tyres using nitrogen

The use of nitrogen inflation systems by tyre retailers has increased in recent years.

E.T.R.T.O. notes that nitrogen is a gas – basically, nothing more than dry air with oxygen removed (air contains about 78% nitrogen). Because of its inert properties, nitrogen is often used in highly specialized service applications and/or demanding environments.

Applications such as aircraft, mining, and commercial/heavy use utilize nitrogen to help reduce the risk of internal combustion (fire) if the brake/rim/wheel components overheat. Also, dry nitrogen is used in professional racing to help reduce variation in inflation pressures (caused by moisture) where even small differences in pressure can affect vehicle handling at the extreme limits of performance.

For normal tyre service applications, nitrogen inflation is not required. However, nitrogen inflation is permissible as its properties may contribute to minor reductions in inflation pressure loss. Nevertheless, several other sources of pressure leaks, such as punctures, tyre/rim interface (bead), valve, valve/rim interface, and the wheel, may negate the benefit of nitrogen.

If the tyre inflation pressure is below the pressure specified on the vehicle placard, the tyre must be re-inflated – whether with air or nitrogen – to the proper inflation pressure. The pressure must also be adjusted when driving with higher loads, towing a trailer, driving at high speeds etc.

E.T.R.T.O. warns that depending on nitrogen alone to reduce the requirements for inflation maintenance may, in fact, lead to under inflated operation, which may result in premature tyre failure.

With the correct inflation pressure, you will achieve optimum tyre performance. This means your tyres will wear longer (economy), save fuel (environment) and increase traffic safety, whether using air or nitrogen in the tyres.

We remind you to check tyre pressure every two weeks and to do this when the tyres are cold. Whether inflated by air or nitrogen, regular inflation pressure maintenance remains critical and necessary. Use of nitrogen alone is not a replacement for regular inflation pressure maintenance.

E.T.R.T.O. Recommendations on Passenger Car Tyres

Care and maintenance

Tyre fitting and removal

These operations must be entrusted only to a specialist who has the necessary equipment and expertise. Inexpert fitment can result in personal injury and visible or concealed damage to tyres and wheels.

In addition to the technical standards in the E.T.R.T.O. Standards Manual and the instructions given by tyre, rim and valve manufacturers in their technical publications, E.T.R.T.O. recommends the following :

- **Fitting**

- Ensure that the rim is approved for the tyre size being fitted.
- Clean the wheel thoroughly to remove all contamination (dirt, grease, rust, fitting lubricant, etc.). Inspect the wheel carefully. If it is cracked or deformed, it must be replaced. Check carefully the condition of the valve hole. The edge of the valve hole on the tyre side of the rim must be rounded and smooth, while on the weather side the edge must be free from any burrs that can damage the valve stem.
- Lubricate the tyre beads with an approved proprietary tyre lubricant only. This applies especially to tubeless tyres which are mounted on rims with safety humps. If this recommendation is not followed, bead damage or fracture during fitting could occur.

Note :The use of hydrocarbons is prohibited.

- With the tyre on the rim, start the inflation making certain that the beads are seating correctly on the rim seat. After inflation ensure that the beads are correctly located against the rim flange.

Non-compliance with this procedure can result in tyre failure in service.

- Ensure that the air line between the tyre valve and the pressure gauge is long enough to enable the fitter to stand clear of any danger from flying fragments in the event of a tyre or wheel burst.

It is sometimes necessary, in order to respect the above fitting instructions, to use a pressure greater than the normal recommended maximum pressure. For obvious safety reasons tyre and rim manufacturers should be consulted in order to determine the permissible maximum fitting pressure.

In the case of passenger car tyres it is also recommended that only installations appropriate for this type of tyre should be used.

- Always fit an inner tube with spoked wheels because this type of wheel is rarely completely airtight.

Passenger Car Tyres

For safety reasons always use a new tube when fitting a new tube type tyre and a new tubeless valve when fitting a new tubeless tyre. Where no tubeless marking appears on the tyre sidewalls, tyres are intended for fitment with an appropriate inner tube.

- All tubeless tyres must be fitted on air-tight rims. Tubeless radial tyres must be fitted only on rims with profiles designed for bead retention.
- As practice varies widely from country to country with regard to the fitting of an inner tube in tubeless tyres, national recommendations (e.g. TNPF) are explaining in details the precautions to be taken when fitting an inner-tube in tubeless tyres. In all cases the tyre manufacturer must be consulted.
- **Removal**
 - Before starting to remove a tyre, check that there is no danger of the tyre bursting due to damage (cuts, bulges, exposed cords, etc.).
 - To avoid danger when separating the beads from the rim, unscrew and remove the valve insert before removing the tyre in order to ensure complete deflation.

Snap-in valves must be replaced every time a tyre is replaced. In case of valves with sealing grommets, the grommet must be replaced every time a tyre is replaced.

Fitting and removal of tyres must be entrusted only to specialists who should scrupulously follow the instructions given by the tyre and vehicle manufacturers.

Inflation pressure

Correct inflation pressures are of the highest importance for driving safety.

Over-inflation causes the tyre to be more susceptible to impact damage. Under-inflation causes over-heating and can greatly shorten the life of a tyre. It reduces road holding and can cause irregular wear, internal damage and, ultimately, even tyre break-up.

The effects of under-inflation are not necessarily immediate. It may be a considerable time before they occur. Inflation pressures must be checked at least once a fortnight, and before long journeys, not forgetting the spare tyre. These checks should be made only when tyres are cold because pressure rises as they warm up in running. Never bleed warm tyres.

Tyres are considered to be cold when they have not been run for at least one hour or have only been run at low speed for not more than two or three kilometres.

Cold inflation pressures must always comply with those recommended for the vehicle by the vehicle or tyre manufacturer. The pressures (cold) recommended by tyre manufacturers in their technical documents should be regarded as minima.

When the car is subjected to hard driving conditions (e.g. sustained high speed, towing a trailer or caravan etc.), it is recommended that cold inflation pressure be increased by 30 kPa unless specific guidance is given in the vehicle handbook.

Always fit valve caps, preferably of the sealing type.

E.T.R.T.O. recommends that :

- To take into account natural permeation, climatic changes, damages on rim, valve or tyre etc, pressure checks, including the spare tyre, must be made every two weeks using a calibrated pressure gauge properly selected for the use*. The frequency of calibration is recommended once a year.
- Tyre pressures should be checked when the tyres are cold. Pressure increase during running, which may reach or even exceed 20%, is normal and is allowed for in the design of the tyres.
- For special cases higher pressures may be recommended by car or tyre manufacturers in their technical publications.
- Where different pressures are recommended for the axles of a car (the tyres on a given axle should always have the same pressure), the pressure of the spare tyre, if of the same type, should be at least 30 kPa greater than the higher recommended pressure and be re-adjusted to the correct pressure when fitted on the car.
For spare tyre/wheel assemblies of a different type to those already mounted on the car, consult the tyre manufacturer.
- The air-tightness of the tyre or tube can only be assured if a valve cap of the sealing type is fitted.
- When a passenger car is towing a trailer or a caravan the inflation pressure of the rear axle tyres must be increased in accordance with the tyre manufacturer's recommendation for this service in view of the load from the towing hook.
- A tyre pressure monitoring system (TPMS) is an additional tool to reduce the under-inflation of the tyres in practical use. The correct choice of warning thresholds helps to keep the inflation pressure at the required level for optimum performance criteria and reduce fuel consumption / CO₂ emissions. Any kind of TPMS does not exonerate the driver from regular pressure checks. In particular, if the inflation pressure at the point of illumination of the telltale is below the pressure required to carry the load of the vehicle according to tyre industry standards, the vehicle manufacturer must advise the customer that he/she still needs to check the tyre pressure regularly.

** reference Directive 86/217/EEC (council directive of 26 may 1986 on the approximation of the laws of the member states relating to tyre pressure gauges for motor vehicles.*

Tyre load and speed

Most tyres are marked with a Service Description comprising a Load Index (number) and a Speed Symbol (letter) e.g. 78S. Tyres fitted as original equipment are suitable for the maximum axle weight and speed capability of the car.

Wheels

The condition of the wheels should be checked regularly, particularly for distortion of flanges and the wheel disc. In the event of wear/damage to rim flanges, it is recommended that all sharp edges be removed in order to avoid tyre damage during fitting and use.

Wheels damaged or distorted, or having cracked or deformed stud hole seatings, must not be repaired or used..

- **Wheel covers**

When it is foreseen to attach a wheel cover, this shall have:

- an overall diameter which does not exceed the outer diameter of the rim flange,
- a fixing system such as to retain the cover onto the wheel and prevent it to rotate, also at the top performances of the vehicle, and
- an appropriate aperture so as to leave a sufficient clearance for the valve and permit free access to it for inflating and pressure checking.

The correct fitting of the cover unto the wheel shall be regularly checked to ensure that it is properly and tightly seated and it does not interfere with the valve, especially in case of rubber covered valves.

Incorrect fitting of wheel covers or fitting of wheel covers with inappropriate dimensions can damage the valve and the tyre.

Tyre damage

Tyre damage should not be neglected.

If damage such as a blister, rupture, or cut exposing the casing is visible on a tyre, or if it has suffered a violent impact (for example against a kerb) such that there has been a risk of internal damage, it must be removed and examined by a tyre specialist as soon as possible to determine whether it is repairable even though it appears to be sound.

If a repair to a tyre is necessary and possible, it must be made as soon as possible after the damage occurs in order to avoid further deterioration of the tyre structure.

All tyre repairs must be entrusted to an expert who must then take full responsibility for them.

Tyre minimum tread depth

The tread of a tyre is provided with a raised pattern, or sculpture, the main purpose of which is to ensure maximum tyre grip on wet or slippery roads. In addition to the features of the pattern itself, tyre construction, the chemical composition of the tread, road surface, weather conditions, mechanical features of the car, driving style and particularly speed, are all important factors affecting tyre/road adhesion. Tread depth is not the principal factor in tyre adhesion.

All these factors, particularly the factors not dependent on the tyre itself, make it practically impossible to define precisely the minimum tread depth compatible with safety. For instance, in pouring rain, on a smooth 'heavy traffic' road, the fast car driver should drive with the utmost care even if his car is fitted with new tyres. All that can be stated is that for a particular

tyre under given conditions, road grip progressively decreases with tyre wear. The driver should allow for this fact and reduce speed on wet roads accordingly.

E.T.R.T.O. considers that it is impossible to specify a minimum tread depth which would be valid for all types of tyres beyond which further use becomes dangerous. Modern tyres have tread wear indicators (normally 1.6 mm) to warn the user that the tyre is approaching the limit of wear.

Drivers should not assume that they can drive safely in wet conditions without reducing speed merely because the tyres have not yet reached a stage where they should be changed. In particular, drivers should take care to replace their tyres in good time bearing in mind the car's performance capability. The shallower the tread, the higher the risk of skidding on wet roads.

Tyre grooving and siping

- **Supplementary grooving or siping**

This operation consists of cutting additional grooves or knife cuts (sipes) in a tyre tread, usually in a transverse or diagonal sense, to give additional grip in slippery conditions. Such grooves or sipes may be acceptable provided they are not deeper than the original tread pattern, but the tyre manufacturer's approval must be obtained first.

This operation must be carried-out by specialists on their own responsibility taking into account the instructions given by tyre manufacturers in their technical publications.

- **Regrooving or recutting**

Regrooving or recutting consists of cutting a pattern in the base of the tread, deeper than the original pattern, to prolong mileage performance.

Regrooving or recutting of passenger car tyres is not permitted.

Note should be taken of national legislation.

Tyre repair and retreading

In the course of its life a tyre is subjected to an enormous amount of abuse and can be damaged in many ways. It is imperative that the work of repairing or retreading them is entrusted only to competent companies. After a careful examination by a specialist to decide whether repair or retreading is possible, these companies must take total responsibility for the examination and the work carried-out on the tyre.

Tyre/rim combinations

For approved tyre/rim combinations, consult the current E.T.R.T.O. Standards Manual. For other tyre/rim combinations, for existing vehicles, consult the E.T.R.T.O. Engineering Design Information and the tyre and rim manufacturers concerned.

Consult rim and wheel manufacturers for confirmation of the strength of the rim/wheel for the intended service.

Selection of replacement tyres

General

Every car has well defined mechanical and load/speed characteristics and the choice of tyres for it is governed largely by these factors.

Only car and tyre manufacturers are competent technically to make this choice. In particular, tyre manufacturers have extensive facilities, in both equipment and personnel, for carrying out research and development over the full range of operating conditions.

The tyres fitted to your vehicle as original equipment were selected by the vehicle and tyre manufacturers taking into account all aspects of the vehicle's operation. Changes in tyre size, structure, load and speed rating should not be made without first seeking advice from the tyre or vehicle manufacturer as the effect on safety, car behaviour and clearances must be considered.

Therefore, when replacing tyres, it is essential to fit either the size and type identical to those fitted on the car originally, or the alternatives recommended by tyre manufacturers in their official literature.

Replacement tyres must have a Load Index and a Speed Symbol at least equal to those of the original tyres. Exceptions are 'M+S' Winter tyres, in which case the speed capability of replacement tyres can be lower than that of the original tyres, but the driving speed must be restricted to the lower speed rating. In the absence of a Service Description, consult a tyre specialist to ensure an appropriate replacement.

N.B. Tyres for speeds over 240 km/h may be marked with both "ZR" and the relevant service description (e.g. 195/50 ZR 15 82 W, 195/50 ZR 15 82 Y) to specify the tyre performances; in the absence of service description, consult the tyre manufacturer for actual maximum speed.

If they are suitable for speeds over 300 km/h, the Service Description should be marked within brackets, e.g. 195/50ZR15(82Y). For safety reasons a new tube must always be used when fitting a new tube type tyre and a new tubeless valve when fitting a new tubeless tyre.

Used tyres should not be fitted if their previous history is unknown. It is essential always to obtain expert advice from tyre manufacturers or tyre specialists regarding tyre replacement (see ETRTO Recommendations on Used Tyres).

Mixed fitments

All movements of the steering wheel when driving a vehicle produce lateral forces which the tyres have to withstand. The reaction of a tyre to these lateral forces varies according to its structure. Therefore, for interchangeability of tyres without modification of the handling characteristics of the vehicle, it is necessary to take into account their type of construction - radial, diagonal or bias belted.

Except in the case where a temporary-use spare is fitted all the tyres on the vehicle must be of the same structure. Except in the case where a temporary-use spare is fitted, the tyres on a given axle must be of the same make, size, structure (radial, bias or bias-belted), and category of use (normal, snow or special) and with approximately the same degree of tread wear.

It should be clearly understood that, notwithstanding the technical recommendations above, users must also comply with their national legislation.

Tyres marked with a prefix “P”

e.g. P195/70 R 13 and tyres marked 195/70 R 13 are almost identical in size and can be mixed on a vehicle but not on the same axle providing the load and speed capabilities are the same. If the load and speed capabilities are not specified, consult the tyre manufacturer.

M+S tyres

Taking into account the whole range of conditions encountered in winter, the user's choice of tyres is based on many factors – geographical location, length and frequency of journeys, etc. – in the knowledge that optimum vehicle handling is obtained from the fitment of four tyres of the same type. Tyre manufacturers provide tyres marked M+S for every condition, but they can be classified broadly into two main types, namely with studs and without.

- **M+S tyres**

These tyres (without studs) are effective in most conditions (mud, snow, low temperature ice, etc.). However, they do not always reach the standard of studded tyres on melting ice. In general, the design of these tyres (structure, tread pattern and compounds) gives excellent performance on snow and ice and they are not subject to the legal constraints of studded tyres as they can also be used in normal (non-winter) conditions. The fitment of four M+S tyres is recommended.



Sidewall symbol of tyres for use in severe snow conditions.

Minimum 15 mm base and 15 mm height, placed adjacent to the M+S type designation. Above drawing not to scale.

Passenger Car Tyres

For the equipment of cars having maximum speed higher than 210 km/h with "V" rated Tyres, consult the tyre manufacturers on the applicable maximum speed.

The tyre manufacturer's advice on fitment should be followed and the same direction of rotation should be maintained from one winter to the next.

In addition, tyres should be run-in at reduced speed for about 100 km.

The maximum speed corresponding to the Speed Symbol on the tyre should not be exceeded even if the vehicle is capable of a higher speed.

- **Studded M+S tyres**

The studs are inserted into holes provided for them in the tread. Some countries regulate their use legally, particularly with regard to the period of use, speed limits and the disposition of studs (number, position and protrusion).

E.T.R.T.O. recommends that :

- New studded tyres should be run in for approximately 300 km at a moderate speed.
- When a car is equipped with studded tyres, all running wheels should be fitted. In fact, studded tyres on only one axle can cause instability - for example on braking when decelerating on icy roads - particularly on front-driven cars with studded tyres on the front axle only. Similarly instability, particularly on bends, can occur on rear driven cars equipped with studded tyres on the rear axle only.
- Heavy braking and rapid acceleration should be avoided on studded tyres.
- Studded tyres, when re-fitted after a period of disuse, should be mounted so as to turn in the same direction as when previously fitted. At the end of the winter season therefore, the direction of rotation or the wheel position should be marked on each tyre.
- In absence of national legislation, a speed of 100 km/h should not be exceeded on roads free of snow and ice because of reduced road grip of studs being considerably affected by speed, acceleration and sharp braking.

Downgraded tyres

It is recommended that downgraded tyres be marked with the following inscription:

DA

There is no restriction on the use of tyres marked 'DA'.

Tyres marked 'DA' (on at least one sidewall) have been downgraded by tyre manufacturers for various minor reasons of their own which in no way affects their use - for example, superficial blemishes, minor geometrical imperfections, etc..

The location of the marking 'DA' is left to the discretion of the tyre manufacturer.

Directional tyres

A directional tyre is a tyre that the manufacturer recommends to be used in one direction of rotation.

In the case of a vehicle equipped with a spare wheel assembly fitted with a directional tyre, this spare wheel assembly will run in the proper direction only when fitted to one side of the vehicle.

The fitting of a directional tyre in the opposite direction does not constitute an unsafe condition. Although the tyre is then not fitted as recommended, overall performance and handling will not be compromised. Nevertheless, the use of a directional tyre in the opposite direction should be discouraged and should be considered as a temporary measure only. Continued use of a directional tyre in the opposite direction may lead to uneven tyre wear and/or increased interior noise and increased vibration levels.

E.T.R.T.O. further recommends that all tyre manufacturers indicate the preferred direction of rotation on directional tyres with a clear arrow marking on the sidewall of the tyre, and include a clear statement in their technical literature stating that the use of the tyre in the opposite direction should only be considered as a temporary measure.

It should be clearly understood that, notwithstanding the technical recommendations above, the use of directional tyres must also comply with the relevant national legislation.

Self-Supporting Run Flat Tyres

Self-Supporting Tyres (SST, also known as Run Flat Tyres) constitute one of the methods available today that provides passenger cars with extended mobility following a loss of air in a tyre. The driver can continue travelling for a limited distance at a limited speed, but without needing to stop and perform any action, until a safe place can be found to service the deflated tyre.

Repairing

SST tyres have specially reinforced sidewalls which enable them to perform even when deflated, for a limited distance and at a restricted speed. The distance permitted under these conditions may vary according to the tyre or vehicle manufacturer concerned.

In the course of running in a totally deflated or significantly under-inflated condition, the tyre's internal structure is subjected to high stresses and hence may become weakened and permanently damaged rendering the tyre unsuitable for repair.

Since each tyre is different, and different brands of tyres use different technical solutions to provide run flat capability, each individual tyre manufacturer determines the repairability of its own run flat tyres.

Consumers are urged to check with tyre specialists on the repair guidelines for each brand of SST tyre.

Retreading

The responsibility for retreading any tyre lies with the retread manufacturer and not with the original tyre manufacturer.

Given the unique structure of an SST tyre, it must never be mixed on a vehicle with a standard tyre. To avoid this risk, a retreaded SST tyre should be clearly identified and sold by the retreader as an SST tyre and not as a standard radial tyre.

Retro fitting

Consult the vehicle or tyre manufacturer regarding which vehicles are suitable for SST fitment. SST tyres may only be fitted to vehicles equipped with a Tyre Pressure Monitoring System (TPMS) which provides a warning signal to the driver in case of serious under-inflation of any of the tyres. This is necessary because the self supporting nature of the tyre makes it difficult for the driver to know when air pressure has been lost, and could result in an unsafe condition if the vehicle speed is not reduced.

Replacement tyre fitment

The retro fitting of conventional tyres to vehicles originally fitted with SST tyres will remove the vehicle's run flat capability, potentially leaving the driver immobile in the case of a puncture. In addition, using non-SST tyres on a vehicle designed for SST tyres could adversely alter the handling characteristics of the vehicle. It is therefore recommended to consult with the vehicle manufacturer or tyre manufacturer before replacing SST tyres with conventional tyres on such vehicles.

Mixing SST tyres with standard tyres

The handling and performance characteristics of SST tyres may be different from those of conventional tyres, and so they must not be intermixed on a vehicle. All four tyres must be of the same structure – either all run flat or all standard tyres.

Mixing of different brands

As with standard tyres, different brands of SST tyres may have different characteristics. It is therefore advisable to consult the tyre manufacturers concerned regarding the mixing of different makes of SST tyres on the vehicle. In most European countries it is not allowed to

mix different makes or types of tyres on the same axle. In the countries where it is not forbidden, it is not recommended to mix different makes or types of tyres on the same axle.

Used passenger car tyres

This recommendation applies to Passenger Car Tyres. Once tyres are applied to a vehicle and put into service (this includes spare tyres), they are considered “used”. The purpose of this recommendation is to address the potential risk associated with the installation of used tyres that have uncertain or unknown history of use, maintenance or storage conditions. Such tyres may have damage that could eventually lead to tyre failure. This recommendation pertains to used tyres purchased as replacement tyres or as equipped on a used vehicle.

Not all tyre damage that can lead to tyre failure is outwardly visible. For instance, improper repairs or damage to a tyre’s innerliner can only be observed by inspecting the inside of the tyre, demounted from the wheel. A qualified tyre specialist should inspect the internal and external condition of the used tyres prior to application. Also in the case of a used vehicle purchased by a consumer, the only way to determine the condition of its tyres is to have them demounted by a tyre specialist for the same type of inspection.

For legal reasons, the installation of used tyres that exhibit any of the following characteristics is not allowed:

- Defaced or removed regulatory markings: the UNECE  and/or EC  logo and/or type approval number and the date of manufacture number (located on the tyre sidewall) are mandatory for use on the European public roads. If either of these logos/numbers are defaced or removed, the tyre does not meet regulatory requirements and cannot be used.
- Inadequate tread depth for continued service (i.e. nearly worn out). Tyres with a tread depth of 1.6 mm or less at any point on the tyre are worn out.
- Winter tyres with less than the national legal tread depth limit for use in the winter season.
- Labelled on the sidewall as “Not For Highway Use”, “NHS”, “For Racing Purposes Only”, “Agricultural Use Only”, “SL” (service limited agricultural tyre), or any other indication that the tyre is barred from use on public roads.

E.T.R.T.O. recommends NOT TO INSTALL used tyres that exhibit any of the following characteristics:

- Any punctures or other penetrations, whether repaired or not.
- Note: This is not meant to preclude the proper repair of a tyre installed on a consumer’s vehicle when the consumer is aware of the tyre’s history.
- Any innerliner or bead damage.
- Indication of internal separation, such as bulges or local areas of irregular/fast treadwear indicating possible tread or belt separation.

Passenger Car Tyres

- Indication of run-flat, under inflated and/or overloaded damage (e.g. innerliner abrasion, mid- to upper sidewall abrasion and stamping deterioration, delamination, or discoloration, excessive tread shoulder wear, etc.).
- Showing any damage or wear exposing the body material of the tyre — cuts, cracks, bulges, scrapes, ozone cracking/weather checking, impact damage, punctures, splits, snags, etc.
- Involved in a recall or a replacement program.[Information on EU recall program can be found at the following web address:
 - http://ec.europa.eu/consumers/dyna/rapex/rapex_archives_en.cfm
- Currently mounted on a rim that is bent, dented, cracked or otherwise damaged.
- Showing evidence of improper storage.
- Chemical, fire, excessive heat damage, or other environmental damage.
- Designated as a “scrap tyre” or otherwise not intended for continued highway service.
- Showing evidence of prior use of tyre sealant or balance/filler material.
- Altered to look like new tyres (e.g. a regrooved tread).
- Showing any other condition which would be cause for permanent removal from service.

E.T.R.T.O. Recommendations on Commercial Vehicle Tyres

Introduction

Although in the majority of cases commercial vehicle tyres are used by professionals having a sound knowledge of operating conditions, E.T.R.T.O. considers it necessary to re-state their usage recommendations. It should be clearly understood that these recommendations are applicable to tyres used for normal highway service. For other specific conditions it will be necessary to modify or supplement them following agreement between the tyre and vehicle manufacturers.

Care and maintenance

Tyre fitting

These operations must be entrusted only to a specialist who has the necessary equipment and expertise. Inexpert fitment can result in personal injury and visible or concealed damage to the tyres and wheels. Such damage may lead to failure in service and possible injury.

In addition to the technical standards in the E.T.R.T.O. Standards Manual and the instructions given by tyre, rim and valve manufacturers in their technical publications, E.T.R.T.O. recommends the following:

- Ensure that the rim is correct for the tyre size being fitted and is capable of supporting the required load.
All tubeless tyres must be fitted on airtight rims. It is recommended that rims with profiles designed for bead retention be used for tubeless radial tyres with a load index ≤ 121 fitted on 5° drop-centre rims (hump rims).
Where no tubeless marking appears on the tyre sidewalls, tyres are intended for fitment with an appropriate inner tube.
- Remove all contamination (dirt, grease, rust, fitting lubricant, etc.) From the wheel. Inspect the wheel carefully. If it is cracked or deformed, it must be replaced. In the case of multi-piece rims, check that the different components are correct and compatible.
- In the case of replacement of tube type tyres, always fit a new inner tube, valve and flap. In the case of tubeless tyres fit a new valve adapted to the in use inflation pressure and valve grommet, and a new seal when they are fitted on rims with a detachable flange.

Commercial Vehicle Tyres

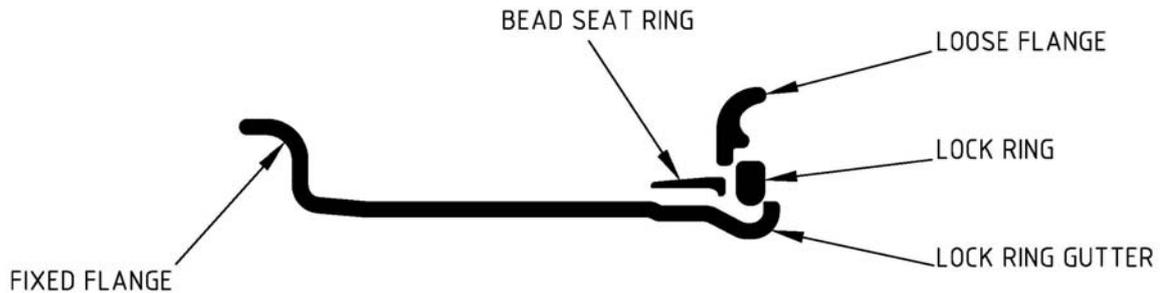
- Check that the tyres and inner tubes are free from damage and take particular care that no foreign matter remains inside the tyre or between the tyre bead and the rim bead seat.
- Lubricate the tyre beads with an approved tyre lubricant only. This applies especially to tubeless tyres, particularly those mounted on rims with safety humps. If this recommendation is not followed, bead damage or fracture during fitting could occur.
Note : the use of hydrocarbons is prohibited.
- Carefully check the condition of the valve hole. The edge of the valve hole on the tyre side of the rim must be rounded and smooth, while on the weather side the edge must be free from any burrs that can damage the valve stem.
In order to avoid damage to the inner tube or flap, ensure that the valve is located correctly in the valve hole. The use of valve extension pieces is advised for those valves to which access is difficult, as in the case of the inner tyre of twin assemblies.
- With the tyre on the rim, start the inflation in two steps making certain that the beads are seating correctly on the rim seat. Stop inflating the tyre at 150 kPa (1st step), inspect the tyre and ensure that there are no tyre deformations or blisters. Deformations or blisters require the demounting of the tyre and examination by a specialist. Ensure that the beads are correctly located against the rim flange.
Then place the tyre in vertical position into a safety cage and inflate it to the specified inflation pressure.
In the case of tyres fitted on multi-piece rims, with the tyre on the rim, and the assembly flat on the ground, inflate until the detachable flange is located correctly against the lock rim. Correct location is facilitated by tapping these rims with a rubber hammer during the preliminary inflation. However, the tyre must not be inflated above a pressure of 100 kPa before being placed in a safety cage.
- Ensure that the airline between the valve and the pressure gauge is long enough to enable the fitter to stand clear of any danger from flying components in the event of a tyre or wheel burst.
- If there is neither a safety cage nor a portable safety device to give protection against tyre or wheel bursts, place the tyre and wheel assembly vertically against a wall with the detachable rim parts towards the wall.

Used tyres should not be fitted if their previous history of use, maintenance or storage conditions are uncertain or unknown. A qualified tyre specialist should inspect the internal and external condition of the used tyres prior to application.

Tyre removal

These operations must be entrusted only to a specialist who has the necessary equipment and expertise. Inexpert removal can result in personal injury and visible or concealed damage to the tyres and wheels. Such damage may lead to failure in service and possible injury.

- Before each operation, it is essential to make sure that the tyre is completely deflated by unscrewing and removing the valve insert.
- In addition, in the case of rims of multi-piece construction, for example,



The operation must start by the removal of the lock ring and the detachable rim flange. At all times the operation must start by the removal of the lock ring and the detachable rim flange. At all times, the operator must avoid standing in front of the wheel in the path of loose flange components which might spring-off in the case of a damaged wheel.

- **Tyre fitting/removal: special case of external valve hole, tubeless 15° drop-centre rims with hump(s)**

The single or double hump rim contour of those 15° drop-centre rims with an external valve hole makes the unseating of the tyre bead very difficult when using traditional hand tools. Therefore, it may be necessary to use specialised service accessories that are able to exert localised pressure to force the bead over the hump.

It is important that these accessories are designed in such a way that they do not cause damage to the tyre bead/sidewall, to the attachment face, wheel centre hole, bead seat or rim flange. Alloy wheels are particularly at risk.

Additionally different types of valves are available on the market. It is necessary to use only those of which the bases are free of any roughness, sharp angle or prominent points which may damage the bead when the tyre is passing over the hump during the mounting and/or the dismounting.

Inflation pressure

Correct inflation pressures are of the highest importance for driving safety.

Over-inflation causes the tyre to be more susceptible to impact damage and in extreme cases may result in rim deformation or even a tyre burst. Under-inflation causes over-heating and can greatly shorten the life of a tyre. It reduces road holding and can cause irregular wear, internal damage and, ultimately, even tyre break-up.

Most tyre injuries are due to, or aggravated by, incorrect inflation pressures. In general, the tyres for trucks and buses must be inflated according to the load they carry. To this end, tyre manufacturers publish load/pressure tables. Pressures other than those in the tables may nevertheless be recommended by tyre manufacturers for particular applications or to improve

the stability of the vehicle. It is dangerous to run with pressures different from those recommended by the tyre and/or vehicle manufacturers.

Tyre pressures must be checked regularly once a fortnight using an accurate pressure gauge and not forgetting the spare wheel. These checks should be made only when the tyres are at ambient temperature, commonly referred to as the cold inflation pressure

An increase of pressure during running, which may reach or even exceed 20%, is normal and is allowed for in the design of the tyre. Therefore the inflation pressure of warm tyres must never be adjusted back to the recommended cold values.

Note that the valve cap, which should be of the sealing type, acts as a supplementary air seal and must be fitted at all times.

Storage of tyres, tubes and flaps

See pages 11 to 13.

Wheels

The condition of wheels should be checked regularly particularly for distortion of rim flanges, wheel discs and trillex sectors. Cracked rims or wheels must be replaced, paying particular attention to the inside wheel of twin fitments. It is strongly recommended that tyres are deflated before removal from the vehicle.

In the event of wear/damage to rim flanges, it is recommended that all sharp edges be removed in order to avoid tyre damage during fitting and use.

Damaged or distorted wheels, or wheels having cracked or deformed stud hole seatings, , must not be repaired or used in service.

Cracked rims or discs must **never** be welded under any circumstances because the welding will crack again after a very short time under the dynamic stresses involved in running.

In order to avoid tension crack corrosion on the wheels as well as tyre damage, the anti-corrosive protection on the wheel must be fully guaranteed, even on the tyre side of the rim and rings. The surface protection should be checked at intervals and during tyre fitting, and renewed as necessary after removing any contamination from rust.

Tyre damage

It is dangerous to neglect tyre damage.

The tyres on a vehicle should be examined regularly with particular attention being paid to the tread for evidence of abnormal wear, cuts, localised deformities and foreign bodies (grit, nails,...), to the sidewalls for cuts, cracks, impact damage, abrasion and localised deformities, and to the bead/rim flange region for signs of chafing, rim damage, misfitment and, between twin tyres, for cracks, abrasions, localised deformities and foreign bodies. In cases of any such damage, the tyre must be checked by a specialist.

A tyre specialist should also be consulted if a tyre has suffered a heavy impact on kerbs, pot-holes and general road hazards or after prolonged use of tyres on poor surfaces, even though no damage is visible, because damage could seriously curtail tyre life. Abnormalities in running - heavy vibrations, sudden pull to the left or right etc. - should also be investigated without delay.

Following a puncture it is imperative to pull-up as soon as possible and change the tyre because running under-inflated may cause structural deterioration. A tyre which has been punctured must always be removed from the wheel to be checked for secondary damage. Anti-puncture products in the form of liquid sealants are not recommended as they can mask secondary damage and preclude internal examination.

If a repair to a tyre is necessary and feasible, it must be carried-out by a tyre specialist as soon as possible in order to avoid further deterioration of the structure. In any case all tyre repairs must be entrusted to a tyre specialist who must then take full responsibility for them. The exposure of tyres to temperatures in excess of 90° C may cause permanent damage to the tyre and this is to be avoided. Such exposure may be caused by brakes, exhaust pipes, catalytic converters, etc.

Tyre minimum tread depth

The tread of a tyre is provided with a raised pattern or sculpture the main purpose of which is to ensure maximum tyre grip on wet or slippery roads. However, tread pattern alone does not control tyre grip. In addition to the features of the pattern itself, tyre construction, the chemical composition of the tread, road surfaces, weather conditions, mechanical features of the vehicle, driving style and particularly speed, are all important factors affecting tyre/road adhesion.

In the case of commercial vehicle tyres, particularly those on the heavier lorries, the load and the resulting high ground pressure ensure good grip even on wet or slippery roads, although tread patterns are far less complex than for car tyres.

All these factors, particularly the factors not dependent on the tyre itself, make it practically impossible to define precisely the minimum tread depth compatible with safety. All that can be stated is that for a particular tyre under given conditions, road grip gradually decreases with tyre wear. The driver should allow for this fact and reduce speed on wet roads accordingly. There is no exact time during the life of a tyre when the driver has to face skidding dangers which did not exist a moment before.

E.T.R.T.O. considers that it is impossible to specify a minimum tread depth which would be valid for all types of tyres beyond which further use becomes dangerous. However some tyres have tread wear indicators (normally 1.6 mm) to warn the user that the tyre is approaching the limit of wear.

The legal minimum tread depth for commercial vehicle tyres varies depending on the country of use. Users should be aware of the requirements for the countries where the tyre is used.

Tyre regrooving

- **General**

Regrooving or recutting consists of cutting a pattern in the tread, deeper than the original pattern, in order to extend the tyre life. Care should be taken to ensure that the regrooving process does not expose the tyre casing, breakers or belts and that sufficient rubber is left for its protection. Tyre manufacturers publish instructions regarding the patterns to follow when regrooving their tyres as well as the relevant recommended widths and permitted depths below the base of the original pattern.

European and north american regulations require that 'each new tyre designed and constructed for regrooving shall be labelled on both sidewalls with the word 'regroovable' or the symbol 'Ω' at least 20 mm in diameter.' A minimum rubber thickness of 4 mm between the bottom of the original principal grooves and the upper surface of the belt is necessary to classify a tyre as regroovable.

- **Technical requirements**

- Regrooving should only be carried-out by specially trained personnel.
- On no account must tyres that have been worn smooth be regrooved (even if the smooth area is limited) as there is no indication of how much base rubber is left. As there can be a degree of uneven tread wear, with most tyres it is better to check the tyre for regrooving when a sufficient amount of protection base rubber of at least 2 mm will be remaining.
- Before regrooving, the tyre should be examined to ensure that it is in good condition and to ensure the tyre has not been previously regrooved. To trained personnel it is usually obvious if a tyre has been regrooved previously since the groove will not have sharp corners on zigzag grooves and there will be marks in the groove left by the regrooving tool. However, if the new tyre had tread wear indicators or tie bars, these will no longer be visible as they will have been removed during the first regrooving process.

Should it be considered necessary or desirable to completely or partially regroove the tyre more than once, the tyre manufacturer **must** be consulted.

Any damage or unsatisfactory repair should be repaired correctly in advance. If the tread shows evidence of cracking, multiple cuts, or tearing of the tread blocks, then regrooving is not recommended.

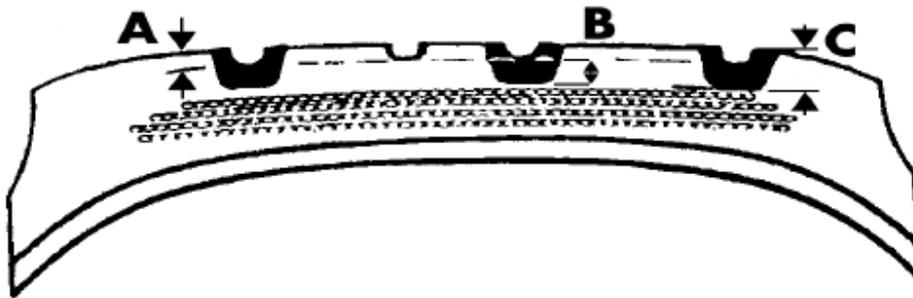
Remove flints and other foreign bodies trapped in the tread rubber to avoid damage to the cutting blade or the tyre.

Regrooving should be carried-out with a regrooving tool which has an electrically heated blade and preferably in a well ventilated place.

- Choose a blade the width of which corresponds to the width of regrooving recommended in the instructions issued by the tyre manufacturer for the specific tread pattern and tyre size.
- The actual remaining depth should be measured at several places around the tyre. The depth of cut on the cutting tool must be related to the minimum pattern depth found.

- To set the cutting blade, add the minimum pattern depth measured to the permitted regroove depth specified in the instructions issued by the tyre manufacturer for the specific tread pattern and tyre size.

Example



Minimum remaining depth of the original pattern	→	A
Permitted regroove depth from the tyre manufacturer's instructions	→	B
Depth of setting of the cutting blade	→	$C = A + B$

- Mount the tyre on a re-grooving stand. Proceed to regroove the tread exerting even pressure following the re-cut pattern straight through any tread tie-bars, as shown in the instructions issued by the tyre manufacturer for the specific tread pattern and tyre size.
 - When the above procedures are carefully followed a sufficient amount of the base rubber remains to protect the tyre casing, breakers or belts. In no case must any part of the cord structure of the tyre be cut or exposed as this renders the tyre unsafe and is likely to preclude subsequent retreading.
- **Responsibilities**

The regroover must take total responsibility for the examination and the work carried-out on the tyre and the subsequent performance of the tyre relative to this.

Tyre repair and retreading

In the course of its life, a tyre is subjected to an enormous number of constraints and can be damaged in many ways. It is imperative that the work of repairing or retreading is entrusted only to competent companies. After a careful examination by a specialist to decide whether repair or retreading is possible, these companies must take total responsibility for the examination and the work carried out on the tyre.

Tyre ageing

Tyres age even if they have not been used or have only been used occasionally. Cracking of the tread and sidewall rubber, sometimes accompanied by carcass deformation, is possible indication of ageing. Old and aged tyres must be checked by tyre specialists to ascertain their suitability for further use.

Tyres fitted to vehicles which are parked for long periods (e.g. cranes, specialist trailers etc.), will tend to age and crack more quickly than those which are used and run frequently. In such circumstances it is important to jack the weight off the tyres and to cover them so that they are protected from direct light.

Whether fitted on rims or not, tyres must be stored in clean conditions free from exposure to sunlight or strong artificial light, heat, ozone (electrical machines) and hydrocarbons. When stored fitted on rims, inflation pressure should be reduced.

Particular attention must be paid to spare tyres which may be old or aged.

Tyre/rim combinations

For recommended and permitted tyre/rim combinations, consult the current E.T.R.T.O. Standards Manual. For other tyre/rim combinations, for existing vehicles, consult the E.T.R.T.O. Engineering Design Information and the tyre and rim manufacturers concerned.

Consult rim and wheel manufacturers for confirmation of the strength of the rim/wheel for the intended service.

Choice of valves

Appropriate valves shall be chosen in accordance with the rim aperture and the inflation pressure to be used.

Selection of replacement tyres

General

The tyres fitted to your vehicle as original equipment were selected by the vehicle and tyre manufacturers taking into account all aspects of the vehicle's operation. Changes in tyre size, structure, load and speed rating should not be made without first seeking advice from the tyre or vehicle manufacturer as the effect on safety, vehicle behaviour and clearance must be considered.

Replacement tyres must be suitable for the type of vehicle and the applications on which it is used. These applications may vary - type of service, route, load, speed - but tyre manufacturers offer a comprehensive range of tyre sizes, constructions and tread patterns and are competent to advise the user on tyre selection.

This advice is backed by extensive facilities, both in equipment and personnel, for carrying-out research and development over the full range of service conditions. In special cases, a change of tyre and/or wheel equipment may be necessary.

Tyre load and speeds

Most tyres are marked with a service description comprising a load index or load indices (numbers) and a speed symbol (letters) e. g. 150/146L. Tyres fitted as original equipment are suitable for the speed and maximum axle weight of the vehicle.

In principle replacement tyres should have a load index (or load indices) at least equal to those of the original tyres specified by the vehicle manufacturer or the legal load limit, whichever is lower, and a speed symbol sufficient to meet legal requirements and vehicle speed capability.

Certain special tyres (for example M+S) may have a lower speed rating than the original highway tyres. In such cases the driving speed must be restricted, as appropriate. If in doubt, or in the absence of a service description, consult a tyre specialist. Overloading or exceeding the speed capability of a tyre causes excessive heat build-up which may lead to tyre breakup.

In cases where one type is to be replaced by another, the tyre manufacturer must be consulted about special recommendations of fitments for particular usages.

In case of replacement of a single tyre on an axle (e.g. due to damages) it is suggested to have the new one with approximately the same degree of tread wear as the remaining one. Tyres in dual fitment must be approximately of the same external diameter.

M+S C-type tyres

Taking into account the whole range of conditions encountered in winter, the user's choice of tyres is based on many factors – geographical location, length and frequency of journeys, etc. – in the knowledge that optimum vehicle handling is obtained from the fitment of four tyres of the same type. Tyre manufacturers provide tyres marked M+S for every condition, but they can be classified broadly into two main types, namely with studs and without.

- **M+S tyres**

These tyres (without studs) are effective in most conditions (mud, snow, low temperature ice, etc.). However, they do not always reach the standard of studded tyres on melting ice. In general, the design of these tyres (structure, tread pattern and compounds) gives excellent performance on snow and ice and they are not subject to the legal constraints of studded tyres as they can also be used in normal (non-winter) conditions.

The fitment of four M+S tyres is recommended.

Sidewall symbol of tyres for use in severe snow conditions



Minimum 15 mm base and 15 mm height, placed adjacent to the M+S type designation. Above drawing not to scale.

The tyre manufacturer's advice on fitment should be followed and the same direction of rotation should be maintained from one winter to the next.

In addition, tyres should be run-in at reduced speed for about 100 km.

The maximum speed corresponding to the speed symbol on the tyre should not be exceeded even if the vehicle is capable of a higher speed.

Downgraded tyres

It is recommended that downgraded tyres be marked with the following inscription:

DA

There is no restriction on the use of tyres marked 'DA'.

Tyres marked 'DA' (on at least one sidewall) are tyres with only minor external blemishes which do not affect their performance in any way.

The location of the marking 'da' is left to the discretion of the tyre manufacturer.

Tyre use and maintenance for motor-caravans (or motor homes)

Fit the right tyres

As with all road vehicles, it is essential that tyres of the correct type be fitted.

Tyres usually fitted to motor-caravans are of a "light commercial ("C" or "CP")" type. CP type-tyres (commercial vehicle tyres for service on motor-caravans) have only been marketed in the last few years. This followed a study which demonstrated, that overloading is generally the main cause of tyre failure, due to the fact that this type of vehicle often carries an excessive or badly distributed load, which, may be higher than that permitted by the load index (LI) of the tyre; usually on tyres fitted to the rear axle.

CP-type tyres have been designed to cater for the higher loads imposed by motor-caravans, especially when fitted in single formation on the rear driven axle (also see following comments below referring to the "service description").

It is always advisable to have the same type of tyres on all wheels and axles. Only tyres of the same size and service description (load index / speed symbol) and identical wheels should be fitted across an axle and carried as a spare. Tyre pressures across an axle should be equal. Additionally, any deviation from the original type of tyre is likely to have an effect on the handling and general characteristics of the vehicle. For these reasons, it is strongly recommended that motor-caravans are only fitted with CP-tyres.

Therefore, before changing the type of tyres, always consult either the vehicle or the tyre-manufacturer.

When fitting any new tyre size differing from the original equipment, it is the users' responsibility to ensure compliance with existing regulations, regarding specifically, the vehicle's load and speed capability. Never replace tyres with those of a lower speed rating or lower load capacity.

Referring to the "service description"

The LI designation of CP-type tyres carries a single "load index" indicating their normal use in single fitment. In this case only, tyres on the rear axle have to be inflated to 550 kPa, (to compensate for severe conditions of unequal load distribution, but with no further concession to increase the maximum load capacity). When these tyres are used in dual fitment, a tyre pressure increase is not required and the axle load capacity is calculated as 1.85 times that of a single wheel fitment.

General recommendations for motor-caravans (or motor homes)

Check the pressures

It is essential for the safety and stability of the vehicle that all tyres are correctly inflated. Incorrect tyre pressures do not only adversely affect the handling, but can also cause dangerous tyre failure. The correct inflation pressure for motor-caravan tyres will be shown in the vehicle / chassis handbook.

Furthermore, tyres that are not inflated to the correct pressure may wear rapidly and adversely affect the fuel consumption of the vehicle. Therefore, in the long run, keeping them at the right pressure could also save money. Pressures should be checked and, if necessary, adjusted prior to any journey when the tyres are cold - not after being driven when they will be higher. Never reduce tyre pressure when the tyre is warm, as the pressure may be too low when the tyre cools. After checking the tyre pressure, ensure that the valve is not leaking and that a valve cap is fitted.

Tyre care

Check your tyres regularly but particularly when the motor-caravan has not been used for some time. Vehicles that are not normally used during winter should be thoroughly inspected prior to re-use. Inspect for any sign of deterioration in the tyres such as sidewall cracking and/or carcass deformation. Tyres fitted to a stationary vehicle, particularly if parked in coastal areas may deteriorate more quickly over time than those in regular and frequent use. If a motor-caravan remains stationary (parked) for a length of time, it is requested to cover the tyres in order to shield them from direct sunlight and, if possible, jack the weight off them. If in doubt about the condition of your tyres, have them checked immediately by a tyre specialist.

Do not overload

At anytime it is dangerous to overload tyres. Police may take action against drivers when their vehicle is carrying an excessive or poorly distributed load. A poorly distributed load can cause overloading of one or more tyres, even when the maximum permissible total load is not exceeded. It is important to spread the load evenly around the vehicle and as low as possible, thus not impairing the stability of the vehicle. Failure to adhere to this rule may initiate tyre problems and possible tyre failure.

E.T.R.T.O. Recommendations on Motorcycle Tyres

Care and maintenance

Tyre fitting and removal

In addition to the technical standards in the E.T.R.T.O. Standards Manual and the instructions given by tyre, rim and valve manufacturers in their technical publications, E.T.R.T.O. recommends the following :

- **Fitting**

- Ensure that the rim is correct for the tyre size being fitted.
- Clean the tyre and the wheel thoroughly to remove all contamination (dirt, grease, rust, fitting lubricant, foreign matter, etc.). Inspect the wheel carefully paying particular attention to the spoke nipples and ensuring that the rim band is in good condition and covers them.

If the rim is cracked or deformed, it must be replaced.

Carefully check the condition of the valve hole. The edge of the valve hole on the tyre side of the rim must be rounded and smooth, whilst on the hub side the edge must be free from any burrs that can damage the valve stem.

- Lubricate the tyre beads with water or an approved proprietary tyre lubricant only. This applies especially to tubeless tyres which are mounted on rims with safety humps. If this recommendation is not followed, bead damage or fracture during fitting could occur.

Note : The use of hydrocarbons is prohibited.

Do not use an excessive amount of lubricant as this can result in bead 'creep' in service.

If necessary dust the tube with French chalk, but do not use an excessive amount as this can result in tube failure.

Take note of any directional arrow on the sidewalls of the tyre.

- With the tyre on the rim, start the inflation making certain that the beads are seating correctly on the rim seat. After inflation ensure that the beads are correctly located against the rim flange.

Non compliance with this procedure can result in tyre failure in service.

- Ensure that the air line between the tyre valve and the pressure gauge is long enough to enable the fitter to stand clear of any danger from flying fragments in the event of a tyre or wheel burst.

In order to comply with the above fitting instructions, it is sometimes necessary to use a pressure greater than the normal recommended maximum pressure. For obvious safety reasons tyre and rim manufacturers should be consulted to determine the permissible maximum fitting pressure.

- Wire-spoked wheels are not air-tight. Always fit an inner tube and a rim band.
 - For safety reasons always use a new tube of the correct size marking when fitting a new tube type tyre and a new tubeless valve when fitting a new tubeless tyre. Where no tubeless marking appears on the tyre sidewalls, tyres are intended for fitment with an appropriate inner tube.
 - All tyres for tubeless applications must be fitted on airtight rims which must have profiles designed for bead retention. Where tubeless tyres are fitted on rims which are not suitable for tubeless applications, an appropriate inner tube shall be fitted.
 - For ZR tubeless tyres used on motorcycles with maximum speed over 240 km/h fitment with a tube is not recommended.
- **Removal**
 - Before commencing removal, check that there is no danger of the tyre bursting due to damage (cuts, bulges, exposed cords etc.).
 - To avoid danger when separating the beads from the rim, unscrew and remove the valve core before removing the tyre in order to ensure deflation.

It is recommended that tyre fitting and removal be entrusted to a specialist who has the necessary equipment and expertise. In exceptional cases where this is not possible, it is imperative to comply with the tyre manufacturer's instructions on fitting and removal of tyres and with the national standards in force.

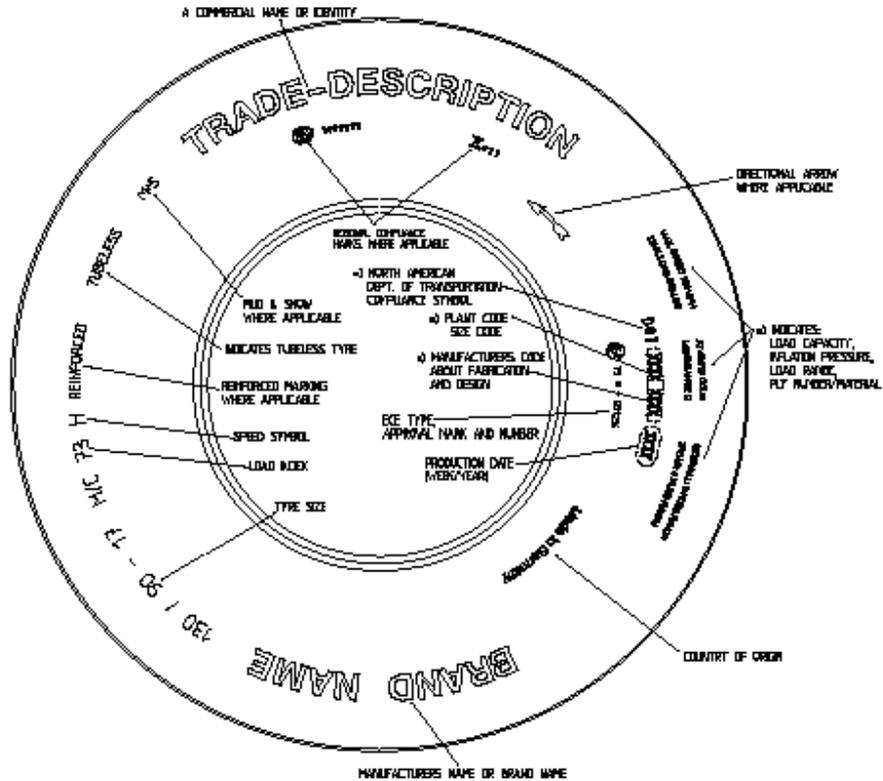
Inflation pressure

It is dangerous to ride with under-inflated tyres since this could result in instability, tyre creep, reduced road holding, and structural degradation of the tyre due to excessive heat generation etc. The effects of under-inflation are not necessarily immediate. It may be a considerable time before they occur. The pressures (cold) recommended by tyre manufacturers in their technical documents should be regarded as minima.

E.T.R.T.O. recommends that :

- Inflation pressure must be checked once a fortnight using an accurate pressure gauge.
- Tyre pressures should be checked when the tyres are cold. Pressure increase during running, which may reach or even exceed 20%, is normal and is allowed for in the design of the tyres.
- For sustained high speed riding, or when riding with a passenger or carrying heavy luggage, the recommended cold pressure should be increased by at least 30 kPa. For special cases higher pressures may be recommended by motorcycle or tyre manufacturers.
- The air retention of the tyre or tube can only be assured if a valve cap of the sealing type is fitted.

How to read the information marked on the tyre



The above sketch is given as an example only. All legal requirements have to be taken into account.

Storage of tyres and tubes

See pages 11 to 13.

Wheels

Ensure that the rim band on wire-spoked wheels is in good condition as a protruding spoke head can damage a tube and cause a puncture.

The condition of the wheels should be checked regularly, particularly for alignment, distortion of flanges, and loose spokes. In the event of wear/ damage to rim flanges, it is recommended that all sharp edges be removed in order to avoid tyre damage during fitting and use.

Damaged or distorted wheels must not be repaired or used in service.

Divided wheels

Divided wheels are so constructed, that their two main parts, the rim portions of which may or may not be the same width, when securely fastened together, combine to form a rim having two fixed flanges.

Divided wheels should be designed so, that on the wheel, when it is fitted to the vehicle, only those screws and nuts are accessible, which fit the wheel to the vehicle. The connecting devices of the two wheel parts must differ and only be accessible, when the wheel is demounted from the vehicle. Spot weldings must not be used.

In case where the connecting devices are accessible when the wheel is mounted on the vehicle, they must be clearly identifiable.

The demounting of the wheel from the vehicle and of the tyre from wheel must be done in the following sequence :

- Deflating of the tyre (to have no pressure on the tyre),
- Demounting of the wheel from the vehicle,
- Disconnecting of the two wheel parts and demounting of the tyre.

When mounting, the tyre shall be only inflated after the connecting devices of the wheels are secure.

Tyre damage

It is dangerous to neglect tyre damage.

Remove any stones or nails which may become embedded in the tread of the tyre. If left they will eventually penetrate through the casing and cause a puncture, leading to a breakdown on the road.

If damage such as a blister, rupture, or cut exposing the casing is visible on a tyre, or if it has suffered a violent impact (for example against a kerb) such that there has been a risk of internal damage, even though it appears to be sound it must be removed and examined by a tyre specialist as soon as possible in order to determine whether it is repairable.

If a repair to a tyre is necessary and possible, it must be made as soon as possible after the damage occurs in order to avoid further deterioration of the tyre structure.

Never make external temporary repairs in the tread or sidewall as they can be extremely dangerous.

All tyre repairs must be entrusted to an expert who must then take full responsibility for them.

Tyre minimum tread depth

The tread of a tyre is provided with a raised pattern, or sculpture, the main purpose of which is to ensure maximum tyre grip on wet or slippery roads. In addition to the features of the pattern itself, tyre construction, the chemical composition of the tread, road surface, weather conditions, mechanical features of the motorcycle, riding style and particularly speed, are all important factors affecting tyre/road adhesion. Tread depth is not the principal factor in tyre adhesion.

All these factors, particularly the factors not dependent on the tyre itself, make it practically impossible to define precisely the minimum tread depth compatible with safety. For instance,

in pouring rain on a smooth 'heavy traffic' road, the fast rider should drive with the utmost care even if his machine is fitted with new tyres. All that can be stated is that for a particular tyre under given conditions, road grip progressively decreases with tyre wear. The rider should allow for this fact and reduce speed on wet roads accordingly.

There is no exact time during the life of a tyre when the rider has to face skidding dangers which did not exist a moment before.

E.T.R.T.O. considers that it is impossible to specify a minimum tread depth, valid for all types of tyres, beyond which further use becomes dangerous. It would be dangerous for riders to assume that they can drive safely in wet conditions without reducing speed merely because the tyres have not yet reached a stage where they should be changed. In particular, riders of sports machines should take care to replace their tyres in good time bearing in mind the machine's performance capability.

Tyre grooving and siping

Regrooving, or supplementary grooving and siping down to the same depth as the original pattern, is not permitted on tyres for road use.

Tyre repair

In the course of its life a tyre is subjected to an enormous amount of abuse and can be damaged in many ways. It is imperative that the work of repairing it is entrusted only to competent companies.

Before attempting to repair a puncture, it is vital that a rigorous inspection for secondary damage inside the tyre casing be carried out, necessitating the removal of the tyre from the wheel. After a careful examination by a specialist to decide whether the repair is possible, these companies must take total responsibility for the examination and the work carried out on the tyre.

Tyre ageing

Tyres age even if they have not been used or have only been used occasionally. Cracking of the tread and sidewall rubber, sometimes accompanied by carcass deformation, is evidence of ageing. Old and aged tyres must be checked by tyre specialists to ascertain their suitability for further use.

Tyre/rim combinations

For recommended and permitted tyre/rim combinations, consult the current E.T.R.T.O. Standards Manual.

Motorcycle Tyres

Consult rim and wheel manufacturers for confirmation of the strength of the rim/wheel for the intended service.

Selection of replacement tyres

Every motorcycle has well defined mechanical and load/speed characteristics and the choice of tyres for it is governed largely by these factors.

Only motorcycle and tyre manufacturers are technically competent to make this choice. In particular, tyre manufacturers have extensive facilities, in both equipment and personnel, for carrying out research and developments over the full range of operating conditions.

Therefore, when replacing tyres, it is essential to fit either the sizes and types identical to those fitted on the machine originally, or the alternatives recommended by tyre manufacturers in their official literature.

Tyres marked 'Not for Highway Use' or 'N.H.S.' must not be used on the public highway.

Downgraded tyres

It is recommended that downgraded tyres be marked with the following inscription :

DA

There is no restriction on the use of tyres marked 'DA'

Tyres marked 'DA' (on at least one sidewall) are tyres with only minor external blemishes which do not affect their performance in any way.

The location of the marking 'da' is left to the discretion of the tyre manufacturer.

Used tyres

Motorcycle tyre submitted to high performance test on test rigs may not be used later for normal driving. For high performance tests on test rigs, only special tyres or worn tyres are to be used.

E.T.R.T.O. Recommendations on Rims for Bicycles

Recommendations for rims, made of material which may abrade (i.e. wear due to abrasive action of brake pads).

Sidewalls of rims made out of materials that wear through the abrasive action of brake pads will have a limited lifetime.

The lifetime of the bicycle rim will depend on the material of the brake pads and the use of the bicycle.

As a result of excessive wear, the bicycle rim will not be capable of maintaining the tyre pressure, causing instant deflation.

In order to maintain safety and provide correct fitting of the tyre, the user of such rims and brakes must be notified of the state of wear of the rim, allowing replacement of the rim when required.

Thus, the sidewalls of such rims should have an indicator to show when the rim must be replaced.

Tyre fitting for normal crotchet type rims

In addition to the technical standards shown in the E.T.R.T.O. Standards Manual and the recommendations given by tyre, rim and valve manufacturers in their technical publications, E.T.R.T.O. recommends the following for tube type tyres

- **Fitting**
 - Ensure that the tyre size selected is compatible with the rim to which it is to be fitted. In particular the nominal rim diameter of the tyre size and of the rim size as shown in the relevant markings shall coincide. Verify that the tyre is not damaged or aged. Check that the inner tube is of a correct size for the tyre size.
 - Clean the rim to remove any contamination (grease, rust, foreign material, etc.). Inspect carefully, paying particular attention to the spoke ends and valve hole, which should be smooth, free from burrs or sharp edges. Check and tighten loose spokes. Damaged or distorted spokes or rims shall not be repaired and must be replaced.
 - Check the protective flap and replace it if damaged or deteriorated. Fit the protective flap (rim tape), which should be sufficiently wide to completely cover the spokes heads and to remain centred on the rim during use. Position the rim tape so that the hole for the valve corresponds with the hole in the rim. The thickness of the rim tape should not exceed 0,8 mm unless stated otherwise by the rim manufacturer. Its mechanical strength should be sufficient to withstand the maximum recommended inflation pressure of the tyre.
 - Lightly lubricate the tyre beads using a suitable lubricant (soapy solution or proprietary bead lubricant) so as to avoid damage during fitting. Avoid excessive lubrication, which may lead to rotation of the tyre on the rim during operation.

Warning: do not use lubricants based on hydrocarbons or hydrocarbon mixtures.

- In case of machine fitting: introduce the inner tube into the tyre and inflate slightly until it is in light contact with the tyre. Over inflation will make fitting difficult. Insert the valve into the hole in the rim and mount the lower bead onto the rim, followed by the upper bead, ensuring that the inner tube does not become trapped between the bead and the rim flange.
It is imperative that the device used to push the beads is carefully adjusted to avoid shearing the bead against the rim flange.
- In case of manual fitting: mount one bead onto the rim. Introduce into the tyre the inner tube, slightly inflated, starting by inserting the valve into the hole of the rim. Then, starting opposite the valve, mount the second bead onto the rim ensuring that the inner tube does not become trapped between the bead and the rim flange or the rim tape.
Push the valve towards the inside of the rim to ensure that the tyre beads are correctly fitted.
- Slowly inflate the tyre so as to centralise the beads on the rim. Inspect carefully to ensure that both beads are correctly centred on the rim before inflating to the operating pressure.
For safety reasons the maximum inflation pressure, recommended by the tyre and rim manufacturers, should never be exceeded.
- Secure the valve by screwing (finder tight) the securing nut, if applicable.

Tyre fitting and removal for tubeless tyres

In addition to the technical standards shown in the E.T.R.T.O. Standards Manual and the recommendations given by tyre, rim and valve manufacturers in their technical publications, E.T.R.T.O. recommends the following for tubeless tyres

• Fitting

- Ensure that the tyre size selected is compatible with the rim to which it is to be fitted. Check the tyre for any damage or ageing, particularly around the bead seating area. Tubeless tyres shall only be fitted on air tight crotchet type rims, they may be fitted as such either:
 - on airtight rims ('tubeless rims'), or
 - on adapted crotchet type rims where an appropriate airtight rim tape is fitted to ensure the rim air tightness.
- Check the rim for damage, particularly around the bead seating area, removing any sharp edges, burring, contamination or foreign bodies.
Pay particular attention to the nipple heads, the spoke ends (if protruding inside of the rim well) and the valve hole, which should be smooth, free from burrs or sharp edges. Check and tighten loose spokes. Damaged or distorted spokes or rims shall not be repaired and must be replaced.
- Check the airtight rim tape (if required) and replace it if damaged.

Position the rim tape (if required) so that the hole for the valve corresponds with the hole in the rim and is laid properly over the well and the bead seat area. Its mechanical strength should be sufficient to withstand the maximum recommended inflation pressure of the tyre and maintain air tightness of the tyre rim assembly.

Check that the valve is tightened correctly to the rim well.

- Lubricate the rim (inside) and the tyre around the bead seat area with a recommended lubricant, soapy water or water only. Warning; do not use lubricants which contain hydrocarbons.
 - Insert, circumferentially, one bead of the tyre onto the rim. Then starting opposite the valve, insert into the rim also the second bead ensuring that both tyre beads are properly positioned in the deepest part of the rim well. Fitting should be carried out manually and without the use of any tools, to avoid damaging the tyre bead seat area.
 - Inflate the tyre quickly until both beads “jump up” into place and correctly engage the rim flange along the whole circumference. To ensure that the beads are seated correctly, completely deflate the tyre. The beads should remain seated. Re-inflate to the operating inflation pressure taking notice of the manufacturer’s recommended pressure marked on the sidewall of the tyre.
- **Removal**
 - Fully deflate the tyre. Starting opposite the valve, manually unseat one bead of the tyre, by pushing it completely into the rim well.
 - Without using any tools and starting opposite to the valve, lift this bead of the tyre over the rim flange around the full circumference.
 - Unseat the second bead by pushing it into the rim well. Then remove the tyre from the rim. Removal should be carried out manually without the use of any tools, to avoid damaging the tyre bead seat area.

E.T.R.T.O. Recommendations on Agricultural Tractor and Implement Tyres

Care and maintenance

Tyre fitting and removal

It is recommended that these operations be entrusted only to a specialist who has the necessary equipment and expertise. Inexpert fitment may result in personal injury and visible or concealed damage to tyres and wheels. Such damage may lead to failure and possible injury in service.

In exceptional cases where these operations cannot be carried-out by a tyre specialist, it is imperative to comply with the tyre manufacturer's instructions on fitting/removal of tyres or the National Standards in force. Special attention should be paid to the condition and suitability of the rim and to locating the tyre centrally on the rim during inflation with particular care not to exceed the recommended fitting pressure.

If in any doubt, or if any difficulty is encountered, a tyre specialist must be consulted.

E.T.R.T.O. recommends the following and in particular, for safety reasons, tyre fitting and removal on DW and TW type rims must always commence on the flange nearer the lower well irrespective of on which side of the rim the valve is located.

- **Fitting**

- Ensure the tyre to be fitted is the correct type and size for the vehicle concerned and its intended service.
- Ensure that the rim is of the correct width and diameter as specified in the published Standard and that the correct off-set is used in order to provide adequate clearance from the vehicle and, where applicable, the correct dual spacing. In case of tubeless tyres, check the suitability of the rim.
- Always work in safe, clean conditions avoiding soft, open ground.
- Ensure that all items to be assembled are clean and in good condition. In particular check that the tyres and inner tubes are free from damage and take special care that no foreign matter remains inside the tyre or between the tyre bead and the rim bead seat.

Remove all contamination (dirt, grease, rust, fitting lubricant, etc.) From the wheel. Inspect the wheel carefully. If it is cracked or deformed, it must be replaced.

In the case of multi-piece rims, check that the different components are correct and compatible.

- Always fit a new inner tube and flap when replacing a tyre, or a new valve or valve grommet in the case of tubeless tyres, and a new seal when tubeless tyres are fitted

on rims with a detachable flange.

Where no tubeless marking appears on the tyre sidewalls, tyres are intended for fitment with an appropriate inner tube.

- The rim bead seats and the tyre beads must be lubricated with an approved proprietary tyre lubricant only. This applies especially to tubeless tyres. If this recommendation is not followed, bead damage or fracture during fitting could occur.

Note : The use of hydrocarbons is prohibited.

Do not use an excessive amount of lubricant as this can result in bead 'creep' in service.

- Carefully check the condition of the valve hole. The edge of the valve hole on the tyre side of the rim must be rounded and smooth, while on the weather side the edge must be free from any burrs that can damage the valve stem.

In order to avoid damage to the inner tube or flap, ensure that the valve is located correctly in the valve hole. The use of valve extension pieces is advised for those valves to which access is difficult, as in the case of the inner tyres of twin assemblies.

- In the case of tube-type tyres, dust the tube with French chalk before inserting it into the tyre.

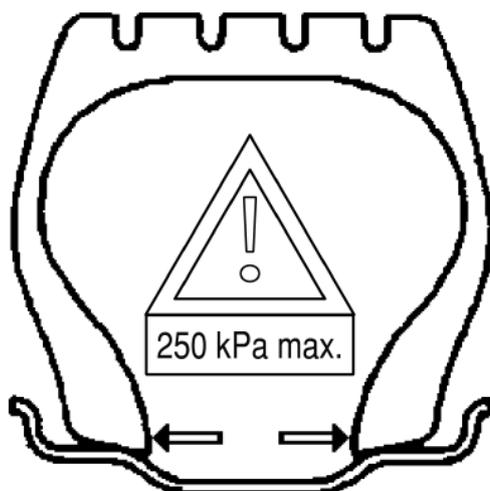
For tubeless tyres fitted without a tube, the rim must be airtight.

Where a flap is required, dusting both surfaces with dry talc will help to locate it.

- In the case of one-piece drop centre rims, with the tyre on the rim start the inflation making certain that the beads are correctly located on the bead seat. Until this is done do not exceed the pressure recommended by the tyre manufacturer (usually 250 kPa). UN/ECE regulation 106 requests to stamp on both tyre sidewalls a pictogram, as shown in the example, to explicit the maximum inflation pressure not to be exceeded for bead seating during tyre mounting:

Where incorrect seating occurs, deflate the tyre, rotate it on the rim and re-centralise it before re-commencing inflation. After inflation ensure that the beads are correctly located against the rim flange.

In the case of tyres fitted on multi-piece rims, with the tyre on the rim and the assembly flat on the ground, inflate until the detachable flange is located correctly against the lock ring. Correct location is facilitated by tapping these rim parts with a rubber hammer during the preliminary inflation. However, the tyre must not be inflated above a pressure of 100 kPa before being placed in a safety cage.



- Ensure that the air line between the valve and the pressure gauge is long enough to enable the fitter to stand clear of any danger from flying components in the event of a tyre or wheel burst.
- If there is neither a safety cage nor a portable safety device to give protection against tyre or wheel bursts, place the tyre and wheel assembly vertically against a wall with the detachable rim parts towards the wall.
- **Removal**
 - Before each operation, it is essential to make sure that the tyre is completely deflated by unscrewing and removing the valve insert.
 - In the case of rims of multi-piece construction the operation must start by the removal of the lock ring and the detachable rim flange. At all times the operator must avoid standing in front of the wheel in the path of loose flange components which might spring-off in the case of a damaged wheel.
 - If it is necessary to change a tyre without removing the wheel from the vehicle, the following additional safety precautions must be observed before proceeding as above:
 - Ensure that the vehicle is on firm and level ground. After jacking it up, support the axle with axle stands.
 - Place the valve at its lowest position and apply the handbrake.

In order to avoid all possible risks of an accident in the above operations, it is recommended that the work is carried-out only by qualified specialists. In particular such work must never be done by an apprentice alone, and if it is done by two or more persons at least one of them must be present throughout inflation pressure.

Inflation pressure

Correct inflation pressures are of the highest importance.

Most tyre injuries are due to, or aggravated by, incorrect inflation pressures. In general tyres must be inflated according to the load they carry. To this end, tyre manufacturers publish load/pressure tables. Pressures other than those in the tables may nevertheless be recommended by tyre manufacturers for particular applications or to improve the stability of the vehicle. Tyres must not be run with pressures different from those recommended by the tyre and/or vehicle manufacturers. In particular, if tyres are to operate for any length of time on roads or other hard surfaces, it is advisable to increase pressures to those recommended for highway use.

Inflation pressure must be checked at least once a fortnight, particularly in cases of partial liquid ballasting. These checks should be made only when the tyres are cold because pressure rises as they warm-up in running. Never bleed warm tyres.

Tyres are considered to be cold when they have not been run for at least [one] hour or have only been run at low speed for not more than two or three kilometres.

Note that the valve cap, which must be of the sealing type, acts as an air seal and should be fitted at all times.

Over-inflation causes the tyre to be more susceptible to impact damage and in extreme cases may result in rim deformation or even a tyre burst. Under-inflation causes over-heating and may greatly shorten the life of a tyre. It may cause irregular wear, internal damage, bead dislodgement and, ultimately, even tyre break-up.

Liquid ballasting

Tyres containing liquid ballast must be clearly identifiable. The following precautions must be observed :

- An appropriate air-water valve must be used.
- The liquid ballast should contain an approved antifreeze additive. Consult the tyre manufacturer concerned.
- In the case of tubeless tyres a rust inhibitor, approved by the tyre manufacturer concerned, must be added to the liquid ballast as a protection against corrosion of the rim.
- A special gauge for liquid filled tyres must be used for pressure checks. These should be made with the valve in its lowest position in order to include the pressure due to the liquid in the tyre.
- Before demounting a liquid ballasted tyre from the rim, ensure that the liquid is completely drained-off. Failure to do this could lead to eventual tyre failure due to deterioration of the cord fabric caused by the residual liquid.

Note : Liquid ballasting procedures and the recommended volume of liquid to be used should be obtained from the tyre manufacturer concerned.

Tyre storage

See pages 11 to 13

Seasonal tyre handling

Some agricultural equipment may be used on a seasonal basis and therefore be out of service for a period of time. During such non operating periods vehicles should preferably be raised on blocks and tyre pressures reduced to 70 kPa with the tyres protected by an opaque waterproof cover. Periodic inspection of the tyres is recommended in order to avoid unnecessary breakdowns when the vehicle is brought back into service.

If the above is not possible, tyres should be maintained at their recommended operating inflation pressure.

Wheels

The condition of wheels should be checked regularly particularly for distortion of rims and cracked or damaged wheel discs. Damaged rim flanges may permit the ingress of stones or other foreign bodies between the rim flange and the tyre bead which could lead to tyre failure. In the event of wear/damage to rim flanges, it is recommended that all sharp edges be removed in order to avoid tyre damage during fitting and use. Never rework, weld, heat or braze rims. Whenever any work on rims has to be performed, make sure tyre is demounted first.

Damaged, distorted, cracked or broken wheels or components must not be used and should be scrapped.

Consult the tyre and wheel manufacturers for confirmation of the wheels suitability and strength for the service intended.

Tyre repair and retreading

In the course of their life, tyres are subjected to an enormous number of constraints and can be damaged in many ways. If a repair to a tyre is necessary and feasible, it must be carried-out by a tyre specialist as soon as possible in order to avoid further deterioration of the structure.

In any case, all tyre repairs must be entrusted to a tyre specialist who must then take full responsibility for them.

It is imperative that the work of repairing or retreading is entrusted only to competent companies.

After a careful examination by a specialist to decide if retreading is possible, the retreading company must take total responsibility for the examination and the work carried out on the tyre.

Tyre damage

It is dangerous to neglect tyre damage.

If damage such as a blister, rupture, or cut exposing the casing, is visible on a tyre, or if it has suffered a violent impact such that there has been a risk of internal damage, it must be removed and examined by a tyre specialist as soon as possible to determine whether it is repairable, even though it appears to be sound.

It is dangerous to re-inflate a tyre which has run flat or under-inflated and any such tyre must be removed for examination by an expert to check for tyre, tube, valve or rim damage and to be assessed for further service.

Remove any tyre where the bead area is chafed and the casing is exposed in the area where the tyre fits against the rim flange.

Tyre Maintenance

The tyres on a vehicle should be examined regularly with particular attention being paid to the tread for evidence of abnormal wear, cuts, localised deformities and foreign bodies (grit, nails,...), to the sidewall for cuts, cracks, impact damage, abrasions and localised deformities, and to the bead/ rim flange region for signs of chafing, rim damage, misfitment etc. In cases of any such damage, the tyre must be checked by a specialist.

Following a puncture it is imperative to stop as soon as possible and change the tyre because running under-inflated causes structural deterioration. A tyre which has been punctured must always be removed from the wheel to be checked for secondary damage.

Tyre ageing

Tyres age even if they have not been used or have only been used occasionally. Cracking of the tread and sidewall rubber, sometimes accompanied by carcass deformation, is possible indication of ageing. Old and aged tyres must be checked by tyre specialists to ascertain their suitability for further use.

Whether fitted on rims or not, tyres must be kept in clean conditions free from exposure to sunlight or strong artificial light, heat, ozone (electrical machines) and hydrocarbons. When stored fitted on rims, inflation pressure must be reduced.

Downgraded tyres

It is recommended that downgraded tyres be marked with the following inscription :

DA

There is no restriction on the use of tyres marked 'DA'
Tyres marked 'DA' (on at least one sidewall) are tyres with only minor external blemishes which do not affect their performance in any way.
The location of the marking 'DA' is left to the discretion of the tyre manufacturer.

Selection of replacement tyres

General

Replacement tyres must be suitable for the type of vehicle and the applications on which they are used. These applications may vary - type of service, route, load, speed - but tyre manufacturers offer a comprehensive range of tyre sizes, constructions and tread patterns and are the only competent authority to advise the user on tyre selection.

This advice is backed by extensive facilities, both in equipment and personnel, for carrying out research and development over the full range of service conditions. In special cases, a change of tyre and/or wheel equipment may be necessary.

Tyre replacement

Used tyres should not be fitted if their previous history is unknown. It is essential always to obtain expert advice from tyre manufacturers or tyre specialists regarding tyre replacement (See the general recommendations on used tyres for more details).

For safety reasons a new tube must always be used when fitting a new tube type tyre and a new valve or valve grommet in the case of tubeless tyres

All tubeless tyres must be fitted on air-tight rims. Never replace tube type tyres with tubeless tyres.

Tyre mixing

In single fitment, tyres on a given axle must be of the same make, size, structure (radial, bias or bias-belted), category of use, service description and on approximately the same degree of tread wear.

Tyres in dual fitment must be of approximately the same external diameter and be symmetrically disposed axially. For all special equipment, the instructions of the tyre, rim/wheel and vehicle manufacturers must be followed.

Tyre load and speed

Replacement tyres must be capable of carrying the actual loads on the vehicle axle at the required speeds. The maximum load capacity of the tyres on an axle, whether in single or dual fitment, must never be less than either the maximum weight per axle specified by the vehicle manufacturer or the legal load limit, whichever is lower.

The tyre sizes recommended in the vehicle or tyre manufacturers' handbooks have been selected bearing in mind the following parameters :

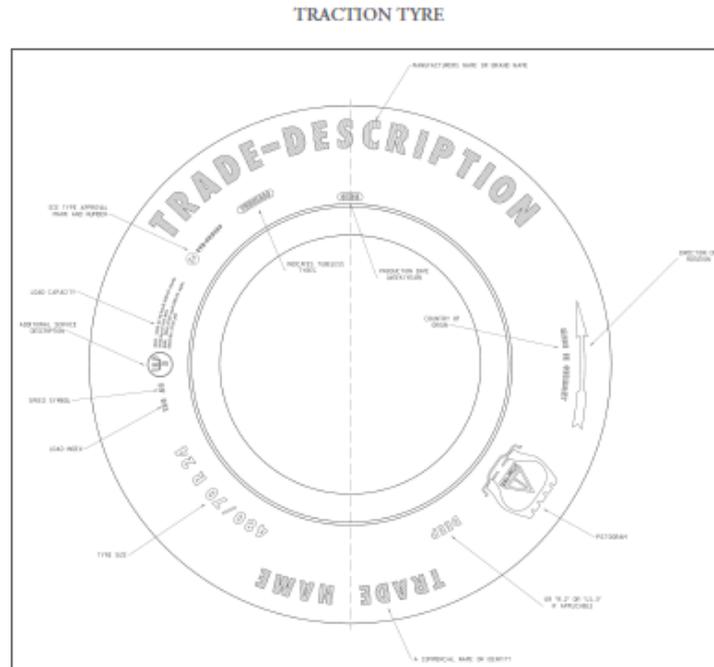
- Maximum axle weight with mounted implements
- Maximum speed
- Service conditions

Tyre manufacturers make agricultural tyres suitable for all purposes and operating conditions. Some of these have heavy treads which can generate relatively high running temperatures. Therefore to ensure good, safe tyre performance it is essential to limit the maximum operating speeds to those specified in the tyre manufacturers' recommendations.

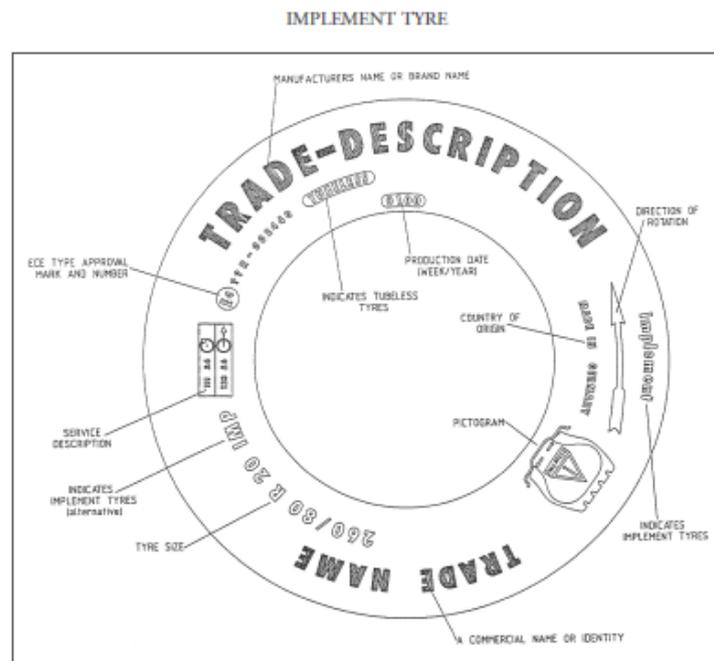
Exceeding maximum speed or overloading (or under inflation) increases the flexing of tyres which leads to excessive heat build up and an increased risk of tyre failure. Additionally, overloading adversely affects tyre/ground contact conditions to the extent that mobility and vehicle stability may be impaired.

The maximum axle weight of an agricultural tractor or implement is often limited by the tyre size chosen either as original equipment or as replacements for specialist purposes (e.g. narrow tyres). Any tyre selected for fitment must be suitable for the intended operation of the machine, including travelling to and from its place of work.

How to read the information marked on the tyre



The above sketch is given as an example only. All legal requirements have to be taken into account.



The above sketch is given as an example only. All legal requirements have to be taken into account.

Optional marking of tyre uniformity

Agricultural tyres: low point first harmonic of radial run-out

- marking : a white or yellow coloured spot
- shape : may be round, oval or thumbprint like
- dimension : minimum diameter of 5 mm
- location : near the rim flange on both sidewalls

E.T.R.T.O. Recommendations on Industrial and Lift Truck Pneumatic Tyres

Introduction

Although in the majority of cases industrial pneumatic tyres are used by professionals having a sound knowledge of operating conditions, E.T.R.T.O. considers it necessary to re-state their usage recommendations.

Care and maintenance

Tyre fitting

In addition to the technical standards in the E.T.R.T.O. Standards Manual and the instructions given by tyre, rim and valve manufacturers in their technical publications, E.T.R.T.O. recommends the following:

It is recommended that these operations be entrusted only to specialists who have the necessary equipment and expertise. Inexpert fitment may lead to personal injury and concealed damage to tyres and wheels.

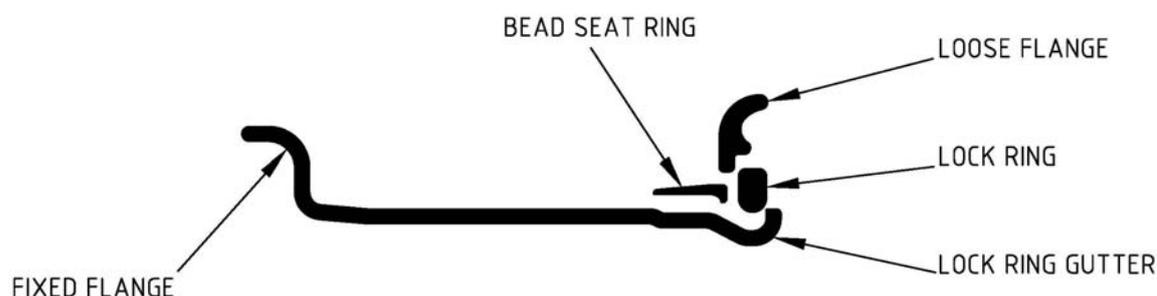
Appropriate presses and accessories are required for fitment of special inserts. The published instructions of the tyre manufacturer must be strictly followed. Only approved proprietary tyre lubricants should be used.

- Ensure that the rim is correct for the tyre size being fitted. Rim components should not be modified nor should components of various rim manufacturers be mixed. All tubeless tyres shall be fitted on airtight rims.
In case of doubt consult rim/wheel manufacturer.
- Remove all contamination (dirt, grease, rust, fitting lubricant, etc.) From the wheel. Inspect the rim carefully. If it is cracked or deformed, it must be replaced. In the case of multi-piece rims, check that the different components are correct and compatible.
- Always fit a new inner tube and flap, or a new valve or valve grommet in the case of tubeless tyres, and a new seal when tubeless tyres are fitted on rims with a detachable flange.
- Every part recommended by the wheel or tyre manufacturer must be fitted (e.g. bead seat ring, valve slot coverplate, clamp...)
- Check that the tyres and inner tubes are free from damage and take particular care that no foreign matter remains inside the tyre or between the tyre bead and the rim bead seat.

- Lubricate the tyre beads with an approved proprietary tyre lubricant only. If this recommendation is not followed, bead damage or fracture during fitting could occur.
Note : the use of hydrocarbons is prohibited.
- Carefully check the condition of the valve hole. The edge of the valve hole on the tyre side of the rim must be rounded and smooth, while on the weather side the edge must be free from any burrs that can damage the valve stem.
In order to avoid damage to the inner tube or flap, ensure that the valve is located correctly in the valve hole. The use of valve extension pieces is advised for those valves to which access is difficult, as in the case of the inner tyre of twin assemblies.
- With the tyre on the rim, start the inflation in two steps making certain that the beads are seating correctly on the rim seat. Stop inflating the tyre at 150 kPa (1st step), inspect the tyre and ensure that there are no tyre deformation or blisters. Deformations or blister imply the demounting of the tyre and examination by a specialist. Ensure that the beads are correctly located against the rim flange.
Then place the tyre in vertical position into a safety cage and inflate it to the specified inflation pressure.
In the case of tyres fitted on multi-piece rims, with the tyre on the rim, and the assembly flat on the ground, inflate not above 100 kPa until the detachable flange is located correctly against the lock ring. Place the assembly in a safety cage. Ensure proper seating of the locking components in the safety cage prior to full pressurization.
- Ensure that the airline between the valve and the pressure gauge is long enough to enable the fitter to stand clear of any danger from flying components in the event of a tyre or wheel burst.
- If there is neither a safety cage nor a portable safety device to give protection against tyre or wheel bursts, place the tyre and wheel assembly vertically against a wall with the detachable rim parts towards the wall.

Tyre or wheel removal

- Before each operation, it is essential to make sure that the tyre is completely deflated by unscrewing and removing the valve core (check that the valve is free of any obstacle like dirt or ice).
- In the case of rims of multi-piece construction, for example, the operation must start by the removal of the lock ring and the detachable rim flange. At all times the operator must avoid standing in front of the wheel in the path of loose flange components which might spring-off in the case of a damaged wheel.



Removal of tyres must be entrusted only to specialists who should scrupulously follow the instructions given by the tyre and wheel manufacturers.

Inflation pressure

Most tyre damages are due to, or aggravated by, incorrect inflation pressures. In general, the industrial and lift truck tyres must be inflated according to the load they carry. To this end, tyre manufacturers publish load/pressure tables. Pressures other than those in the tables may nevertheless be recommended by tyre manufacturers for particular applications or to improve the stability of the vehicle. It is dangerous to run with pressures different from those recommended by the tyre and/or vehicle manufacturers.

Under-inflation causes over-heating and can greatly shorten the life of a tyre. It reduces stability and can cause irregular wear, internal damage and, ultimately, even tyre break-up. Over-inflation causes the tyre to be more susceptible to impact damage and in extreme cases may result in rim deformation or even a tyre burst.

Inflation pressures must be checked regularly at least once a fortnight - not forgetting the spare wheel.. These checks should be made only when tyres are cold because pressure rises as they warm up in running. Never bleed warm tyres.

Cold inflation pressures must always comply with the vehicle or tyre manufacturer's recommendations for the vehicle, type of tyre and the intended service.

Note that the valve cap, which must be of the sealing type, acts as a supplementary air seal and should be fitted at all times.

Pressure increase during running, which may reach or even exceed 20%, is normal and is allowed for in the design of the tyre. Therefore the inflation pressure of warm tyres must never be adjusted back to the recommended (cold) values.

Storage of tyres, tubes and flaps

See pages 11 to 13.

Wheels

The condition of wheels should be checked regularly particularly for distortion of rim flanges and wheel discs. Cracked rims or wheels must be replaced, paying particular attention to the inside wheel of twin fitments. It is strongly recommended that tyres are deflated before removal of the wheel assembly from the vehicle.

In the event of wear/damage to rim flanges, it is recommended that all sharp edges be removed in order to avoid tyre damage during fitting and use.

Damaged or distorted wheels, or wheels having stud hole seatings cracked or deformed, must not be repaired or used in service.

Cracked rims or discs must **never** be welded under any circumstances because the welding will crack again after a very short time under the dynamic stresses involved in running.

In order to avoid tension crack corrosion on the wheels as well as tyre damage, the anti-corrosive protection on the wheel must be fully guaranteed, even on the tyre side of the rim and rings. The surface protection should be checked at intervals and during tyre fitting, and renewed as necessary after removing any contamination from rust.

Exception: rims for conductive tyres must have exposed metal or be treated with surface treatment to encourage conductivity between tyre and rim

Divided wheels

Divided wheels are so constructed, that their two main parts, the rim portions of which may or may not be the same width, when securely fastened together, combine to form a rim having two fixed flanges.

Divided wheels should be designed so, that on the wheel, when it is fitted to the vehicle, only those screws and nuts are accessible, which fit the wheel to the vehicle. The connecting devices of the two wheel parts must differ and only be accessible, when the wheel is demounted from the vehicle. Spot weldings must not be used.

In case where the connecting devices are accessible when the wheel is mounted on the vehicle, they must be clearly identifiable.

The demounting of the wheel from the vehicle and of the tyre from wheel must be done in the following sequence :

- Complete deflation of the tyre (to have no pressure on the rim),
- Demounting of the wheel from the vehicle,
- Disconnecting of the two wheel parts and demounting of the tyre.

When mounting, the tyre shall be only inflated after the connecting devices of the wheels are secure.

Tyre loads and speeds

Industrial tyre load capacities are specified per tyre and also in function of speed. Published

Standards or manufacturers' Manuals should be consulted to obtain the actual values applicable to a particular application.

Tyres must be capable of carrying the actual loads on the vehicle axle at the corresponding speed. The maximum load capacity of the tyres on an axle, whether in single or dual fitment, must never be less than the maximum weight per axle specified by the vehicle manufacturer. Continuous running should be avoided in order to prevent excessive heat build-up which may lead to tyre break-up.

Special applications

Electrical conductive tyres are marked accordingly by the tyre manufacturer. Frequent cleaning by the user is advisable in order to ensure that these properties are maintained. Do not use solvents for cleaning tyres. Maintain proper electrical contact between the rim and the tyre.

Tyre inspection

It is dangerous to neglect tyre damage. Particular attention is needed to the tread and sidewall for evidence of abnormal wear, cuts, localised deformities and foreign bodies (trapped stones, nails, ...), cracks, abrasion and localised deformities, and to the bead/rim flange region for signs of chafing, rim damage, misfitment and, between twin tyres, for cracks, abrasions, localised deformities and foreign bodies.

If damage such as a blister, rupture, or cut exposing the casing is visible on a tyre, or if it has suffered a violent impact (for example against a kerb) such that there has been a risk of internal damage, even though there may be no visible evidence, it must be removed immediately and examined by a tyre specialist. Anti-puncture products in the form of liquid sealants are not recommended as they can mask secondary damage and preclude internal examination.

All tyre repairs must be entrusted to an expert who must then take full responsibility for them.

Tyre minimum tread depth

The tread of a tyre is provided with a raised pattern or sculpture the main purpose of which is to ensure maximum tyre grip on wet or slippery roads. However, tread pattern alone does not control tyre grip. In addition to the features of the pattern itself, tyre construction, the chemical composition of the tread, road surfaces, weather conditions, mechanical features of the vehicle, driving style and particularly speed, are all important factors affecting tyre/road adhesion. When driving on public roads, local legislation concerning minimum tread depth must be respected.

Tyre repair and retreading

In the course of its life, a tyre is subjected to an enormous number of constraints and can be damaged in many ways.

If a repair to a tyre is necessary and possible, it must be made as soon as possible after the damage occurs in order to avoid further deterioration of the tyre structure.

It is imperative that the work of repairing or retreading it is entrusted only to competent companies. After a careful examination by a specialist to decide whether repair or retreading is possible, these companies must take total responsibility for the examination and the work carried out on the tyre.

Tyre ageing

Tyres age even if they have not been used or have only been used occasionally. Cracking of the tread and sidewall rubber, sometimes accompanied by carcass deformation, is evidence of ageing. Old and aged tyres must be checked by tyre specialists to ascertain their suitability for further use.

Tyres fitted to vehicles which are parked for long periods (e.g. cranes, specialist trailers etc.), will tend to age and crack more quickly than those which are used and run frequently. In such circumstances it is important to jack the weight off the tyres and to cover them so that they are protected from direct light.

Whether fitted on rims or not, tyres must be stored in clean conditions free from exposure to sunlight or strong artificial light, heat, ozone (electrical machines) and hydrocarbons. When stored fitted on rims, inflation pressure should be reduced.

Tyre/rim combinations

For recommended and permitted tyre/rim combinations, consult the current E.T.R.T.O. Standards Manual. For other tyre/rim combinations, for existing vehicles, consult the E.T.R.T.O. Engineering Design Information and the tyre and rim manufacturers concerned.

It has to be checked carefully whether tyre/rim combination is appropriate for tyres which are designed to be fitted without locking ring.

Consult rim and wheel manufacturers for confirmation of the strength of the rim/wheel for the intended service.

Selection of replacement tyres

General

Replacement tyres must be suitable for the type of vehicle and the applications on which it is used. These applications may vary - type of service, route, load, speed - but tyre manufacturers offer a comprehensive range of tyre sizes, constructions and tread patterns and are the only bodies competent to advise the user on tyre selection.

This advice is backed by extensive facilities, both in equipment and personnel, for carrying-out research and development over the full range of service conditions. In special cases, a change of tyre and/or wheel equipment may be necessary.

Used tyres should not be fitted if their previous history is unknown. It is essential always to obtain expert advice from tyre manufacturers or tyre specialists regarding tyre replacement. For safety reasons a new tube must always be used when fitting a new tube type tyre and a new tubeless valve where applicable. Insert a new O-ring when fitting a new tubeless tyre. All tubeless tyres must be fitted on air-tight rims or with air-tight component. Consult the tyre manufacturer for the use of tubes and flaps for radial tyres. When replacing a tyre, special attention should be paid to the condition and suitability of the rim, as rim damage and incorrect fitment can result in tyre break-up.

Tyre load and speeds

Replacement tyres must be capable of carrying the actual loads on the vehicle axle at the corresponding speed. The maximum load capacity of the tyres on an axle, whether in single or dual fitment, must never be less than the maximum weight per axle specified by the vehicle manufacturer.

Mixed fitments

The best results are obtained by fitting complete sets of diagonal or radial tyres. The following precautions is to be observed:

do not fit tyres of different constructions on the same axle.

The tyres on a given axle must be of the same size, structure (radial, bias or bias-belted), category of use and on approximately the same degree of tread wear. Tyres in dual fitment must be ostensibly of the same diameter (refer to vehicle manufacturer handbook)

There is no objection to mixed fitments such as radial tyres at the front and diagonal tyres at the rear (or vice-versa) should this be desired for any reason. In any case, the stability of the vehicle is to be ensured.

Downgraded tyres

It is recommended that downgraded tyres be marked with the following inscription :

DA

There is no restriction on the use of tyres marked 'DA'.

Tyres marked 'DA' (on at least one sidewall) are tyres with only minor external blemishes which do not affect their performance in any way.

The location of the marking 'DA' is left to the discretion of the tyre manufacturer.

E.T.R.T.O. Recommendations on Industrial and Lift Truck Solid Tyres

Introduction

Although in the majority of cases Industrial Solid Tyres are used by professionals having a sound knowledge of the using conditions, E.T.R.T.O. considers it necessary to re-state their usage recommendations.

General recommendations

Load and speed ratings of tyres

The load rating is stipulated for each tyre. The values for any given application at a specific speed up to 25 km/h are to be taken from published standards or manufacturer's manuals. Load interpolation within the specific speed steps is not permitted and the speed rating of the tyre must be at least equal to the maximum speed capability of the unladen vehicle. When determining the permitted load rating, the tare weight of the solid tyres is not included in the vehicle weight.

Overloading, exceeding the maximum speed and lengthy continuous service are all to be avoided, so as to avoid excessive heat build-up that could lead to tyre break-up. The distance covered at maximum speed should not exceed 2000m. A cooling period must follow any journey at maximum speed.

Special service conditions

Solid tyres made of rubber are usually resistant to incidental contacts with oils and greases as well as to most commercially available chemicals. Before the tyre is used in conditions where it is likely to come into contact with such substances, the tyre manufacturer should be consulted.

Conductive and electrostatically effective tyres are to be marked as such by the manufacturer. As the electrical conductivity may decrease during their use, tyres should be cleaned after service and their conductivity should be checked regularly.

Do not use solvents for cleaning tyres. Ensure proper electrical contact between the rim and the tyre. Rims for conductive tyres must have exposed metal or be treated with surface treatment to encourage conductivity between tyre and rim.

Solid tyres are designed for use at normal temperatures. For use in extreme cold or warm environments, the manufacturer should be consulted.

Care of tyres

Solid tyres require relatively little maintenance but should be checked on a regular basis for their suitability for further use. In particular foreign bodies are to be removed from the treads.

Ageing of tyres

Tyres age even if they are only occasionally used or even not used at all. Cracks in rubber in the external surface is a possible indication of ageing. The effect of sunlight, heat and ozone accelerates the ageing process. Aged tyres should be examined by an expert who can advise whether they may continue in service.

Tyre replacement

Tyres have to be replaced when they are worn out (see Solid tyres on pneumatic tyre rims and rubber solid tyres cylindrical and conical bases “wear limit”) or non-repairable damage has been caused by mechanical injury or ageing in accordance with the tyre manufacturer’s recommendations. Also, national legal requirements should be checked as they vary from country to country.

The original equipment tyres supplied with the new vehicle were selected by vehicle and tyre manufacturers to be suitable for the expected service conditions. Tyre size, type or load rating should not be changed when a tyre is replaced without first asking the vehicle and/or tyre manufacturers if that change could restrict freedom of movement, handling characteristics and/or safety.

The moment major alterations are done on a machine, it has to be checked whether the tyres still comply with the eventually changed weight distributions.

When replacement tyres are fitted, it should be ensured that the rims are in a proper condition. Rim damage and incorrect fitting can lead to tyre failure.

Tyre mixing

Tyres on a given axle must be of the same type and size designation and have approximately the same external diameters. The use of different tyre types (different manufacturers, or even different tyre types of the same manufacturer) can limit the tyre life because of the uneven wheel suspension. Similarly, tyres with different useable remaining tread thickness can limit tyre life because of the uneven load distribution.

Tyre storage

See pages 11 to 13.

Regrooving and retreading of tyres

Tyres may only be regrooved by experts and retreaded by professional companies in accordance with the instructions of the tyre manufacturer.

Specifics on rubber solid tyres and pneumatic tyre rims

Tyre fitting

The fitting of rubber solid tyres on pneumatic tyre rims requires suitable presses and tools, and should be performed by qualified persons only.

Ensure that the rim is correct for the tyre size being fitted. Rim components should not be modified nor should components of various rim manufacturers be mixed. In case of doubt consult rim/wheel manufacturer.

It is recommended that during the fitting process the operators wear homologated individual safety protections (glasses, gloves, safety shoes...).

It is recommended that the fitting press is equipped with safety screens protecting the operators against eventually projected metal or rubber parts.

Before fitting the tyre, check the rim and the fitting rings for eventual damage, cracks, deformations.

Always fit concentrically in order not to damage the tyre bead base.

Only approved rim sizes must be used.

Use only fast-drying lubricant. Do not use oil or grease.

The bead base width of the tyre has to correspond with the rim width between the flanges. Pressing a tyre on a too narrow rim can damage the bead base area.

Use the conical mounting ring with the correct diameter corresponding to the wheel type.

In case the rim is designed to be used with a 5°-tapered bead seat ring, the fitting of this is mandatory in order to prevent slipping on the rim. Only tapered rings without collar to be used.

Locking ring: for safety reasons, this part has to be in one piece. The use of 2 halve rings causes serious safety risks both during fitting as well as during use of the tyre.

For self-locking tyres (designed to be fitted without locking rims), it has to be checked carefully whether the tyre – rim combination is appropriate. The recommendations of the manufacturers have to be observed.

Make sure the locking nose of the tyre fits correctly in the rim gutter.

Tread Wear

Introduction

In general the limits of tyre tread wear for industrial trucks are not defined in National or International Standards. Some tyre manufacturers give guidance which is restricted to their own products.

The tyre manufacturers recommendations should always be followed where these are available, but if they are not available this guidance note may be used.

Scope

This guidance note recommends the limits of tyre tread wear for solid rubber tyres used on industrial trucks operating on premises not covered by the Road Traffic Regulations, and where no other recommendation is made by either the manufacturer of the truck or the tyres.

Note: Industrial trucks operating on the public highway must comply with the relevant Road Traffic Regulations.

Definitions

To refer to current Standards Manual and EDI - Section Industrial and Lift Trucks Solid Tyres.

Hazards of excessive tyre tread wear

Tyres must be fitted in accordance with the tyre manufacturers recommendations. The hazards that may be caused by excessive tyre tread wear are:

- Loss of load capacity, causing accelerated wear and overheating.
- The risk of wheel slip under acceleration or braking on low friction surfaces. Further hazards are created if tyres with substantially different amounts of tread wear are used on the same axle, even if they are within the wear limits.
- Reduction of sideways stability of the truck.
- Risk of one wheel slipping under acceleration or braking, causing loss of directional control.
- Uneven tyre loading on twin tyre arrangements.
- Reduction of damping characteristics negatively affecting machines, payload and comfort

Reduction of hazards

To reduce the hazards of clause 4:

- Tyres on any one axle should be made by the same manufacturer, be of same size, (either Rubber or Non- Rubber Tyres, either Cured-on or Pressed-On-Band) and be matched for wear.
- When replacing tyres, all tyres on a given axle should be replaced.

Tyre tread wear limits

- Solid tyres for Pneumatic Tyre Rims

Wear Indicators or Kerbing Rib are recommended.

Solid Rubber tyres for Pneumatic Tyre Rims may be used until the tread is worn to the wear indicator, if the tyre has such a marking, or to the top of the kerbing rib, see page IS.3 of EDI. Where there is no indicator, use the tyre until 3/4 of the original total thickness of the tyre remains. To calculate the minimum diameter corresponding to this wear limit, measure the outside diameter of the worn tyre, the outside diameter of an unworn tyre of the same type, make and size, and the diameter of the wheel rim. The minimum permitted diameter of the worn tyre is given by the formula:

$$D_{\text{worn}} = 3/4 (D_{\text{new}} - d_{\text{rim}}) + d_{\text{rim}}$$

where D_{worn} = the outside diameter of the worn tyre

D_{new} = the outside diameter of an unworn tyre

d_{rim} = the diameter of the wheel rim

Industrial and Lift Truck Solid Tyres

- Press-On-Band, Cured-On-Band and Conical Base Tyres (Rubber and Non-Rubber)

Press-On-Band, Cured-On and Conical Base Tyres may be used until 2/3 of the original total radial thickness of the tyre remains, as given by the formula:

Cured-On Tyres:

$$D_{\text{worn}} = 2/3 (D_{\text{new}} - d_{\text{rim}}) + d_{\text{rim}}$$

Press-On-Band and Conical Base Tyres:

$$D_{\text{worn}} = 2/3 (D_{\text{new}} - d_{\text{rim}} - 20) + (d_{\text{rim}} + 20)$$

Notes:

- All dimensions are measured in millimetres.
- The outside diameter of the tyre D_{worn} and D_{new} may be calculated by measuring the circumference of the tyre with a flexible tape, and calculating the diameter from the formula:

Circumference

$$\text{Diameter} = \frac{\text{-----}}{\text{PI}}$$

PI

Specifics on rubber solid tyres (cylindrical and conical base)

Tyre fitting

Rubber solid tyres with cylindrical steelband base have an inside diameter which is smaller than the overall diameter of the wheel. They are fitted by pressing them over the wheel with a suitable press and tools. To facilitate the fitting, grease or oil should be applied at wheel and/or inside of steelband.

It is recommended that during the fitting process the operators wear homologated individual safety protections (glasses, gloves, safety shoes...).

It is recommended that the fitting press is equipped with safety screens protecting the operators against eventually projected metal or rubber parts.

Rubber solid tyres with conical base can be fitted without special tools on center divided two-piece rims.

For other types (e.g. conical base tyres for off center divided two-piece rims, pressed on band solid tyres, ...) the recommendations of the manufacturer are to be observed. Oil and grease to be substituted by fast-drying lubricant .

Always fit concentrically in order not to damage either wheel or tyre inside.

Wheel outside diameter to be compliant with E.T.R.T.O. prescribed dimensional tolerances.

Wear limit

As a rule of thumb, a pressed on band rubber solid tyre is considered to be worn out when one third of the original rubber height is depleted. Although at that moment there is still a considerable amount of rubber, the damping characteristics of the tyre decrease , which could cause damage to the machine or the floor.

The manufacturer's relevant recommendations shall be observed.

E.T.R.T.O. Recommendations on Earthmoving Equipment Tyres

Introduction

Although in the majority of cases, tyres for earthmoving machinery are used by professionals having a sound knowledge of operating conditions, E.T.R.T.O. considers it necessary to restate tyre usage recommendations. It should be clearly understood that these recommendations are applicable to tyres used in normal earthmover service. For other conditions it may be necessary to modify or supplement these recommendations following agreement between the tyre, rim and vehicle manufacturers.

Care and maintenance

Fitting and removal

The fitting and removal of earthmover tyres is a specialist operation requiring particular equipment and knowledge. If in doubt consult an expert.

Tyre fitting

In addition to the information shown in the E.T.R.T.O. Standards Manual and the instructions given by tyre, rim and valve manufacturers in their technical publications, E.T.R.T.O. recommends the following:

- Ensure that the rim is correct for the tyre size being fitted. All tubeless tyres should be fitted on airtight rims. Where no tubeless marking appears on the tyre sidewalls, tyres are intended to be fitted with an appropriate tube. A flap may also be necessary.
- Remove all contamination (dirt, grease, rust etc.) from the wheel. Inspect the wheel carefully. If it is cracked or deformed, it should be replaced. In the case of multi-piece rims, check that the components are correct and compatible.
- Always fit a new "O" ring seal when tubeless tyres are fitted on multi-piece rims, the cost of a new "O" ring is negligible compared to the cost of a tyre and is worth the investment. New tubes and flaps are a necessary part of a tube assembly. It is also advisable to fit new valves and sealing washers as a precaution.
- Check that tyres and tubes are free from damage and that the bead area is clean.

Earthmoving Equipment Tyres

- Lubricate the tyre beads with an approved proprietary tyre lubricant only. This applies especially to tubeless tyres. If this recommendation is not followed, bead damage or personal injury could occur.

Note: the use of hydrocarbons is prohibited.

- Carefully check the condition of the valve hole. The edge of the valve hole on the tyre side of the rim should be free of sharp edges, whilst on the weather side the edge should be free from any burrs that can damage the valve stem. In order to avoid damage to the tube or flap, ensure that the valve is located correctly in the valve hole. Valve extensions are frequently required for valves which are difficult to access, as in the case of the inner tyre of twin (dual) assemblies.
- In the case of tyres fitted on multi-piece rims, inflate until the components are correctly in place. Correct location is facilitated by tapping the components with a non-metallic hammer during the preliminary inflation. However, the tyre should not be inflated above a pressure of 50 kPa before the component parts are checked for correct location. Once the tyre is mounted on the rim and all components are correctly positioned, continue inflating, stopping at 150 kPa. Ensure that the beads are correctly located against the rim flange. Inspect the tyre and ensure that the tyre has no deformations. Any deformation requires that the tyre is demounted from the rim for examination by a specialist.. Continue inflating to the recommended operating pressure.
Note : Some tyre manufacturers may advise inflating to a pressure higher than the recommended to ensure beads are correctly seated, then reducing to the recommended pressure.
- Ensure that the airline between the valve and the pressure gauge is long enough to enable the fitter to stand clear of the assembly. Never leave a tyre to inflate whilst unattended.

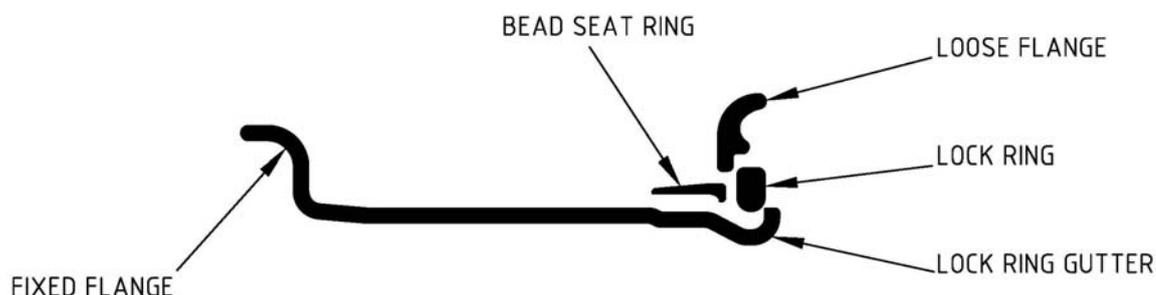
Tyre additives

The tyre industry does not recommend the use of any kind of additive product because of potential contamination of the inner liner and premature failure that could result in safety issues during the life of the tyre

Tyre removal

- Before loosening any wheel or rim clamping bolts from a machine it is essential that the tyre (or both tyres in twin (dual) formation or all tyres in other multiple fitments) is (are) completely deflated by unscrewing and removing the valve core. Anyone failing to comply with this recommendation risks serious injury or death. Beware on large tyres, icing of the valve stem can cause it to block the flow of air with the consequence that the tyre will not completely deflate.
- In the case of rims of multi-piece construction, for example,

Earthmoving Equipment Tyres



Care should be exercised in the removal of the various components to avoid personal injury.

Attention : rim components can be heavy and under spring tension.

Fitting and removal of tyres should be done by competent personnel by following the instructions given by the tyre and wheel/rim manufacturers.

Inflation pressure

Most tyre damage is due to, or aggravated by, incorrect inflation pressures. In general, tyres for transport machines and working machines should be inflated according to the load they are carrying. In addition, for transport machines, the average speed the machines travel at needs to be taken into account. The concept of "load" should be taken to include material density. To this end, tyre manufacturers publish load/pressure tables. Pressures other than those shown in the tables may be utilised for particular applications. It is not recommended to operate with pressures different from those suggested by the tyre and/or machine manufacturers.

Tyre pressures should be checked visually on a daily basis and once every week actually checked using an accurate pressure gauge. These checks should be made preferably only when the tyres are cold. In cases where the machines run 24 hours/day, an allowance for the heat generated in the tyre should be made an increase of +15 to 20% is a typical range of pressure increase when tyres are warm.

Pressure increase during running, which may reach or even exceed 20%, is normal and allowed for in the design of the tyre. Therefore the inflation pressure of warm tyres should never be reduced to the recommended (cold) values. Some large earthmover tyres may take 8 hours or more to reach their working temperature.

Running with under-inflated or deflated tyres should be avoided. A driver will not always be aware of deflated tyre - for example in the case of tyres fitted in twins (duals).

A sealing valve cap acts as a secondary seal and should be fitted at all times.

Nitrogen gas inflation for earthmover tyres

Tyres inflated with air in normal conditions of use do not pose any specific problems either with regards to endurance or with regards to safety.

Nitrogen gas can be used to inflate tyres **to eliminate the risk of internal combustion** of the tyre with the resultant possibility of explosion.

100% nitrogen inflation will eliminate this risk by eliminating the oxygen necessary for combustion and explosion.

For the explosion scenario to develop, extra heat must be added to that developed by the tyre in normal service for internal combustion to occur. An outside energy source is the most likely cause.

Some sources of extra energy or heat :

- **Welding on or applying heat to the wheel (such as heating damaged wheel nuts).**
Even not inflated and unseated, a tyre on a rim can explode due to external heat applied to the wheel releasing volatile vapours into the tyre cavity. Even if tyres are nitrogen inflated, applying heat to a wheel with a tyre still fitted should never be allowed, as it is impossible to be sure that the tyre has no oxygen (air) in it!
- **Electricity.**
Vehicles that come into contact with high voltage power lines, or get struck by lightning can cause tyres to explode at the moment of contact or soon after. Nitrogen inflation will prevent tyre explosion.
- **Overheating vehicle parts.**
Abnormal heating of brakes, hubs, wheel motors, etc. Can be transmitted to the tyre via the rim. **Nitrogen inflation will prevent an internal tyre fire and possible explosion.**
- **Hot environment.**
Such as in a steel works.
- **Overheating tyres.**
Caused by underinflation, overload, running faster than the tyre's limit, or a mixture of all three. The cause of the problem should be eliminated if possible. **Nitrogen inflation will not remove the problem, but will give an added safety margin if a tyre fire occurs.**
- **Some other advantages of nitrogen inflation:**
 - Better stability of pressure with time, since nitrogen diffuses through rubber slower than air. Modern tubeless tyres have butyl liners with a very slow rate of air diffusion, so this advantage may be difficult to measure.
 - Reduced oxidation of the rim: permits easier demounting of tyres and better maintenance of the rims, and possibly longer rim life.
 - Using nitrogen for inflation minimises the risk of introducing unwanted substances in the tyres during inflation. The air from compressors can contain water and/or oil, which will increase the problems of oxidisation and variations of pressure with variation in temperature.

- **Precautions with nitrogen inflation:**
 - If high pressure (~15000 kPa) nitrogen gas cylinders are used, precautions are necessary for correctly using pressure reducers and interconnecting the cylinders, and for stocking, handling and transporting the cylinders. It is highly recommended to have a special training for personnel handling this type of pressure vessel. For a large operation, an on-site nitrogen plant is a better solution.
 - Note that if the recommended tyre inflation pressure is below 500 kPa, nitrogen inflation alone will be insufficient to reduce the amount of oxygen in the resultant air/nitrogen mixture inside the tyre to safe levels. The tyre will need to be purged of air, a complex and lengthy procedure.
- **E.T.R.T.O. advice**
 - E.T.R.T.O. endorses nitrogen inflation for its advantages, particularly in extreme service conditions.
 - E.T.R.T.O. does not however give a blanket recommendation to nitrogen inflate, as the benefits may not be very apparent in many earthmover tyre applications. The difficulties associated with handling heavy high-pressure gas bottles must also be taken into account.
 - Each case should be treated on its merits, using the information given above, so that an appropriate inflation policy can be established.
 - If a nitrogen inflation policy is adopted, the specialist supplier of the nitrogen should be consulted regarding equipment and staff training recommendations.

Liquid ballasting

E.T.R.T.O. does not recommend liquid ballasting but recognize that for certain operations, it may be required. Therefore the following notes are for guidance purpose only.

Ballasting consists in increasing the weight of the tyre assembly.(before ballasting, consult the machine manufacturer).

Tyres containing liquid ballast must be clearly identifiable.

The following precautions must be observed :

- An appropriate air-water valve must be used if available.
- A 100% filling is not recommended; 75% is more appropriate.
- The liquid ballast should contain an approved antifreeze additive.
Consult the tyre manufacturer concerned.
- In the case of tubeless tyres, a rust inhibitor, approved by the tyre and rim manufacturer concerned, must be added to the liquid ballast as a protection against corrosion of the rim.
- A special gauge for liquid filled tyres must be used for pressure checks. These should be made with the valve in its lowest position in order to include the pressure due to the liquid in the tyre.

- Before demounting a liquid ballasted tyre from the rim, ensure that the liquid is completely drained - off. Failure to do this could lead to eventual tyre failure due to deterioration of the cord fabric caused by the residual liquid.

Note : Liquid ballasting procedures and the recommended volume of liquid to be used should be obtained from the tyre manufacturer concerned.

Tyre storage

See pages 11 to 13.

Handling of tyres, tubes, flaps, "O" ring seals and rims

Proper handling will prevent damage to tyres.

Do not lift tyres by the beads. Sharp hooks or forks cut and tear beads. In service, beads may leak at these lifting points.

Foreign material and moisture should be removed from the inside before fitting to the rim.

Tubeless rims are an important part of the air seal in a mounted tyre. Do not distort or mutilate rim parts.

Never lift rims by valve holes.

Never drop, tumble or roll rim parts.

Use babbit or lead hammers sparingly during assembly. Sledge hammers can damage rim parts.

Used tyres

Carefully clean and inspect tyres and make any necessary repairs before storage. Repairs to damage which expose tyre cord are especially important. Moisture can get into exposed cord and cause it to deteriorate.

Observe the same storage rules for used tyres as for new tyres.

Mounted tyres

- If tyres are stored on a machine, it should be jacked up free of the ground and the inflation pressure reduced to approximately 200 kPa.
- If the machine cannot be jacked up, maintain pressure at the recommended level.
- Protect each tyre with an opaque, waterproof cover.
- Machines standing on tyres should be moved once a month. This prevents deflection strain on only one part of the tyre.

- Do not use paint to preserve tyres. If severe storage conditions are expected, consult tyre supplier for recommendations.

Wheels

The condition of wheels should be checked regularly for damage. It is essential that cracked rims or components be replaced; pay particular attention to the inner wheel of tyres fitted in twins (duals). It is essential that tyres are deflated before they are removed from the vehicle. In the event of wear/damage to rim flanges, all sharp edges should be removed in order to avoid tyre damage during fitting and use.

It is essential that damaged or distorted wheels are not repaired or used in service.

Cracked rims or discs should never be welded under any circumstances because the welding will probably crack again after a very short time under the dynamic stresses involved in running.

Paint or coat with a rust inhibitor, all parts of the wheel to avoid corrosion.

Tyre damage

It is inadvisable to neglect tyre damage.

If damage such as a rupture, or a cut exposing the casing is visible on a tyre, or if it has suffered a violent impact (for example against a rock) such that there is risk of internal damage, it should be removed and examined by a tyre specialist as soon as possible to determine whether it is repairable, even though it may appear to be sound.

If a repair to a tyre is necessary and possible, it should be made as soon as possible after the damage occurs in order to avoid further deterioration of the tyre structure.

All tyre repairs should be entrusted to an expert who must then take full responsibility for them.

The exposure of a tyre structure to temperatures in excess of 90°C will cause a permanent damage to the tyre and this is to be avoided. Such exposure may be caused by exhaust pipes, brakes and hubs, ...

Minimum tread depth and regrooving

- **Minimum tread depth**

Whilst earthmover tyres are not subject to legal minimum remaining tread depth legislation, unless the machine is used on a public highway (e.g. mobile cranes), the tread depth at which tyres need to be removed from service vary according to the operating conditions. Where traction is required, consideration needs to be given to having sufficient tread depth to provide the necessary traction. In other circumstances where the adhesion is acceptable, tyres can be used until the remaining pattern depth is zero or approaching it (e.g. working on rock or sand).

- **Regrooving**

If a tyre is suitable for regrooving then the following precautions need to be observed.

General

Regrooving or recutting consists of cutting a pattern in the tread, deeper than the original pattern, in order to extend the tyre life. Care should be taken to ensure that the regrooving process does not expose the tyre casing, breakers or belts and that sufficient rubber is left for its protection. Tyre manufacturers publish instructions regarding the patterns to follow when regrooving their tyres as well as the relevant recommended widths and permitted depths below the base of the original pattern.

European and North American regulations require that 'each new tyre designed and constructed for regrooving shall be labelled on both sidewalls with the word 'regroovable' or the symbol 'Ⓛ' at least 20 mm in diameter. A minimum rubber thickness of 4 mm between the bottom of the original principal grooves and the upper surface of the belt is necessary to classify a tyre as regroovable.

Technical requirements

- A minimum rubber thickness of 4 mm between the bottom of the principle grooves and the upper surface of the belt is necessary to classify a tyre as regroovable.
- Regrooving should only be carried-out by specially trained personnel.
- On no account must tyres that have been worn smooth be regrooved (even if the smooth area is limited) as there is no indication of how much base rubber is left.

As there can be a degree of uneven tread wear, with most tyres it is better to check the tyre for regrooving when a sufficient amount of protection base rubber of at least 2 mm will be remaining.

- Before regrooving, the tyre should be examined to ensure that it is in good condition and to ensure the tyre has not been previously regrooved. To trained personnel it is usually obvious if a tyre has been regrooved previously since the groove will not have sharp corners on zigzag grooves and there will be marks in the groove left by the regrooving tool.

However, if the new tyre had tread wear indicators or tie bars, these will no longer be visible as they will have been removed during the first regrooving process. Should it be considered necessary or desirable to completely or partially regroove the tyre more than once, the tyre manufacturer **must** be consulted.

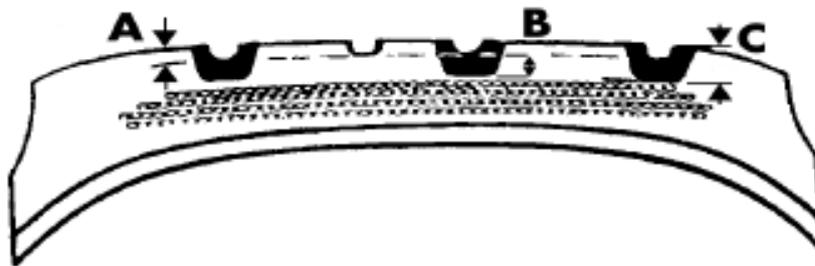
Any damage or unsatisfactory repair should be repaired correctly in advance. If the tread shows evidence of cracking, multiple cuts, or tearing of the tread blocks, then regrooving is not recommended.

Remove flints and other foreign bodies trapped in the tread rubber to avoid damage to the cutting blade or the tyre.

Regrooving should be carried-out with a regrooving tool which has an electrically heated blade and preferably in a well ventilated place.

Earthmoving Equipment Tyres

- Choose a blade the width of which corresponds to the width of regrooving recommended in the instructions issued by the tyre manufacturer for the specific tread pattern and tyre size.
- The actual remaining depth should be measured at several places around the tyre. The depth of cut on the cutting tool must be related to the minimum pattern depth found.
- To set the cutting blade, add the minimum pattern depth measured to the permitted regroove depth specified in the instructions issued by the tyre manufacturer for the specific tread pattern and tyre size.
- **Example**



Minimum remaining depth of the original pattern → A
Permitted regroove depth from the tyre manufacturer's instructions → B
Depth of setting of the cutting blade → $C = A + B$

- Proceed to regroove the tread exerting even pressure following the re-cut pattern straight through any tread tie-bars, as shown in the instructions issued by the tyre manufacturer for the specific tread pattern and tyre size.
- When the above procedures are carefully followed a sufficient amount of the base rubber remains to protect the tyre casing, breakers or belts. In no case must any part of the cord structure of the tyre be cut or exposed as this renders the tyre unsafe and is likely to preclude subsequent retreading.

Tyre repairing and retreading

In the course of its life, a tyre is subjected to an enormous amount of repetitive stress and can be damaged in many ways. It is essential that the work of repairing or retreading is entrusted only to competent persons. After a careful examination by a specialist to decide whether repair or retreading is possible, full responsibility for the examination and the work carried out on the tyre is taken by the specialist.

Tyre ageing

Tyres age even if they have not been used or have only been used occasionally. Cracking of the tread and sidewall rubber, sometimes accompanied by carcass deformation, is a possible indication of ageing. Old and aged tyres should be checked by tyre specialists to ascertain their suitability for further use.

Tyres fitted to machines which are parked for long periods (e.g. cranes, specialist trailers etc.), will tend to age and crack more quickly than those which are used and run frequently. In such circumstances it is important to take the weight off the tyres and to cover them so that they are protected from direct light.

Whether fitted on rims or not, tyres should be stored in clean conditions free from exposure to sunlight or strong artificial light, heat, ozone (electrical machines), hydrocarbons and covered with a waterproof cover. When stored fitted on rims, inflation pressure should be reduced to a maximum of 200 kPa.

Particular attention should be paid to spare tyres which may be old or aged.

Tyre/rim combinations

For recommended and permitted tyre/rim combinations, consult the current E.T.R.T.O. Standard Manual. For other tyre/rim combinations for existing machines, consult E.T.R.T.O. Engineering Design Information and the tyre and rim manufacturers concerned.

Consult rim and wheel manufacturers for confirmation of the strength of the rim/wheel for the intended service.

Component parts from multi-piece rims are not always interchangeable, consult the rim or wheel manufacturer for advice.

Selection of replacement tyres

General

It is essential that replacement tyres are suitable for the type of vehicle and the applications on which they are used. These applications may vary - type of service, load, speed - but tyre manufacturers and their dealers offer a comprehensive range of tyre constructions and tread patterns and are the only bodies competent to advise the user on tyre selection. This advice is backed by extensive facilities, both in equipment and personnel.

Tyre load and speeds

Replacement tyres must be capable of carrying the actual loads imposed on them at the operating speed. The maximum load capacity of the tyres on an axle, whether in single or

twin formation (duals), must not be less than the maximum weight per axle as specified by the vehicle manufacturer.

Mixed fitments

The best results are obtained by fitting complete sets of diagonal or radial tyres. However, mixed fitments will not give rise to any handling problems on the machine if the following precautions are observed.

- On any machine, do not fit tyres of different constructions on the same axle.
- On machines having multiple axles (bogies), do not fit tyres of different constructions on these axles.

There is no objection to mixed fitments such as radial tyres at the front and diagonal tyres at the rear (or vice-versa) should this be desired. However, in cases where one type is to be replaced by another, the tyre manufacturer should be consulted about special recommendations for fitments in specific operating conditions.

E.T.R.T.O. Recommendations on Industrial and Aircraft Tyres

Use of aircraft tyres and rims in other than aircraft service

Aircraft tyres and rims are designed specifically for aircraft service where the loads and deflections involved are different from those on ground vehicles and usage is intermittent. In addition, the specific rim diameters are usually different from those of rims for ground vehicles. Therefore, before using aircraft tyres in service other than that for which they were primarily designed, these factors must be taken into consideration and the tyre and rim manufacturers concerned must be consulted.

Consult rim and wheel manufacturers for confirmation of the strength of the rim/wheel for the intended service.