

Welcome to the fourth and final lesson on Continental MPT tires in which the following questions will be answered:

- How is an MPT tire fitted?
- What do I have to consider in the operation of an MPT tire?

This information rounds off your knowledge about MPT tires.

When fitting, first check whether that tire, heel band and tube are present, in perfect condition and in the correct size. Keep in mind:

- **with new tires, the tube and heel band must also be replaced**
- **with tubeless tires, the sealing elements must be replaced**
- **only one type of tire per axle must be fitted**
- **for dual fitment tires, only the same outer diameters must be used**
- **wheel rims must be cleaned, derusted and painted with anticorrosion paint if necessary**
- **wheel fitting holes and plugs of multipart wheel rims must be checked and any defective parts must be replaced**

Wheel fitting holes and plugs of multipart wheel rims must be checked for wear and deformation. Damaged parts **must be replaced**.

Powder the tire interior lightly with talcum powder. Then the tube and the heel band must be inserted **correctly and without creases**. Make sure that the valve is **correctly fitted** when pushing the tire onto the wheel rim, so that the heel band does not shift.

Use a lubricant for the areas of contact of the tire to the wheel rim in order to carry out fitting without forcing. This will also ensure that the wheel rim is fitted uniformly. Centrally divided wheel rims should be fitted with special care.

Lastly, the tire heel and lock rings must be checked to ensure that they are fitted correctly. Now the prescribed air pressure can be put in. After this, screw the wheel into the correct position with the hub and ensure that the wheel nuts are regularly and firmly fitted.

Avoid **tire damage** by always complying with the **technical specifications** of the tire in question.

Tire damage is often the result of **incorrect air pressure**. Permanent driving with the **air pressure** that is both **too low** or **too high** leads to tire damage.

In the case of cross-ply tires, **central wear** can be the result.

Obstacles such as pavements or rails should always be **driven over** or **mounted slowly**. The impact of such obstacles at high speeds can lead to tire damage.

It can lead to **breakage of the fabric layer** under the running surface.

What must be considered before fitting an MPT tire?

The old tube and old chafer strip can be used for new tires.

With tubeless tires, the sealing elements must be replaced.

Only one type of tire may be fitted per axle.

For twin fitment tires, different outer diameters can be used.

Rims must be cleaned, derusted and painted with anticorrosion paint if necessary.

Wheel fitting holes and plugs of multipart wheel rims must be checked and bent straight.