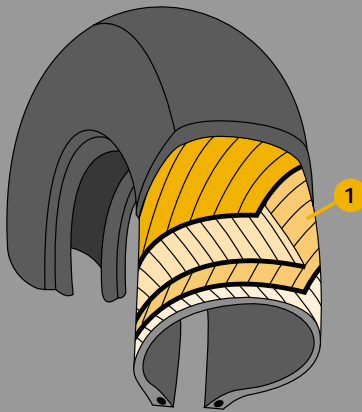


From the crossply to the radial tyre

After the invention of the pneumatic tyre, it was a further thirty years before the first crossply tyres were developed for commercial vehicles. Progress in commercial vehicle technology imposed substantial requirements on crossply tyres which - despite all the advances made - they were eventually unable to meet.

It was only with the introduction of the radial tyre concept, where substantially improved design and materials meant the tyre could meet the necessary requirements, that development was able to progress and reach the standards we have today.

Crossply tyre

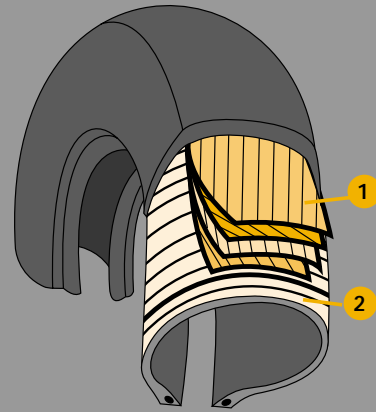


The fabric plies (1) cross over each other at the same angle.

Used by Continental for:

- Tyres for two-wheeled vehicles
- Agricultural tyres
- Industrial tyres
- EM tyres
- Multi-purpose tyres (MPT)

Radial tyre



The belt (1) and casing plies (2) overlap at different angles.

Used by Continental for:

- Tyres for cars, trucks and two-wheeled vehicles
- Industrial tyres
- Agricultural tyres
- Multi-purpose tyres (MPT)

There are very distinct differences in the construction of radial and crossply tyres.

Whereas the carrying "air container" on crossply tyres is made from criss crossing layers of rubberised fabric, on radial tyres it is formed by radially running plies (casing plies) of rubberised cord (on commercial vehicle tyres steel cord is normally used).

A so-called belt, made up of 3-5 rubberised steel cord belt plies, prevents or reduces tread deformation caused by tyre deflection or swelling when the tyre is inflated.

On firm road surfaces the radial tyre is superior to the crossply tyre in many ways. One of the strong points of the crossply tyre, however, is its good selfcleaning tread pattern; its stiffer sidewalls also enhance resistance to tipping on vehicles with a high centre of gravity, such as cranes.

The radial tyre, however, definitely dominates today's truck sector.