

Tread depth

The following requirements are law in the majority of European countries:

- Pneumatic tyres on trucks and trailers have to feature tread grooves or sipes round their entire circumference and over the whole width of the tread area.
- The main grooves on truck tyres have to have a tread depth of at least 1 mm, 1.6 mm or 2 mm, depending on the law in each country. The limit in the UK is 1mm.

The depth of the tread pattern is to be measured in the grooves or sipes; bridge-like protrusions or reinforcements in the tread base should be ignored in this context.

- On tyres with wear indicators (TWI = Tread Wear Indicators), the tread depth should be measured in the grooves where the wear indicators are located.



Wear indicators on commercial vehicle tyres are bridge-like protrusions 1.6 mm high, which show whether the tyre has reached the wear limit.

The tread depth should therefore never be measured on the wear indicators, but next to them.

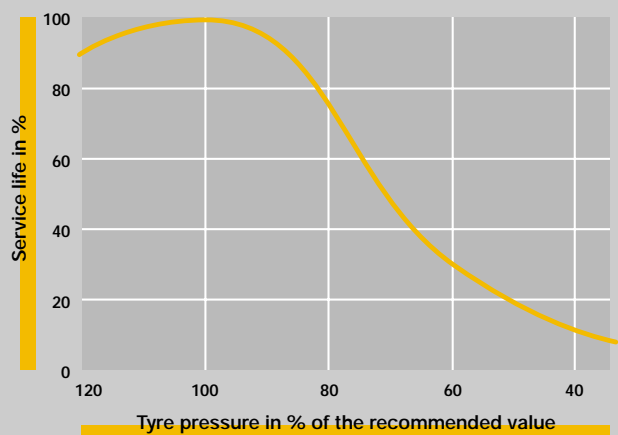
N.B. Consult your local Continental office for legislation regarding specific countries.

Tyre inflation

One of the most important causes of excessive tyre wear and damage is incorrect tyre pressure.

Service manuals produced by the vehicle manufacturers and technical documentation from the tyre manufacturers provide information about correct tyre pressure. These values apply without exception to the cold tyre, as the inner pressure of the tyre increases in operation.

Tyre pressure should be checked every 2 weeks, at the latest every 4, on the cold tyre. Spare tyres must also be checked.



Example: Service life in relation to tyre pressure (100% = recommended value)

Under inflation leads to

- increased flexing, which makes the tyre overheat and may cause tyre failure;
- increased wear = shorter service life;
- higher rolling resistance and subsequently increased fuel consumption;
- irregular wear.

Regrooving

Tyres which can be regrooved are designated

REGROOVABLE

on the sidewall area.

These tyres feature an additional "rubber layer" between the belt sector and the tread grooves, which is currently between 2 and 4 mm depending on the tyre size and tread pattern.

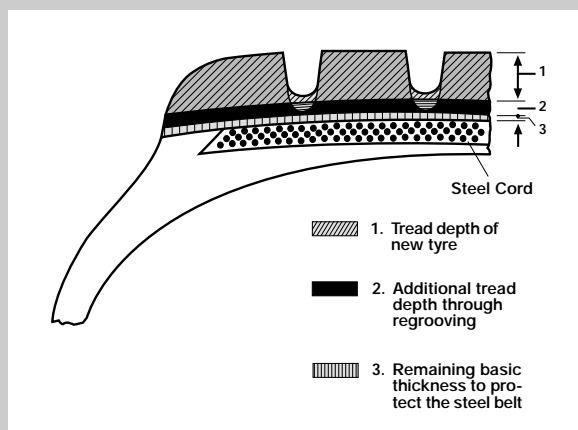
This rubber layer can be used to achieve a longer tyre service life by having the tyre regrooved once the appropriate wear limit is reached on the original tread pattern. A basic continuous layer of 2 mm must still cover the belt.

Storing tyres

Tyres should be stored in cool, dry, dark and moderately ventilated rooms.

Tyres which are not fitted on rims should be stored standing up. Avoid contact with fuel, lubricants, solvents and chemicals.

When checking tyre pressure an optical inspection of the tyre for external damage (e.g. embedded nails or screws) should also be made. Missing valve caps and leaky valves should be replaced immediately.



Regrooving is best carried out in accordance with the manufacturer's instructions.

Tyres age more quickly if exposed to direct sunlight or heat.