

Entyrety Informs

Can You Afford Not To Be

Published by  entyrety

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Introduction To The entyrety Technical Bulletin 2004

The entyrety informs bulletin is widely recognised as the industries leading technical and legislative information service. The bulletin service ensures that your company, and perhaps more importantly, your staff have access to the latest information that impacts on your business.

The bulletin will provide information that will inform, educate and advise on a variety of key issues to ensure your company remains at the forefront in relation to technical, legislative, environmental and product information.

Entyrety informs provides your staff with a range of information relating to tyres and the tyre industry. This extends from construction and use, tyre basics such as the example shown across the page, through the identification and diagnosis of tyre damage. Key information and skills that are required by your staff in the development of your tyre business

Tyre Sidewall Key Markings



- (1) Manufacturers Brand name
- (2) Pattern name or Model Code
- (3) Tyre Size
- (4) Service Description (Load Index + Speed Symbol)
- (5) UTQG Quality Grades **
- (6) US Recall Code
- (7) Date of Manufacture Code
- (8) ECE or EEC Type Approval Number
- (9) US Maximum Load & Inflation **
- (10) Safety Warning
- (11) Denotes Tyre is Tubeless Construction

** US Requirements are not applicable in Europe.

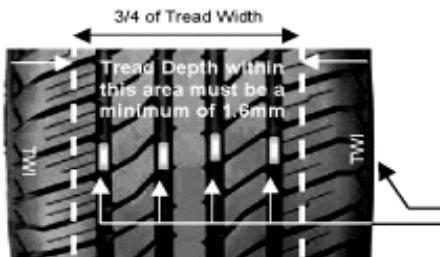
Tyre Care & The Law

TYRE OFFENCES CARRY A MAXIMUM FINE OF £2,500 WITH DISCRETIONARY DISQUALIFICATION AND A COMPULSARY DRIVING LICENCE ENDORSEMENT OF 3 PENALTY POINTS

Whilst the law requires vehicle drivers and owners to maintain tyres in a good and safe condition. Your customers expect you to ensure their tyres meet this requirement. The Technical Bulletin Service provides information detailing the main points within the Construction and Use regulation 27. Essential information for any customer facing or back room staff involved in the sales or fitment of tyres. Confident staff instils confidence in the customer. A confident customer equals sales.

The Technical Bulletin will provide detailed descriptions on how to carry out tyre checks

CHECKING THE TREAD DEPTH



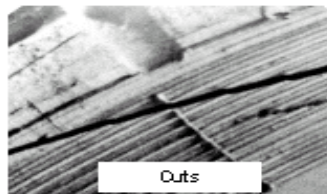
- The tread depth should be measured in the principle grooves. These are the ones which contain "tread wear indicators", which are raised sections in the base of the groove. They are usually 6mm to 2mm above the base of the groove.
- Measure each groove across its full tread width and in several places around the tyre.
- Braking distances on wet roads increase as the tread pattern depth reduces. Replace tyres when tread depth is between 2.5mm and 1.6mm.

CHECKING TYRE PRESSURES



- The recommended tyre pressures for your vehicle will be found in the vehicle handbook or on a placard mounted on the vehicle e.g. behind the petrol filler cap or on the drivers door pillar.
- Always check tyre pressures when the tyres are cold, never adjust tyre pressures during or immediately following a journey.
- Check tyre pressures every week and adjust when necessary. Always refit the valve cap.
- Low tyre pressures reduce the tyre's life span and increases fuel consumption.
- It is advisable to obtain a reliable pressure gauge which can be purchased at most motorist centres at an inexpensive cost.

VISUAL INSPECTION



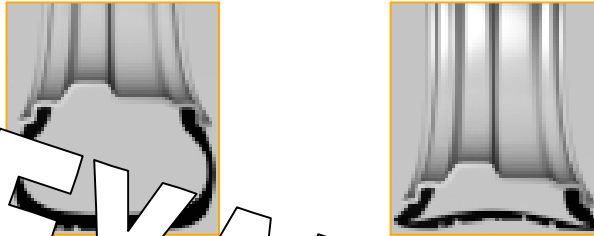
- It is important to visually check the condition of tyres on a regular basis.**
- Lumps and bulges usually indicate the tyre has been internally damaged. Replace immediately.
- Any cut to the tyre, which is deep enough to expose the internal structure renders the tyre unsafe. It should be replaced or where appropriate repaired.
- Tyres deteriorate with age and if cracking or chalking indicates the rubber is perished and the structural integrity cannot be assured. The tyre should be replaced.
- An unused tyre, which is 6 years old or older, should not be placed into service. Replace any tyre when it reaches 10 years old.
- If you are in doubt about the condition of your tyres have them inspected by an expert.**

Latest Information

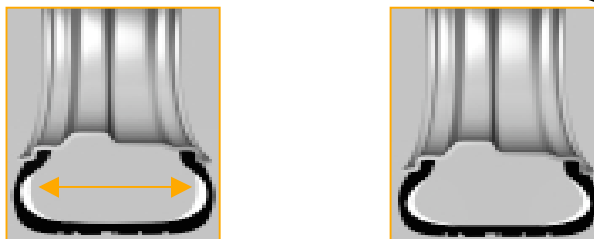
Fitting & Removal of SSR (Self Supporting Run Flat) Tyres - P-TSB 002/04

All leading manufacturers are further developing the run flat concept that enables the owners of vehicles to continue to drive with a tyre that has punctured and deflated.

When a standard tyre experiences a rapid loss of inflation pressure, the rim of the wheel bears the full weight of the vehicle to bear on the collapsed sidewall. This can result in the tyre being sheared and falling into the wheelbase and the condition of the tyre deteriorating rapidly. The vehicle then becomes potentially unsafe as the tyre is destroyed. This is illustrated below:



Self-supporting run flat (SSR) tyres have reinforced sidewalls that support the rim, if the tyre experiences a rapid loss of inflation pressure. They also have special sidewall compounds that prevent the tyre from falling out. This is illustrated below: -



Reinforcement

1) Identifying SSR Tyres

Entyrety SSR tyres can be identified easily by the abbreviation “SSR” on the sidewall. The “SSR” symbol is found directly following the tread name.



2) Tyre Pressure Monitoring Systems (TPMS)

The run-flat properties and handling characteristics of these tyres are so good that the driver very seldom notices the tyre puncture. For this reason, SSR tyres may be used only in conjunction with a tyre pressure monitoring system (TPMS*). Loss of pressure is indicated by an acoustic and/or visual signal, which the driver can see or hear.

As mentioned in previous Technical Alerts, there is at present 2 different types of tyre pressure monitoring systems that can be used on SSR or RFT:

- Direct systems that measure air pressure with a sensor on the wheel
- Indirect systems that use the ABS (through signal circumference when the tyre loses pressure).

When dealing with SSR tyres, it is important that the workshop recognises this safety system before starting the work. This ensures that damage to the sensors does not occur. Logos or displays of the air pressure monitoring system usually be found on the instrument panel of the vehicle.

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SAMPLE MENU OF TOPICS

Tyre Performance & Influencing Factors
Construction & Use Regulations
Directional Tyres
Handling Customer Complaints
Sales Of Goods Act
Passenger Technical Data
Tyre Sealants (Latest Industry View)
Question & Answer Forum
Disposal Of Scrap Tyres
Correct Fitments (Alloys & Low Profile Tyres)
LPG Vehicles
And many more topics

Popular Questions

Ques: In what format is entyrety informs produced?

Ans: From January 2006 entyrety informs will be available in CD or PDF format.

Ques: Does it coverall sectors of the indutry?

Ans: We provide a range of information designed to meet the needs of the industry. Information you need to have access to on a daily basis

Ques: How do I subscribe to the service

Ans: You can purchase entyrety informs directly from our web site www.entyrety.co.uk or by contacting us by phone 01788 540793or fax 01788 552947 or by e-mail roy.yeomans@entyrety.co.uk

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Technical Development
Legislative Information
Product Information
Environmental Issues
INCREASED BUSINESS

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TECHNICAL HOT LINE



0906 3023839

Technical Support Line

Call our dedicated telephone help-line for any technical or tyre related queries. We hold the latest information concerning tyre legislation, technical, product fitment, and data and service information.

Our team of engineers, all with a minimum of five years in the tyre industry, handle all types of queries for all makes of tyres.

Lines are open from 08.30 am to 5.00 pm Monday to Friday

Answer Phone Service Out Of Hours

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