

## Base production

The rubber compounds are only introduced into the production process after extensive laboratory tests. Our CSMS system prevents unnecessary storage time in the compound store and ensures that raw materials are of a consistently high quality. The compounds are first built up to a weight-bearing base layer on a new wrap base system.



## Wrapping beads

An innovative rinsing mechanism allows multiple steel wire bead packages to be wrapped at the same time. The preheated wires are passed through an extruder which rubberises them. The wrap base system then applies the wires directly to the base and ensures optimum tyre seating afterwards.



### Base production & Wrapping beads

## Cover layer

The cover layer is now wrapped around the strong layer consisting of the base layer and bead core. The fact that a completely automated system is used to produce the interim product, which consists of the base, beads and cover layer, demonstrates how our production processes are perfectly integrated. Without high staff costs or long transport routes.



## Completion of green tyres

A parallel wrapping system then wraps a soft damping interim layer around the product. The running layer then wrapped over it, covers the middle section to the foot of the tyre and improves the sidewall protection. The computer-controlled system is constantly balancing out the mixing ratios and provides process data that can be reproduced. This means the results achieved are always constant.



### Cover layer & Completion of green tyres

## Vulcanisation

The finished green tyres are now given their intended profiles at around 130 degrees. There are around 100 presses and the closing pressure, temperature and heating time are continuously monitored. Depending on their size, material and weight, the green tyres reach their optimum strength after 85 to 430 minutes.



## Final inspection

Our staff split their time between all of the different production areas, meaning they are equally well trained in all aspects of tire production. This also applies to the final inspection of the tyres after vulcanisation. Ultrasound samples are taken here every day to check both the conductivity and the shore hardness of the tyres.



### Vulcanisation & Final inspection



Factory tour

# Continental Industrial Tyres

## Testing center

### Property testing

In order to gather data for quality assurance and advanced development with the purpose of ensuring the safety of the driver and transport goods under tough conditions, various static and dynamic property tests are carried out. In addition, extensive testing on test rigs and free trials create a solid basis of data for later simulation procedures in product development and at vehicle manufacturers.



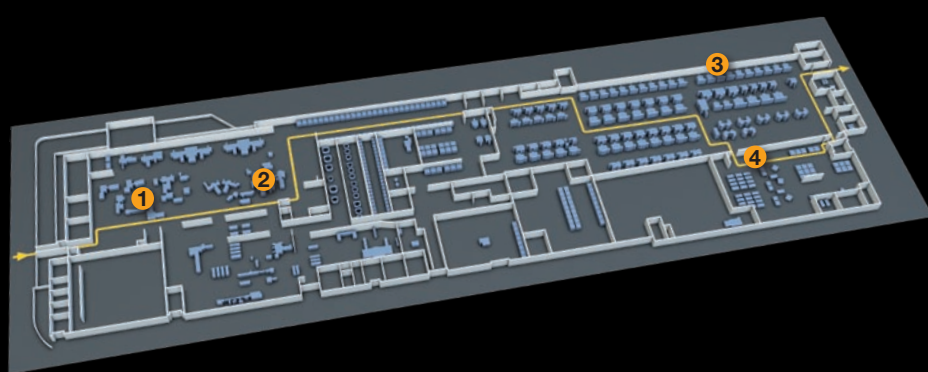
### Endurance testing

To ensure our quality edge over the competition, the key product properties of structural, thermal and long-term durability are determined for extreme applications. Versatile tests and testing procedures for these properties are a prerequisite for the consistent advanced development and quality assurance.



## Tyre construction & Factory tour

- 1 Tread**  
Cut and wear resistant compound for long service life.
- 2 Sidewall**  
Cut and wear resistant compound to protect the cushion area.
- 3 Intermediate layer**  
Heat resistant low damping for increased durability and reduced energy consumption due to low rolling resistance.
- 4 Base**  
Strong dense compound with embedded flat bead for optimum fit on rim and reduced in slippage.



- 1** Single winding unit
- 2** Manufacturing cell parallel winding unit
- 3** Vulcanisation
- 4** Final finish & Final inspection