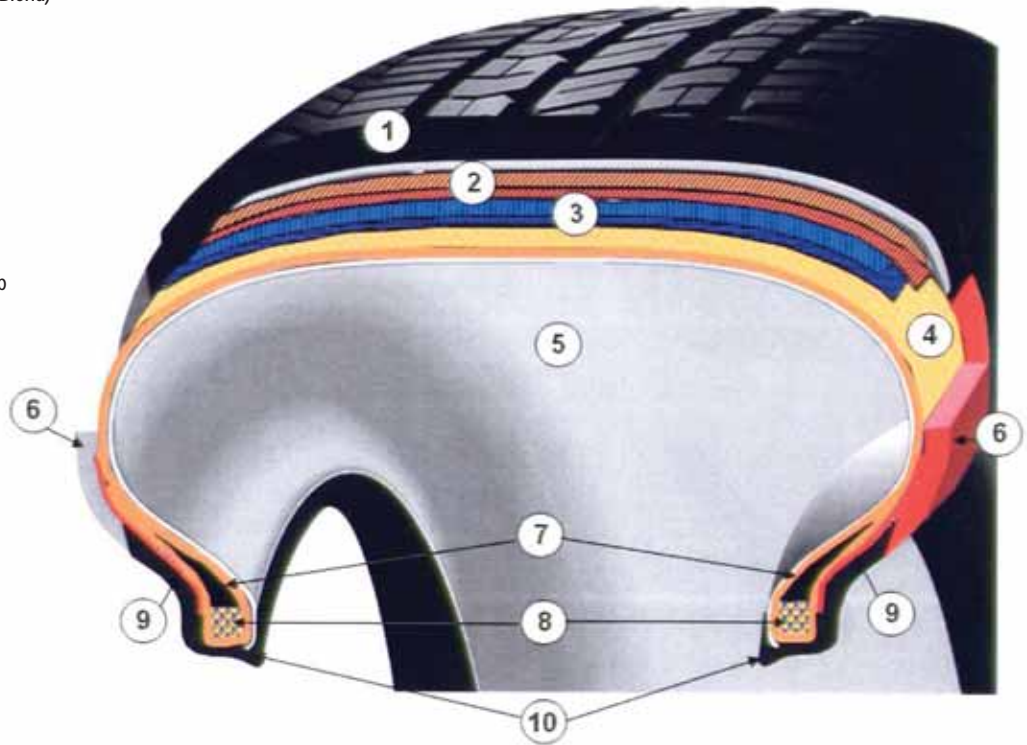


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Radial Passenger Tire and Named Parts

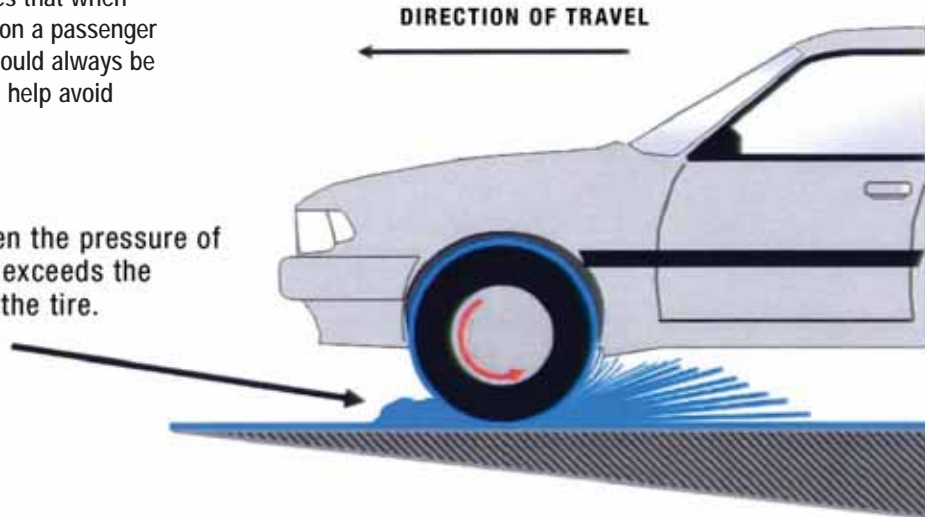
- 1 Rubber tread (Synthetic / natural Blend)
- 2 Nylon cap ply
- 3 Steel cord belt ply
- 4 Textile cord ply
- 5 Butyl inner liner
- 6 Rubber sidewall profile
- 7 Hard rubber apex
- 8 Steel bead wires
- 9 Textile bead reinforcement
- 10 Abrasion resistant rubber rim strip



Hydroplaning

Recommended practices states that when less than 4 tires are installed on a passenger vehicle, the deepest treads should always be on the rear wheel positions to help avoid oversteer from hydroplaning.

Hydroplaning occurs when the pressure of water in front of the tire exceeds the value of vertical load on the tire.



HYDROPLANING IS INFLUENCED BY:

Vehicle Speed.
Wheel Loading.
Tire Inflation Pressure.
Tire/Road Contact Pressure.

Depth of Water.
Tire Pattern Configuration.
Tire Pattern Depth.

Porosity Value of
Road Surface.

DEPARTMENT OF TRANSPORTATION (DOT) TIRE MARKINGS REQUIRED FOR NEW AND RETREADED PASSENGER AND TRUCK TIRES

TIRE MARKINGS FOR ALL NEW TIRES AS REQUIRED BY THE DEPARTMENT OF TRANSPORTATION (DOT)

<u>DOT</u>	<u>XX</u>	<u>XX</u>	<u>XXX</u>	<u>0111</u>
Meets Department of Transportation Standards	Manufacturer 2-Digit Identification Mark	Tire Size 2-Digit (Mold/Chamber Identification Mark	Tire Type Code (Optional)	Date of Manufacture* (Week/Year) Identification Mark

TRUCK TIRE RETREAD MARKINGS AS REQUIRED BY THE DEPARTMENT OF TRANSPORTATION (DOT)

<u>R</u>	<u>XXX</u>	<u>XX</u>	<u>XXX</u>	<u>0111</u>
Indicates Retread	Manufacturer 3-Digit Identification Mark	Tire Size 2-Digit (Mold/Chamber Identification Mark	Tire Type Code (Optional)	Date of Manufacture* (Week/Year) Identification Mark

PASSENGER TIRE RETREAD MARKINGS AS REQUIRED BY THE DEPARTMENT OF TRANSPORTATION (DOT)

<u>DOT</u>	<u>R</u>	<u>XXX</u>	<u>XX</u>	<u>XXX</u>	<u>0111</u>
Meets Department of Transportation Standards	Indicates Retread	Manufacturer 3-Digit Identification Mark	Tire Size 2-Digit (Mold/Chamber Identification Mark	Tire Type Code (Optional)	Date of Manufacture* (Week/Year) Identification Mark

TRUCK TIRE RETREAD MARKINGS AS REQUIRED BY THE STATE OF CALIFORNIA**

<u>R</u>	<u>XXX</u>	<u>XX</u>	<u>XXX</u>	<u>0111</u>	<u>RSF2</u>
Indicates Retread	Manufacturer 3-Digit Identification Mark	Tire Size 2-Digit (Mold/Chamber Identification Mark	Tire Type Code (Optional)	Date of Manufacture* (Week/Year) Identification Mark	RS indicates retread was produced under Industry Retread Standards. F2 indicates tire is acceptable for steer axle use and has been retreaded twice.

* Sample Date of Manufacture in all charts is the first full week (January 2-8) of the year 2011.

Notes: ** California does not require the RS marking on passenger retreads. Truck retreads that have the original new tire DOT code intact are not required to have the RS marking.

** The F1 or F2 symbol is required on retreaded tires for steer axle use in the state of California.

Truck tire retreads in all states are coded with an R and passenger tire retreads are coded with DOT-R. The Dot symbol is not allowed on truck tire retread markings.

Caution

Matching Tire Bead Diameters with Rim Diameters

Many serious accidents have occurred when an attempt was made to mount a 16 inch bead diameter tire on a 16.5 inch diameter rim or wheel.

At a glance the 16 inch bead tire may appear to fit the 16.5 inch rim or wheel. However, when an attempt is made to inflate the tire, the tire bead will usually break, causing an instant release of pressure that can cause serious damage and, in some cases, death.



This type of accident can also occur on other sizes of tires and wheels/rims when mismatched or the bead of the tire hangs up on the wheel/rim. Always use a bead lubricant when mounting passenger and light truck tires on the rim and never inflate to more than 40 psi in attempting to seat the bead.