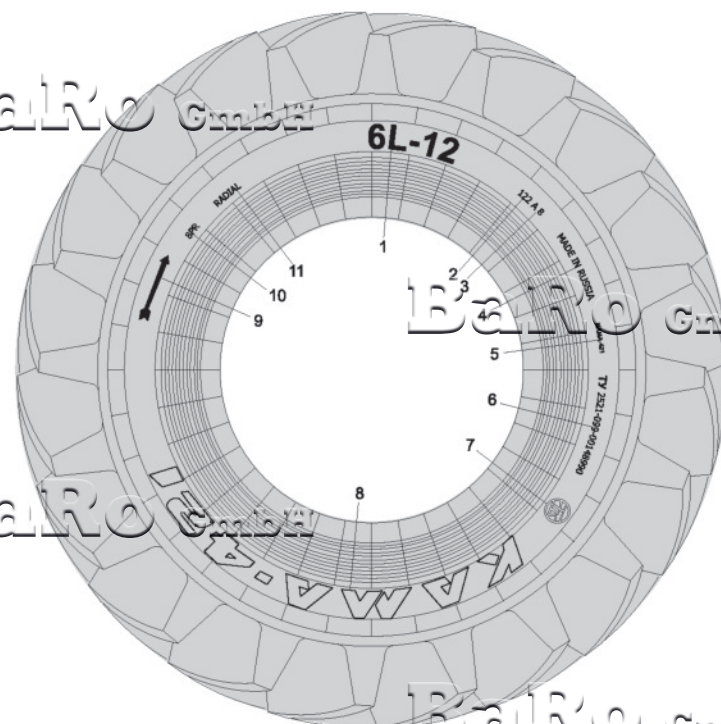


Agricultural & special tyre

Сельско-хозяйственные
и специальные шины

Маркировка сельскохозяйственных
и специальных шин



- 1 6L-12 – Обозначение типоразмера шины.
- 2 122 – Индекс нагрузки - цифровой код, обозначающий максимальную нагрузку на одинарную и сдвоенную шину.
- 3 A8 – Категория скорости - буквенный код, обозначающий максимальную скорость шины.
- 4 MADE IN RUSSIA – Название страны-изготовителя.
- 5 KAMA-421 – Модель шины.
- 6 ГОСТ или ТУ – Обозначение нормативного документа, по которому изготавливается шина.
- 7 Логотип производителя.
- 8 KAMA-421 – Модель шины.
- 9 Направление вращения.
- 10 8PR – Норма слоистости.
- 11 RADIAL – Обозначение радиальной конструкции шины.

Agricultural & special tyre lettering

- 1 6L-12 – Tyre size designation.
- 2 122 – Load index - a digital code designating maximum load for single and dual tyres.
- 3 A8 – Speed rating - a letter code designating maximum tyre speed.
- 4 MADE IN RUSSIA – The country of origin.
- 5 KAMA-421 – Tyre model.
- 6 ГОСТ or TU - Regulatory document according to which the tyre is produced.
- 7 Logotype of the Manufacturer.
- 8 KAMA-421 – Tyre model.
- 9 Direction of rotation.
- 10 8PR – Ply rating.
- 11 RADIAL – Radial tyre designation.

Сельскохозяйственные шины

Agricultural tyres

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
6,00-12	71	КАМА-421	2	44	A6	Диагональная	ТТ	Текстильная	Повышенной проходимости	30	570±9	155	267±7	6,0	160	109	5 JA	6-12	ЛК-35-16,5	ГОСТ 7463	
6,00-12	71	КАМА-311		63	A6	Диагональная	ТТ	Текстильная	Колцевые ребра	30	566±9	155	267±4	6,5	272	204	5 JA	6-12	ЛК-35-16,5	ТУ 2521-240-98358561	
6,00-16	72	Л-225-1	6	88	A6	Диагональная	ТТ	Текстильная	Универсальный	30	750±11	175	355±9	16,2	560	330	4,50E	6,50-16	ЛК-35-16,5	ТУ 38.604-11-65	
6,50-16	72	Я-275А	6	91	A6	Диагональная	ТТ	Текстильная	Универсальный	30	760±11	190	362±9	20,8	615	310	4,50E	6,50-16	ЛК-35-16,5	ТУ 2521-136-00148990	
9,00-16	73	НКФ-8	10	121	A6	Диагональная	ТТ	Текстильная	Универсальный	30	860±13	247	380±10	24,5	1445	325	6,00 разборный	9,00-16	ГК-95, ГК-105	9,00-16	ТУ 38.104120
12,00-16	73	Л-163	8	126	A6	Диагональная	ТТ	Текстильная	Универсальный	30	930±9	325	416±5	34,6	1700	250	W8	12-16	ГК-105	12-16	ТУ 38.104144
16,5/70-18	74	КФ-97-1	10	149	A6	Диагональная	ТТ	Текстильная	Универсальный	30	1 092±16	428	489±12	70,4	3250	370	330-462 неразъемный	16,5-18	ГК-95	16,5-18	ТУ 2521-109-00148990
7,50-20	74	В-103	6	102	A6	Диагональная	ТТ	Текстильная	Универсальный	30	910±14	205	430±11	23,9	850	250	5,50F	7,50-20	ЛК-35-16,5	ТУ 38.104391	
7,50-20	75	КАМА-432		102	A6	Диагональная	ТТ	Текстильная	Повышенной проходимости	30	925±10	205	434±7	24,0	850	250	5,50F	7,50-20	ЛК-35-16,5	ТУ 2521-238-98358561	
11,2-20	75	Ф-35	8	114	A6	Диагональная	ТТ	Текстильная	Повышенной проходимости	30	985±15	284	460±12	41,9	1180	210	W10	11,2-20	ТК, ГК-50	ГОСТ 7463	
18,4R24	76	КАРАТ	10	139	A6	Радиальная	ТТ	Текстильная	Повышенной проходимости	30	1 395±21	467	616±15	121,3	2430	120	DW16	18,4-24	ТК	ТУ 38.604-11-37	
21,3R24	76	ФД-14А	10	140	A6	Радиальная	ТТ	Текстильная	Повышенной проходимости	30	1 400±21	540	640±16	142,6	2500	160	DW18	21,3-24	ТК, ГК-105	ГОСТ 7463	
13,6R38	77	КАМА-405	6	128	A8	Радиальная	ТТ	Текстильная	Повышенной проходимости	40	1 550±23	345	717±18	92,5	1800	160	W12, DW12	13,6-38	ТК	ГОСТ 7463	
15,5R38	77	Ф-2А	8	134	A8	Радиальная	ТТ	Текстильная	Повышенной проходимости	40	1 570±24	394	730±18	107,2	2120	160	W14L	13,6-38	ТК	ГОСТ 7463	

Специальные шины

Special tyres

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
18x7-8	78	Ф-65	14	121	A5	Диагональная	ТТ	Текстильная	Повышенной проходимости	25	462±10	160	208±5	9,7	1450	900	4,33R	18x7-8	ГК-95, ГК-105	18x7-8	ТУ 2521-043-00148990
6,50-10	78	КАМА-484	10	122	A5	Диагональная	ТТ	Текстильная	Специальный	25	588±10	177	266±5	14,4	1500	775	5,00F	6,50-10	ГК-95, ГК-105, ГК-115	105-10	ТУ 2521-015-00148990
7,00-12	79	КАМА-422	12	131	A5	Диагональная	ТТ	Текстильная	Повышенной проходимости	25	660±10	197	305±5	18,0	1950	830	5,00S	7,00-12	ГК-105	7,00-12	ТУ 2521-038-00148990
8,15-15	79	КАМА-406	10	146	A5	Диагональная	ТТ	Текстильная	Специальный	25	678±10	210	305±5	22,6	3000	800	7	8,15/65-15	ГК-95, ГК-105, ГК-115	130-15	ТУ 2521-016-00148990
21,3R24	76	ФД-14А	12	155	A6	Радиальная	ТТ	Текстильная	Повышенной проходимости	30	1 405±21	545	620±16	151,6	3875	240±25	DW18	21,3-24	ТК, ГК-105	ТУ 2521-113-00148990	

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* Масса шин указана с учетом веса камер

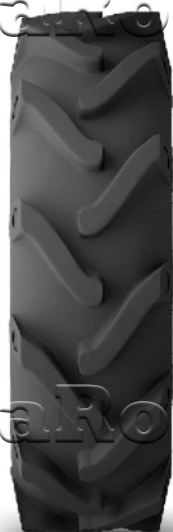
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* Indicated tyre weight includes tube weight

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Сельскохозяйственные и специальные шины
Agricultural tyre and tyre for loaders

BARO GmbH



KAMA-421

BARO GmbH

Рисунок протектора:
повышенной проходимости

Tread pattern:
off-road

KAMA-421

BARO GmbH



6L-12 44 A6
BARO GmbH

BARO GmbH



KAMA-311

BARO GmbH

Рисунок протектора:
кольцевые ребра

Tread pattern:
annular rib

KAMA-311

BARO GmbH



6,00-12 63 A6
BARO GmbH

Л-225-1



Л-225-1

Рисунок протектора:
универсальный

Tread pattern:
universal



6,00-16

88

A6

Я-275А



Я-275А

Рисунок протектора:
универсальный

Tread pattern:
universal



6,50-16

91

A6

Сельскохозяйственные и специальные шины
Agricultural tyre and tyre for loaders



НКФ-8

Рисунок протектора:
универсальный

Tread pattern:
universal



9,00-16 121 A6

НКФ-8



Л-163

Рисунок протектора:
универсальный

Tread pattern:
universal



12,00-16 126 A6

Л-163

КФ-97-1



КФ-97-1

Рисунок протектора:
универсальный

Tread pattern:
universal



16,5/70-18

149 A6

В-103



В-103

Рисунок протектора:
универсальный

Tread pattern:
universal



7,50-20

102 A6

Сельскохозяйственные и специальные шины
Agricultural tyre and tyre for loaders

BARO GmbH



KAMA-432

BARO GmbH

Рисунок протектора:
повышенной проходимости

Tread pattern:
off-road

KAMA-432

BARO GmbH



7,50-20 102 A6
BARO GmbH

BARO GmbH



Φ-35

BARO GmbH

Рисунок протектора:
повышенной проходимости

Tread pattern:
off-road

Φ-35

BARO GmbH



11,2-20 114 A6
BARO GmbH

KARAT



KARAT

Рисунок протектора:
повышенной проходимости

Tread pattern:
off-road



18,4R24

139 A6

ФД-14А



ФД-14А

Рисунок протектора:
повышенной проходимости

Tread pattern:
off-road



21,3R24

140 A6

21,3R24

155 A6



КАМА-405

Рисунок протектора:
повышенной проходимости

Tread pattern:
off-road



13,6R38 128 A8

КАМА-405



Ф-2А

Рисунок протектора:
повышенной проходимости

Tread pattern:
off-road



15,5R38 134 A8

Ф-2А

Φ-65



Φ-65

Рисунок протектора:
повышенной проходимости

Tread pattern:
off-road



16x7-8

121

A5

KAMA-404



KAMA-404

Рисунок протектора:
специальный

Tread pattern:
special



6,50-10

122

A5

BARO GmbH



KAMA-422

BARO GmbH

Рисунок протектора:
повышенной проходимости

Tread pattern:
off-road

KAMA-422

BARO GmbH



7,00-12 131 A5
BARO GmbH

BARO GmbH



KAMA-406

BARO GmbH

Рисунок протектора:
специальный

Tread pattern:
special

KAMA-406

BARO GmbH



8,15-15 146 A5
BARO GmbH



REFERENCE INFORMATION

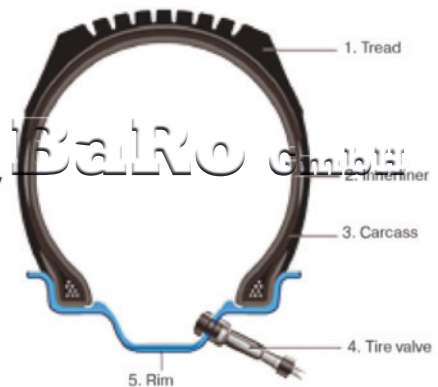
During their operation tyres should ensure comfortable and safe driving, vehicle stability and handling at high speeds, on wet and snow covered roads, as well as stipulated load carrying capacity.

TYRE PARTS CHARACTERISTICS

Pneumatic tyre set includes:

- tyre casing
- inner tube with valve (for inner tube tyres);
- rim strip (for combined truck tyres).

TUBELESS TYRE CONSTRUCTION



Tyre casing looks like a toroid-shape resilient shell that takes force during vehicle driving. It ensures tyre grip on the road.

Tyre Casing includes carcass, breaker, tread, sidewalls and beads.

Carcass it is a load-bearing part of pneumatic tyre, which consists of one or more layers of rubberized cord fixed on bead rings.

Breaker is an inner part of pneumatic tyre, which consists of rubberized textile of steelcord layers and is located between tread and carcass. Breaker is designed to cushion impact loads during driving.

Tread is an external part of pneumatic tyre with raised pattern, ensuring road grip and carcass protection from damages.

Sidewall is an external rubber part of tyre located at the lateral surface. It protects carcass from lateral external damages.

Bead is a rigid part of tyre ensuring its fixing on the wheel rim.

Cap strip is a protection layer between steel breaker and tread that protects breaker from mechanical damages and prevents from rubber separation.

Inner tube (riding tube) is a ring-shaped elastic rubber tube with valve for air inflation. It provides for tyre stiffness and secure tyre fixing on the rim.

Bead strip is a profiled flexible ring located between tyre and bead, inner tube and wheel rim, It protects tyre from wear during vehicle driving.

Depending on cross section profile configuration and considering aspect ratio of tyres they distinguish ordinary section tyres, wide section tyres, low section tyres and ultra-low section tyres.

Based on differences in tyre carcass design two essentially different groups may be distinguished:

- Bias tyres
- Radial tyres

BIAS TYRES

Bias PC tyres are basically tyres of old models.

Among others the advantages of bias tyres are a higher load carrying capacity and bigger intervals of tyre pressure control. Main disadvantages are unstable tyre behavior during driving (due to contact spot dynamically varying during vehicle driving), lower allowable speed, shorter tyre life. Bias tyre is more likely to slip at breaking, and its resistance to aquaplaning is low. At present time bias design is used for some truck tyres (having high load carrying capacity) and for special vehicles tyres. As a rule bias tyre has four carcass plies.

RADIAL TYRES

Basically all modern PC and truck tyres are radial.

Positive aspect of radial tyres is obvious improvement of handling and higher tyre life. Negative aspect is lower load carrying capacity (in comparison with bias tyres).

Depending on way of production tyres can be with tube type (special inner tube of suitable size is used to ensure tyre air tightness) and tubeless (tyre air tightness is ensured by inner air proof ply and design elements of wheel disk - humps). The advantage of tubeless tyres is evident - in case of tyre blowout there is no burst-like airdrain through loose tyre-disk fixing and there is possibility to rich the place of repair without losing car control. Moreover, tubeless tyres has lower rolling resistance, lower weight and better balancing.

TYRE LETTERING

There is some lettering on tyre sidewalls indicating its basic parameters:

PC TYRE LETTERING

Example: 175/70 R13 82T, where:

175 – tyre section width (mm);

70 – tyre sidewall height, % of section width;

R – radial design;

13 - rim seat diameter in inches;

82 – load index (there are special tables for index recalculation to kilograms);

T – Speed index, i.e. max allowed speed for that tyre model (there is a table of speed index correspondence to speed in km/h).

SEASON APPLICABILITY OF TYRES

Pursuant to season applicability tyres are divided into three main groups: summer, winter and all season tyres. Main differences of tyre application according to season depend on rubber compounds characteristics/tread cap material, and on tread pattern. Generally, good winter tyre tread is softer, which helps to maintain elasticity of tyre material at low temperatures (below zero) and results in good tyre grip on snow covered and icy surfaces. This can be achieved by the addition of high quantity of silica in rubber.

Visually you can notice the differences between summer and winter tyre in their tread pattern design. Winter tyre tread has more partitioned pattern which helps tyre to clean itself during motion. Better tyre grip with road surface is also achieved due to large quantity of sipes (special thin grooves cutting the surface of tread blocks). Modern winter tyre has about 1500 sipes. Modern high speed winter tyre has clear directional or assymetric tread pattern that ensures better water, snow and mud diversion from tyre-road contact patch.

WINTER TYRES

Winter tyres can be produced as studded and studless tyres. In Russia studless winter tyres are erroneously considered as all season tyres. This is a glaring fault. All season tyre is a separate tyre group having special design and characteristics.

Studded tyres have both clear advantages and disadvantages. Studs fully function only on smooth icy surface and on compact pressed snow, where they reduce vehicle breaking distance by 70% in comparison with studless tyres. But on wet or dry asphalt contact spot decreases due to protruded studs, which brings to adverse effect lower tyre road grip, worse handling and longer breaking distance. Therefore the choice between studded and studless tyre should be made depending on specific operation conditions. Viatti winter tyres have assymetric tread pattern.

SUMMER TYRES

Summer tyre tread pattern consists of large blocks splitted with minimum number of lamellae, which helps to improve significantly vehicle behaviour stability at high speeds, common for summer period. Special feature of summer tyre tread is a balanced system of longitudinal and lateral diversion grooves that considerably reduce the risk of aquaplaning effect. Most of modern high speed summer tyres have directional tread pattern that improves vehicle handling and stability.

WARRANTY LIABILITIES

Manufacturer guarantees:

Tyres conformance to standards requirements while operating, transportation and storage rules are observed. Lack of workmanship defects and tyres normal operation till tread pattern limiting wear according to wear indicator height within warranty shelf life and service life Tyres warranty shelf life and service life is 5 years from the date of production.

RECOMMENDATIONS ON TYRE OPERATION

1. Selection of tyres

During tyres selection to eliminate its overload it is necessary to take into account load index and speed index as well as pay attention to tyre design (tube type, tubeless etc.)

2. Tyre mounting and dismounting.

Tyres mounting and dismounting should be performed by qualified personnel with application of special equipment.

3. Factors influencing to tyres durability:

- Strict compliance to rules of tyre operation and maintenance contributes to maximum usage of tyre resource.
- When fitting tyre to vehicle check conformance of tyre to vehicle in terms of design, section shape, wear degree, pattern type. Fit identical tyres to double wheels and axes.
- Follow the norms of tyre inflation pressure

including spare tyre. Adequate inflation pressure is a major factor for tyre operation.

Check pressure in all tyres minimum once a week. Pressure must be checked only, when tyre is cold. Reduction of tyre inflation pressure by 10% results in increase of fuel consumption increase 1.5% and considerable reduction of tyre service life. It is not allowed to use tyres with residual tread pattern height below:

1.6 mm for PC tyres;

1.0 mm for truck tyres;

2.0 mm for bus and trolleybus tyres.

It is necessary to retread tyres in time, it helps to increase their efficiency up to 50%.

It is recommended to keep pressure in spare tyre 0.3 bar more than the standard and reduce it just before tyre operation.

Increase inflation pressure on rear axle tyres by 0.5-0.8 bar if trailer is used. Use valve caps.

TABLE OF INFLATION PRESSURE CONVERSION

Very often standard pressure on tyre is indicated in PSI unit. It is also recommended for tyre manufacturers for American and British vehicles. PSI is abbreviation for pound per square inch. For your information we prepared the following table of PSI conversion to more widely used unit BAR, which is also called as "atmosphere", 1 BAR = 1 technical atmosphere, which though does not correspond to 1 atmosphere, but for common application is put equal to it.

BAR	PSI	BAR	PSI	BAR	PSI
1.0	14	2.6	38	4.2	61
1.1	16	2.7	39	4.3	62
1.2	17	2.8	41	4.4	64
1.3	19	2.9	42	4.5	65
1.4	20	3.0	44	4.6	67
1.5	22	3.1	45	4.7	68
1.6	23	3.2	46	4.8	70
1.7	25	3.3	48	4.9	71
1.8	26	3.4	49	5.0	72
1.9	28	3.5	51	5.1	74
2.0	29	3.6	52	5.2	75
2.1	30	3.7	54	5.3	77
2.2	32	3.8	55	5.4	78
2.3	33	3.9	57	5.5	80
2.4	35	4.0	58	5.6	81
2.5	36	4.1	59	5.7	83

TABLE OF TYRE LOAD CARRYING CAPACITY

One of vehicle tyre property is load carrying index. It indicates maximum acceptable load on the wheel during vehicle driving. Please note, that dividing the weight of vehicle by the quantity of wheels is a mistake. Not all the vehicles have ideal weight distribution between axis (50:50) and during freight transportation the deviation can be even more. We recommend selecting tyres with larger load carrying index.

When changing tyres on vehicle you have to pay attention to the size, standard number of plies and max. load carrying capacity (at the set maximum speed) of tyres, which were mounted on vehicle by its manufacturer. Before mounting wider tyres to a vehicle ensure that tyres do not touch the wheel arch or the parts of suspension at full load or at wheel turning till the end position. For better vehicle operation it is necessary to install on all wheels tyres of the same manufacturer, size and model.

Load carrying index	Max load to the tyre (kg)	Load carrying index	Max load to the tyre (kg)	Load carrying index	Max load to the tyre (kg)	Load carrying index	Max load to the tyre (kg)	Load carrying index	Max load to the tyre (kg)	Load carrying index	Max load to the tyre (kg)
19	77,5	50	190	81	462	112	1120	143	2725	174	6700
20	80	51	195	82	475	113	1150	144	2800	175	6900
21	82,5	52	200	83	487	114	1180	145	2900	176	7100
22	85	53	206	84	500	115	1215	146	3000	177	7300
23	87,5	54	212	85	515	116	1250	147	3075	178	7500
24	90	55	218	86	530	117	1285	148	3150	179	7750
25	92,5	56	224	87	545	118	1320	149	3250	180	8000
26	95	57	230	88	560	119	1360	150	3350	181	8250
27	97,5	58	236	89	580	120	1400	151	3450	182	8500
28	100	59	243	90	600	121	1450	152	3550	183	8750
29	103	60	250	91	615	122	1500	153	3650	184	9000
30	106	61	257	92	630	123	1550	154	3750	185	9250
31	109	62	265	93	650	124	1600	155	3875	186	9500
32	112	63	272	94	670	125	1650	156	4000	187	9750
33	115	64	280	95	690	126	1700	157	4125	188	10000
34	118	65	290	96	710	127	1750	158	4250	189	10300
35	121	66	300	97	730	128	1800	159	4375	190	10600
36	125	67	307	98	750	129	1850	160	4500	191	10900
37	128	68	315	99	775	130	1900	161	4625	192	11200
38	132	69	325	100	800	131	1950	162	4750	193	11500
39	136	70	335	101	825	132	2000	163	4875	194	11800
40	140	71	345	102	850	133	2060	164	5000	195	12150
41	145	72	355	103	875	134	2120	165	5150	196	12500
42	150	73	365	104	900	135	2180	166	5300	197	12850
43	155	74	375	105	925	136	2240	167	5450	198	13200
44	160	75	387	106	950	137	2300	168	5600	199	13600
45	165	76	400	107	975	138	2360	169	5800	200	14000
46	170	77	412	108	1000	139	2430	170	6000	201	14500
47	175	78	425	109	1030	140	2500	171	6150	202	15000
48	180	79	437	110	1060	141	2575	172	6300	203	15500
49	185	80	450	111	1090	142	2650	173	6500	204	16000

TABLE OF TYRE SPEED INDEXES

Besides load carrying capacity there is another important tyre parameter, which is max. allowable driving speed. Max speed is expressed as letters. Sometimes speed index is called speed category. Some explanation for better understanding of that indication:

1. Speed index indicates max. allowable speed at normal load (specified load carrying index) for long distance driving, i.e. if you drive using tires with maximum speed of 190 km/h at the speed of 210

km/h within 15 minutes, nothing will happen. But longer driving can lead to tyre deformation and even destruction due to overheating.

2. When a vehicle load is very close to maximum, standard recommendations of manufacturers can differ. To a greater extent this concerns truck and light truck tyres. E.g.: when the load is 90%, the speed should not exceed 90% of maximum speed, when the load is 100%, the speed should be 80% maximum. You can find detailed instructions in tire specifications.

Speed index	J	K	L	M	N	P	Q	R	S	T	U	H	V	W	Y	ZR
Max Speed (km/h)	100	110	120	130	140	150	160	170	180	190	200	210	240	270	300	>240

FITTING AND DISMOUNTING OF TYRE

Usually we dismount (bead) and subsequently fit tyre, when it is necessary to replace it with a new one or with a tyre, which is more suitable to driving conditions, and also when a tyre is damaged. Before tyre dismounting from the rim it is necessary to mark its position in relation to the wheel in order not to break balancing during subsequent tyre fitting. Dismounting of tubeless tyre from a wheel can be difficult. When rubber quality is high and the rim setting surface is smooth and even, as well as after long operation tyre sticks hard to the metal. Mounting such tyre to a wheel is even more difficult. If air supplied with motor car pump or house hold compressor the air will get out through the wheel hump. To fit such tyre you need to ensure massive air supply with special compressor. Therefore it is better to repair tubeless tyres in specialized tyre fitting stations. If damage occurred on the way you may fit the inner tube of suitable size to get a tyre fitting station. In case of assymetric tread pattern OUTSIDE and INSIDE of tyre should be considered during mounting. In case of directional tread pattern the direction of tyre rotation (and indication of rotation arrow on tyre sidewall) shall be the same as its actual rotation direction.

difficult to maintain original fitting accuracy, balancing is violated, wear advances. It is recommended to purchase two sets of wheels.

2. In case you use one wheels set for all seasons, we recommend to put the fitting mark on each tyre and also note the rotation direction, if the tread pattern is not directional. Dismounted tyres should be stored standing, do not hang or pile tyres. However, tyres mounted on wheels can not be stored standing, it is better to hang them up on metal hooks or pile them.

3. Tyres should be kept at the temperature of 15-25°C, without close heating and direct ultraviolet radiation, including sunlight. The tyre's contact with oil, greases, fuel and other similar substances and sweating is not allowed. Storage room should be ventilated.

4. Minimum once per month it is necessary to check air pressure in tyres and and inflate them to standard tyre pressure.

5. Standing tyres should be turned every four months. In case of long term vehicle parking (e.g., during the whole season) it is necessary to dismount the wheels, clean rims and wheels from dirt on both sides, wash them and cover their surfaces with a thin layer of preserving lubricant, threads of fixing bolts or pins also should be covered with the grease.

6. The place of vehicle parking must be flat and clean, wheels must not get in puddle, freeze in ice or be exposed to intensive sun light and heat.

TYRE STORAGE

1. It is not recommended to reposition the sets of tyres every season to one and the same wheel set: bead ring gets stretched, rubber damages occur, it is

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Обозначения и сокращения



Индекс несущей способности



Индекс несущей способности на сдвоенную шину



Индекс категории скорости

TL – (TUBELESS) – бескамерное исполнение шины.

TT – (TUBE TYPE) – камерное исполнение шины.

M+S – «Грязь и снег» – маркировка на боковине шин, используемых в условиях слякоти или тающего снега.

3PMSF – символ «альпийская горка» (3PMSF - Three Peak Mountain Snow Flake) для всех шин, которые классифицируются в категории эксплуатации «зимняя».

Symbols and abbreviations



Load index



Load index for dual tyre



Speed rating

TL – (TUBELESS) – tubeless tyre.

TT – (TUBE TYPE) – tube type tyre.

M+S – «Mud and Snow» – lettering on the sidewall of tyre used in mud and melting snow conditions.

3PMSF – Three Peak Mountain Snow Flake symbol for all tyres that are classified as winter.

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