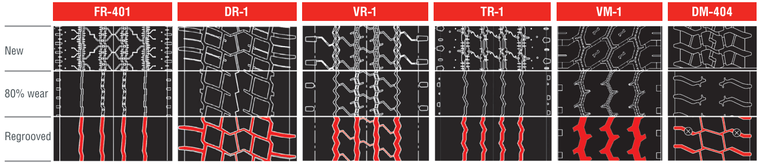
## REGROOVING OF TRUCK TYRES:



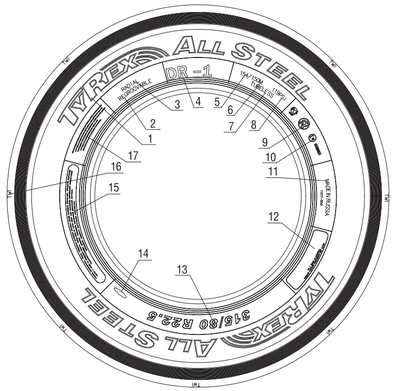

Cost-effectiveness and reliability are the main concerns for professional carriers. “Regrooving” the truck tyres is a Traffic Code approved procedure which allows improving the tyre life.

Regrooving shall only be performed in tyre centers or truck tyre fitting centers equipped with the manufacture’s regrooving schemes and a good regrooving machine and where trained regrooving specialists are available who are able to determine the regrooving depth, select blade width and form. Regrooving improves tyre life significantly (10-20% depending on operating conditions).

Tread regrooving is only performed with remaining tread depth of at least 2-3 mm. Observing this rule allows to reproduce the tread pattern and preserve the minimum rubber thickness of 2 mm between the tread pattern base and the plies in the breaker area.

## TRUCK TYRE LABELING

1 TYREX ALL STEEL – trademark
2 REGROOVABLE - possible tread deepening by regrooving
3 RADIAL - radial carcass construction
4 DR-1 - tyre model
5 154/150 - 154/150 – load index, carrying capacity index for max. allowed load on single or twin tyre
6 M - speed index
7 TUBELESS - for a tubeless tyre
8 119 PSI - inflation pressure index
9 Manufacturer’ s trademark
10 Official certification mark E27 with official Certification number for the tyre type according to UNECE Rule № 54 and № 117
11 MADE IN RUSSIA - country of origin
12 Burning marking spot
13 315/80R22,5 tyre designation
14 Date of production, containing 4 digits, the first two to identifythe week and the last two to indentify the year of production
15 Operation and mounting safety conditions
16 TWI — index of wear indicator location on the tread pattern
17 Tyre design






TYREX ALL STEEL

## TYRE APPLICATIONS

| | REGIONAL TRAFFIC | BUS/COACH | MIXED SERVICE | MIXED SERVICE AND OFF ROAD |
|---|---|---|---|---|
| |  |  |  |  |
| FOR STEERING AXLE | FR-401  | VC-1 VR-1  | VM-1  | VM-1  |
| FOR DRIVING AXLE | DR-1  | VC-1 VR-1  | VM-1  | DM-404  |
| FOR TRAILER AXLE | TR-1  | | | |

| Tyre size | Model | Load index | Maximal speed (km/h) | Ply rate | Initial tread depth (mm) | Recommended rim radius | Allowable rim radius | Sector width (max, mm) | Static radius (mm) | Eurolabelling | | | Max.Load.kg (single, dual) | Corresp. to max. load: bar (Kpa) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **STEER-AXLE** | | | | | | | | | | | | | | |
| 315/80R22,5 | **FR-401** | 154/150 | 130(M) | 18 | 15 | 22,5x9,00 | 22,5x9,75 | ≤ 318 | 500±8 | D | A | 70 | 36,78 / 32,85 (3750/3350) | 8,2 (820) |
| 295/80R22,5 | **FR-401** | 152/148 | 130(M) | 16 | 15 | 22,5x9,00 | 22,5x8,25 | ≤ 310 | 490 | D | B | 70 | 34,81 / 30,89 (3550/3150) | 8,5 (850) |
| **DRIVE-AXLE** | | | | | | | | | | | | | | |
| 315/80R22,5 | **DR-1** | 154/150 | 130(M) | 18 | 22 | 22,5x9,00 | 22,5x9,75 | ≤ 318 | 499±7 | E | B | 73 | 36,78 / 32,85 (3750/3350 | 8,2 (820) |
| 295/80R22,5 | **DR-1** | 152/148 | 130(M) | 16 | 20 | 22,5x9,00 | 22,5x8,25 | ≤ 310 | 490 | E | B | 73 | 34,81 / 30,89 (3550/3150) | 8,5 (850) |
| 12,00R20 TT | **DM-404** | 154/150 | 90 (G) | 18 | 22,5 | 20-8,5 | 20-7,5 20-8,0 20-9,0* | ≤ 319 | 526 | – | – | – | 36,78 / 32,85 (3750/3350) | 8,6 (860) |
| 12.00-20 | | | | | | | | | | | | | | |
| **TRAILER-AXLE** | | | | | | | | | | | | | | |
| 385/65R22,5 | **TR-1** | 160 | 110(K) | 20 | 14,5 | 22,5x11,75 | 22,5x12,25 | ≤ 405 | 500 | C | B | 70 | 44,13 (4500) / - | 9,0 (900) |
| **ALL POSITION (DRIVE AND STEER)** | | | | | | | | | | | | | | |
| 275/70R22,5 | **VC-1** | 148/145, 152/148* | 100(J); 70(E)* | 18 | 18 | 22,5x8,25 | 22,5x7,50 | ≤ 287 | 447±7 | D | B | 72 | 30,89 / 28,44 (3150/2900) 34,81 / 30,89 (3550/3150) | 9,0 (900) |
| 295/80R22,5 | **VR-1** | 152/148 | 130(M) | 16 | 16 | 22,5x9,00 | 22,5x8,25 | ≤ 310 | 490 | D | A | 72 | 34,81 / 30,89 (3550/3150) | 8,5 (850) |
| 315/80R22,5 | **VM-1** | 156/150 | 110(K) | 18 | 18 | 22,5x9,00 | 22,5x9,75 | ≤ 318 | 499 | D | B | 73 | 39,23 / 32,85 (4000/3350) | 8,2 (820) |
| 12,00R20 TT | **VM-1** | 154/150 (156/150) | 110 (K), 90 (G) | 18 | 18 | 20-8,5 | 20-7,5 20-8,0 20-9,0* | ≤ 319 | 526 | D | B | 73 | 36,78 / 32,85 (3750/3350) 39,23 / 32,85 (4000/3350) | 9,0 (900) |
| 12.00-20 | | | | | | | | | | | | | | |
| 11R22.5 | **R-467** | 148/145 | 115 (L) | 16 | 14,7 | 22,5x8,5 | 22,5x7,50 | ≤ 290 | 489 | D | C | 75 | 30,89 / 28,44 (3150/2900) | 8,5 (850) |

* Additional operating mode ** Tyre is in development ***Is not an offer. The producer leaves its right to make amendments.



# TYREX ALL STEEL

## ALL STEEL TRUCK TYRES

## OPTIMAL SOLUTION FOR TRUCKS & BUSES

## ON / OFF ROAD

ON/OFF ROAD tyres Tyrex All Steel VM-1 and DM-404 is specifically designed to operate in difficult road conditions: on public roads and on construction sites, for quarries and off-road.

BEST SELLER

### VM-1 (ALL POSITION)

| | |
|---|---|
| 315/80R22.5 | 156/150 K |
| 12.00R20 | 154/150 K, 156/150 G |

**ADVANTAGES:**

- A special universal tread pattern for use on construction sites. Can be installed on steering and driving axles
- Special stone extruding belt in central grooves protects from penetration of stones and reduces the risk of tread damage
- Robust tread with improved resistance to tearing

NEW

### DM-404 (DRIVE AXLE)

| | |
|---|---|
| 12.00R20 | 154/150 G |

**ADVANTAGES:**

- Tread pattern for the drive axle, for use hard on/off roads and quarries conditions
- Aggressive tread pattern with large lugs provides self-cleaning and maximum traction in difficult terrains
- Massive central tread block improves the wear resistance and resistance to damage during use



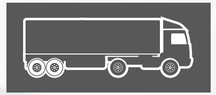
TYREX ALLSTEEL

## REGIONAL

REGIONAL – regional tyres Tyrex All Steel FR-1, DR-1 and TR-1 are developed for transportation on short and long distances on regional roads, providing to reduce maintenance costs.

BEST SELLER

### TR-1 (TRAILER AXLE)



385/65R22.5 160K

**ADVANTAGES:**

- Four grooves design and increased width of tread provides uniform tyre wearing
- Wider hard shoulder zones can carry high lateral load and increase mileage

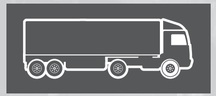
### DR-1 (DRIVE AXLE)

315/80R22.5 154/150M
295/80R22.5 152/148M

**ADVANTAGES:**

- Special tread pattern with a dense arrangement of blocks in combination with the inclined lateral grooves improve traction characteristics, as well as contribute to a better acceleration and braking
- Semi-closed shoulders and a high number of grip edges leadsto an excellent traction and self-cleaning on snow and wet roads

### FR-1 (STEER AXLE)



315/80R22.5 154/150M
295/80R22.5 152/148M

**ADVANTAGES:**

- Longitudinal grooves with wavy walls improve handling of the truck
- Increased width of the tread pattern to 4% can improve mileage of tyre to compare to previous generation



TYREX ALLSTEEL

## BUS

BUS - tyres Tyrex All Steel VC-1 and VR-1 are designed specifically for passenger transport. Suitable for use in city with frequent acceleration and braking, as well as over longer distances.

BEST SELLER

### VC-1 (ALL POSITION)

| | |
|---|---|
| 275/70R22.5 | 148/145 J<br>152/148 E |

**ADVANTAGES:**

- Universal tread pattern provides economic efficiency when used on buses and trolley-buses in urban setting
- Special stone extruding belt in central grooves protects from penetration of stones and reduces the risk of tread damage
- Reinforced Sidewall protects the tyre from damage from road kerbs and other obstacles. The side wear indicator allows to easily check the tyre wear

### VR-1 (ALL POSITION)

295/80R22.5 152/148M

**ADVANTAGES:**

- Universal tread pattern provides cost efficiency when using on bus in city traffic and outside on regional roads
- Sidewall grooves as a part of tread contribute to better stability and handling
- New optimized tyre construction ensures even wear and effective contact pressure distribution in the contact patch