

**National Fleet.**

The Dealerships route to Fleet Tyre Sales

# Tyre Awareness Training

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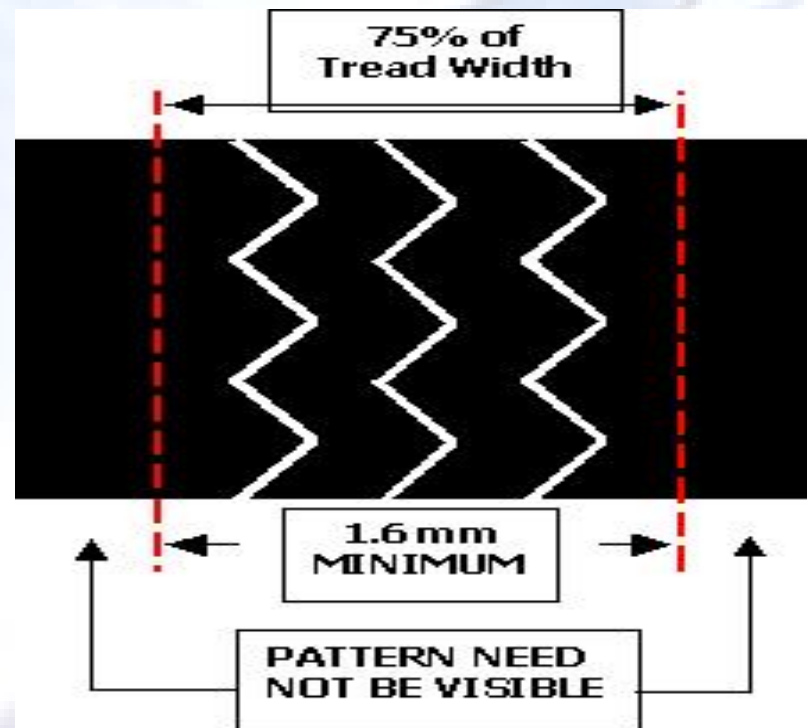
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## Tyre Law

## Tread depth

Tyres on cars, light vans (not exceeding 3,500kg gross weight) and light trailers must have a tread depth of at least 1.6mm across the central three-quarters of the breadth of the tread and in a continuous band around the entire circumference of the tyre.



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## Tyre Law

Tyres must be suitable (i.e. of the correct type and size) for the use to which the vehicle is being put and must be inflated to the vehicle or tyre manufacturers' recommended pressures.

Tyres of different types must not be fitted on the same axle, i.e. cross ply / radial or directional / asymmetric. On a two axle vehicle with single rear wheels, radial tyres must not be fitted to the front if cross ply tyres are fitted to the rear.

No tyre must have a break in its fabric or a cut deep enough to reach the body cords. No cut must be more than 25mm or 10% of the tyres section width in length, whichever the greater.

There must be no lump, bulge or tear caused by separation or or partial fracture of its structure, neither must any portion of the ply or cord structure be exposed.

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## Tyre Size What It Means

235/45 ZR 17 94W Pilot Sport

235 = nominal section width of the tyre in millimetres.

45 = the aspect ratio of the tyre; this means the height of the tyre's cross section expressed as a percentage of its width

Z = speed category indicating that the tyre is suitable for speeds over 240 kph.

R = radial construction

17 = nominal diameter of the rim to which the tyre should be fitted (in inches)

94 = load index indicating that the tyre can support a load of 670 kg

W = speed category indicating that the tyre is suitable for speeds up to 270kph.

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A new car tyre begins life with approximately 8 mm of tread, the minimum legal tread depth is 1.6 mm, most motoring organisations recommend changing at 2 mm while the majority of manufacturers recommend changing at 3 mm.

As the tread depth reduces, the tyres ability to remove water from the road surface also reduces, increasing the risk of aquaplaning and because the tyre is unable to transmit traction and braking forces to the road as effectively the vehicles stopping distances increase

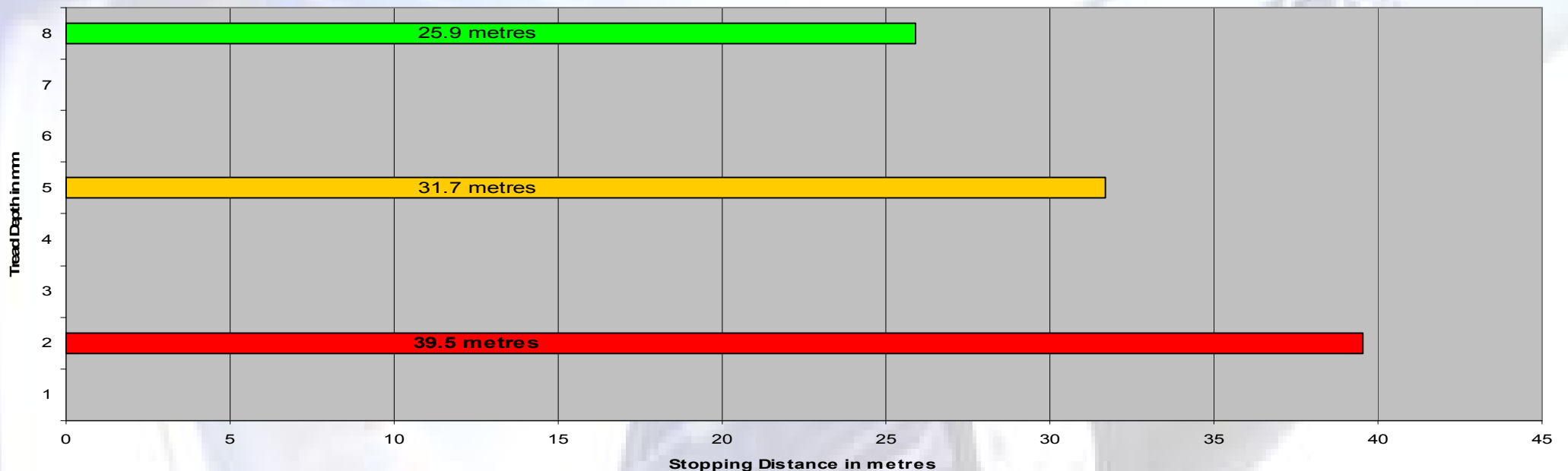
Tread depth new 8mm. 7mm 16% worn. 6mm 31% worn. 5mm 47% worn  
4mm 63% worn. 3mm 78% worn. 2mm 94% worn. 1.6mm 100% worn.



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STOPPING DISTANCE BRAKING FROM 50 MILES PER HOUR ON A WET ROAD



Although the legal minimum tread depth is only 1.6 mm, research shows that Tyres with 3 mm of tread have an average 25% better performance than those At 1.6 mm--- which represents an extra 8 metres stopping distance in wet conditions.

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## REASONS FOR REPLACING TYRES

Normal wear and tear. There is no set pattern, it can be down to type of driving, location etc. On a front wheel drive car the front tyres will usually wear more quickly due to the increased work load on the front axle.

Premature wear. Can be caused by incorrect tyre pressures, incorrect wheel alignment or overloading of the vehicle.

Damage. This can be due to the tyre hitting the kerb or a pot hole in the road.

**Incorrect tyre pressures can also affect the fuel consumption by as much as 10% and will also affect the road holding characteristics of the car.**

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## Reasons for premature wear

**Over inflation**; Tyres will wear more in the centre of the tread. An example tread depth reading would be 4 - 2 - 4 mm.

**Under inflation**; Tyres will wear more on both tyre edges. An example tread depth reading would be 2- -4 - 2 mm.

In both of the above situations efficiency and traction would also be lost due to the reduced area of tread in contact with the road. Over an extended period this will also result in increased fuel consumption.



Correct Inflation Pressure



Over Inflated Tyre



Under Inflated Tyre



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## Reasons for premature wear

**Tracking;** Incorrect wheel alignment can result in rapid wearing on the edges of the tyre and could affect the handling of the vehicle.

An example reading would be 2 - 4 - 4mm.



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## THE BENEFITS OF FITTING PREMIUM TYRES

Budget tyres are usually made from different compounds to premium tyres, these are often harder and make the tyres noisier on the road and wear more quickly.

Premium tyres are more technically advanced, with tread patterns designed to disperse water at higher rates from under the tyre giving better road holding and more grip under acceleration and braking.

Many premium tyres are designed specifically for certain car models and are an intrinsic part of that vehicles suspension, fitting budget tyres may alter the way the car behaves when cornering or braking, or in poor weather conditions.

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## Valves

Play an important part in maintaining the correct pressure within the tyre.

A valve cap in good condition is essential to provide a primary seal and prevent dirt getting in.

As a result of centrifugal force the valve body is subjected to a force equivalent to 1.7 kg.

The valve should be changed every time a new tyre is fitted, or if the tyre is removed for repair or examination.



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### Wheel Balancing

Is necessary to eliminate vibrations caused by any imbalance in the rotating wheel/tyre assembly.

### If The Wheels Are Not Balanced

Uncomfortable driving.

Premature wearing of the tyres, suspension and steering components.

NB A driver may not necessarily sense any imbalance at the steering wheel. It could present in a tyre and be dampened by the vehicle. This is why balancing is equally important for both front and rear wheels.

## A guide to load index ratings

<b>Load Index</b>	<b>Load kg</b>
75	387
76	400
77	412
78	425
79	437
80	450
81	462
82	475
83	487
84	500
85	515
86	530
87	545

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<b>Load Index</b>	<b>Load kg</b>
88	560
89	580
90	600
91	615
92	630
93	650
94	670
95	690
96	710
97	730
98	750
99	775
100	800



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## Speed ratings

### Speed Symbol      Max speed for which tyre is suitable

	km/h	Mph
S	180	113
T	190	116
H	210	130
V	240	150
W	Up to 270	Up to 168
V	Over 210	Over 130
Z	Over 240	Over 150
Y	Up to 300	Up to 186

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