10. The number of plies in both the tread area and the sidewall area, indicates how many layers of rubber coated material make up the structure of the tyre. Information is also provided on the type of materials used.
11. Wear-rate indicator: A tyre rated at 400, for example, will last longer than a tyre rated at 200.
12. The traction rating grades a tyres performance when stopping on a wet road surface. The higher the grade, the better the braking performance. The grades, from highest to lowest are; **AA**, **A**, **B** and **C**.
13. The maximum load which can be carried by the tyre.
14. Heat resistance grading: The tyre resistance to heat is graded **A**, **B** or **C**, with **A** indicating the greatest resistance to heat. This grading is provided for a correctly inflated tyre, which is being used within its speed and loading limits.
15. The maximum inflation pressure for the tyre. This pressure should not be used for normal driving. See **256, AVOIDING FLAT SPOTS**.

SPEED RATING

Rating	Speed km/h (mph)
Q	160 (99)
R	170 (106)
S	180 (112)
T	190 (118)
U	200 (124)
H	210 (130)
V	240 (149)
W	270 (168)
Y	300 (186)

TYRE CARE

Do not drive the vehicle if a tyre is damaged, excessively worn, or incorrectly inflated.

Avoid contaminating the tyres with vehicle fluids as they may cause damage to the tyre.

Avoid spinning the wheels. The forces released can damage the structure of the tyre and cause it to fail.

If wheel spin is unavoidable, due to a loss of traction (in deep snow, for example), do not exceed the 50 km/h (30 mph) point on the speedometer.

Do not exceed the maximum pressure stated on the sidewall of the tyre.

Note: *Tyre condition should be checked after the vehicle has been used off-road. As soon as the vehicle returns to a normal, hard, road surface, stop and check for damage to the tyres.*

All of the vehicle's tyres (including the spare) should be checked regularly for damage, wear and distortion. If you are in any doubt about the condition of a tyre, have it checked immediately by a tyre repair centre or a Dealer/Authorised Repairer.

TYRE PRESSURES

All tyre pressures, including the spare, should be checked regularly using an accurate pressure gauge, when the tyres are cold.

Pressure checks should be carried out only when the tyres are cold and the vehicle has been stationary for more than three hours. A hot tyre at, or below, the recommended cold inflation pressure, is dangerously under-inflated.

Never drive your vehicle if the tyre pressures are incorrect. Under-inflation causes excessive flexing and uneven tyre wear. This can lead to sudden tyre failure. Over-inflation causes harsh ride, uneven tyre wear and poor handling.

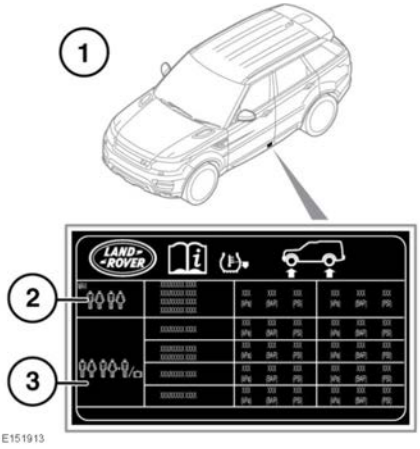
Do not drive the vehicle with a leaking tyre. Even if the tyre appears to be inflated it could be dangerously under-inflated and will continue to deflate. Replace or contact an approved repairer.

Under-inflation also reduces fuel efficiency and tyre tread life and may affect the vehicle's handling and stopping ability.

If the vehicle has been parked in strong sunlight, or used in high ambient temperatures, do not reduce the tyre pressures. Move the vehicle into the shade and allow the tyres to cool before rechecking the pressures.

The recommended tyre pressures for light and heavy loads are listed on a label located at the base of the driver's door opening.

The loading of the vehicle should always be considered when checking and adjusting tyre pressures.



1. Tyre information label location (driver's side).
2. Light load information.
3. Heavy load information.

Check the tyres, including the spare, for condition and pressure on a weekly basis and before long journeys.

If tyre pressures are checked while the vehicle is inside a protected covered area (e.g. a garage) and subsequently driven in lower outdoor temperatures, tyre under-inflation could occur.

A slight pressure loss occurs naturally with time. If this exceeds 14 kPa/1.4bar/2 psi per week, have the cause investigated and rectified by qualified personnel.

If it is necessary to check tyre pressures when the tyres are warm, you should expect the pressures to have increased by up to 30 - 40 kPa/0.3 - 0.4 bar/4 - 6 psi. Do not reduce the tyre pressures to the cold inflation pressure under these circumstances. Allow the tyres to cool fully before adjusting the pressures.

The following procedure should be used to check and adjust the tyres pressures.