REPLACEMENT TYRES

Always fit replacement tyres of the same type, and wherever possible, of the same make and tread pattern. Failure to fit the same type, make and tread pattern may reduce vehicle stability.

The load and speed index ratings on all replacement tyres must be, at least, the same specification as the vehicle's original equipment. If in doubt, consult a Retailer/ Authorised Repairer.

If lower speed rated specialist tyres are fitted (e.g., winter tyres or off-road tyres), the vehicle must be driven within the speed limitations of the tyres. Consult a Retailer/Authorised Repairer for further information. In markets that require a tyre's maximum speed label to be fitted, the tyre's maximum speed label should be placed within the driver's field of vision. These can be obtained from the tyre retailer.

Do not rotate the tyres around the vehicle.

If the use of tyres not recommended by the vehicle manufacturer is unavoidable, make sure you read, and fully comply with, the tyre manufacturer's instructions.

Tyre removal and fitting should be carried out by a Retailer/Authorised Repairer.

When removing a tyre from a wheel or fitting a tyre to a wheel, make sure the Tyre Pressure Monitoring System (TPMS) sensor is not damaged.

When the tread has worn down to approximately 2 mm, wear indicators start to appear at the surface of the tread pattern. This produces a continuous band of rubber across the tread, as a visual reminder.

Tyres should be renewed in sets of 4. If this is not possible, renew the tyres in pairs (both front or both rear). When tyres are replaced, the wheels should always be re-balanced and the alignment checked.

For the correct tyre specification and pressures, see **297, TYRE PRESSURES**. Alternatively, contact a Retailer/Authorised Repairer for advice.

AVOIDING FLAT SPOTS

In areas of extended high ambient temperature, vehicle tyres can be affected by a softening of the tyre's sidewall. If the vehicle is stationary for long periods, the effect is to slightly deform the tyre at the point where the tyre meets the standing surface. This is known as a flat spot.

This is normal tyre behaviour. However, when the vehicle is subsequently driven, vibration may be experienced from the flat spot. The condition will steadily improve with extra mileage.

In order to minimise flat spotting while the vehicle is stationary for a long period, tyre pressures can be increased to the maximum, as stated on the tyre's sidewall. The tyres must be returned to the specified running pressures before driving. See **297, TYRE PRESSURES**.