

## Tyres can be rated based on the following Parameters:

### Temperature

Temperature grades range from A to C, with A being the highest. A tyre is graded “C” if it meets the minimum performance required by DOT. Grades of “B” and “A” represent higher levels of performance than the minimum required by DOT.

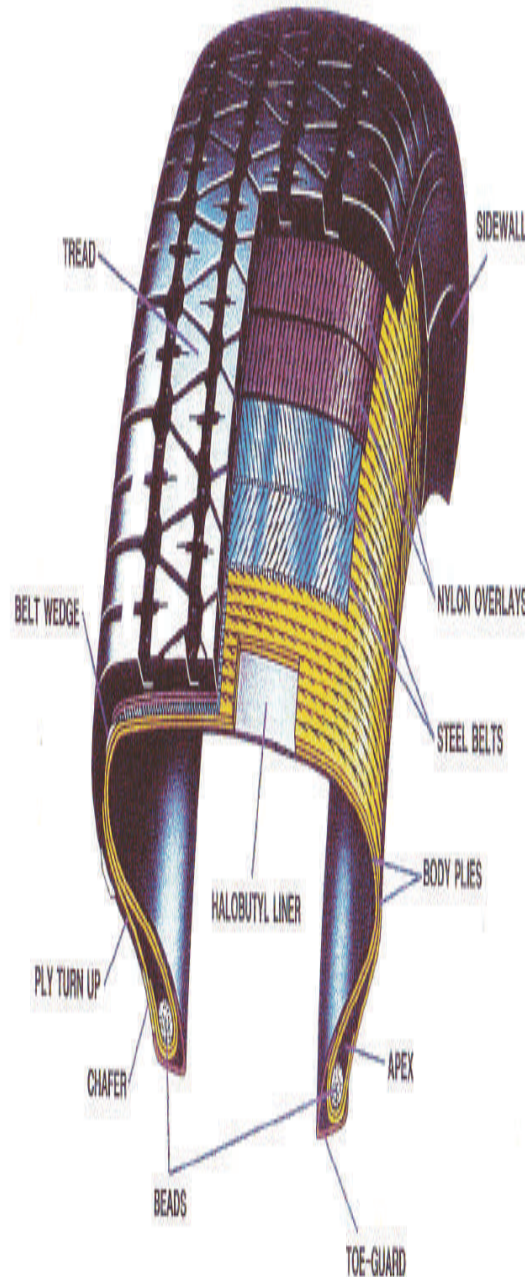
### Traction

Traction grades indicate the measurement of a tyre’s ability to stop a car in straight-ahead motion on wet test surface pavement. Traction grades range from AA, A, B, C, with AA being the highest attainable grade.

### Treadwear

Treadwear grades typically range from 60 to over 600, in twenty-point increments. The best way to use treadwear ratings when selling/buying tyres is to compare one rating to another. For instance, a tyre with a treadwear grade of 400 might be expected to last twice as long as a tyre that has a grade of 200.

## Physical Specifications



Saint Lucia Bureau of Standards

## Tyre Specifications



### Saint Lucia Bureau of Standards

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# Labelling Specifications

## Labelling Requirements

- ◇ Manufacturer's name or brand name and number.
- ◇ The Size designation of the tyre
- ◇ Maximum permissible inflation pressure
- ◇ Maximum load rating
- ◇ The Dot Symbol or other marking
- ◇ Generic name of cord material used in the plies (steel wire, nylon or polyester)
- ◇ Actual ply rating (number of plies) in the sidewall and tread area
- ◇ The word "TUBELESS" or "TUBE-TYPE"
- ◇ Construction type (e.g. Radial ply, Bias belted or Diagonal ply)
- ◇ Minimum tread depth for New Tyres: 6.0mm
- ◇ Minimum tread depth for Used Tyres: 4.0mm

## The tyre should be free of the following defects:

- ⇒ Exposed cord due to tread wear or sidewall scuffing.
- ⇒ Radial or groove cracking extending to the cords.
- ⇒ Tread separation.
- ⇒ Weather cracking extending to cords.
- ⇒ Broken, damaged, kinked or exposed bead wires.
- ⇒ Visual evidence of belt damage.
- ⇒ Ply separation.
- ⇒ Opened splices in liners extending to cords.
- ⇒ Loose cord on liner ply.
- ⇒ Damage to the inner or bead sealing area on tubeless tyres.
- ⇒ Evidence of having been run under-inflated or overloaded.
- ⇒ Casing break-up.
- ⇒ Injuries to the plies in the bead area.
- ⇒ Sidewall separation.
- ⇒ Nail, holes or other injuries. More than four nail injuries.
- ⇒ General weakened condition due old age, moisture, or exposed to oil or other chemical attack.

## INTERPRETATION OF DOT NOTATION

An example of DOT Notation:

**M5H3 459X 065**

- **M5** → Manufacturer and plant code
- **H3** → Tyre Size
- **459X** → (Optional) identify brand
- **06** → the week the tyre was produced
- **5** → year of manufacture

## INTERPRETATION OF TYRE SIZE IDENTIFICATION AND SPEED RATING:

**EXAMPLE: P175/70R14 84H**

- P → Passenger
- 175 → Body width in millimeters
- 70 → Section height to width ratio in %
- R → Radial (B-Bias, D – Diagonal)
- 14 → Rim Size in inches
- 84 → Load index
- H → Speed Symbol

