

REGROOVING RECOMMENDATIONS FOR PETLAS TRUCK AND BUS TIRES

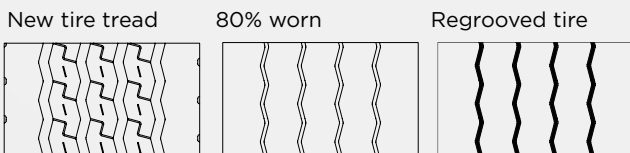
Petlas truck and bus tire casings have the capability of providing each tire with a minimum of four lives (new, regrooved, retreaded, regrooved), ensuring excellent performance and cost-efficiency. All Petlas truck and bus tire are designed to allow regrooving, which significantly increases their mileage potential and improves overall cost-effectiveness.

To maximize the benefits of regrooving, it is recommended to regroove Petlas truck and bus tire while there is still sufficient tread depth remaining. For regular highway use, a suggested remaining tread depth of 3-4mm is appropriate, while operating conditions that are prone to penetration damage may require a remaining tread depth of 5-6mm.

By following these guidelines, Petlas truck tire users can effectively increase the mileage potential of their tires and optimize cost-efficiency while ensuring high performance and durability.

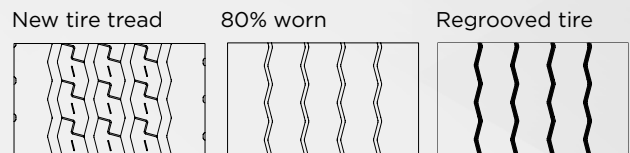
TIRES FOR DRIVE AXLES

NH100 17,5"



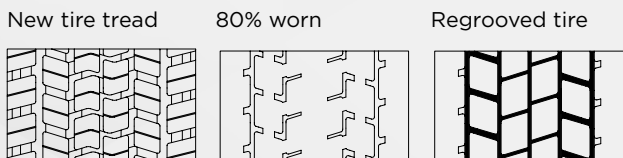
Maximum regrooving depth = 2,5 mm, regrooving width = 6mm

NH100 19,5"



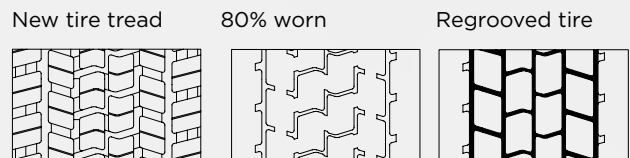
Maximum regrooving depth = 3 mm, regrooving width = 6 mm

RH100 315/80R22,5



Maximum regrooving depth = 3 mm, regrooving width = 6mm

RH100 19,5" - 22,5"



Maximum regrooving depth = 3 mm, regrooving width = 6 mm

RH100 PLUS 295/80R22,5



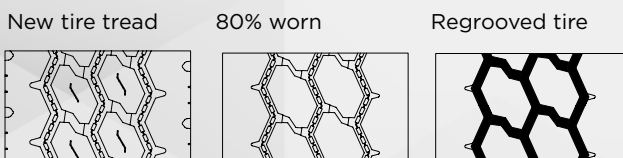
Maximum regrooving depth = 3 mm, regrooving width = 6 mm

RH100 315/70R22,5 22,5"



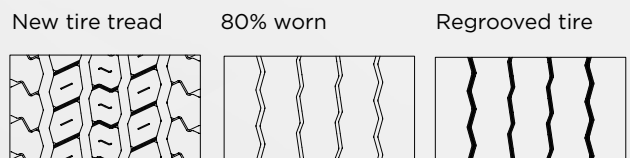
Maximum regrooving depth = 3 mm, regrooving width = 6 mm

DR820 22,5"



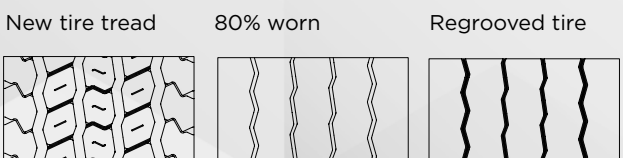
Maximum regrooving depth = 3 mm, regrooving width = 10 mm

NZ305 17,5"



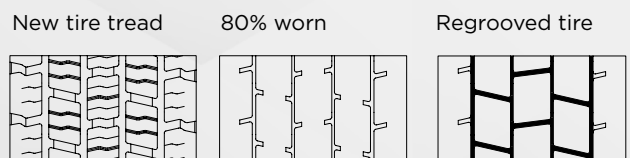
Maximum regrooving depth = 2,5 mm, regrooving width = 6 mm

NZ305 22,5"



Maximum regrooving depth = 3 mm, regrooving width = 8 mm

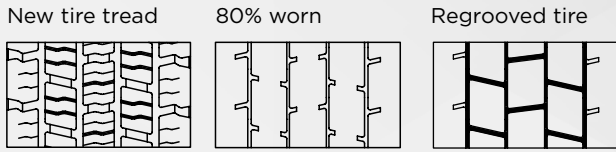
RZ300 17,5"



Maximum regrooving depth = 2,5 mm, regrooving width = 6 mm

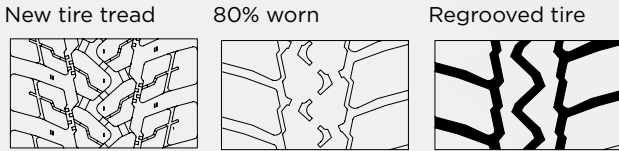
TIRES FOR DRIVE AXLES

RZ300 19,5"



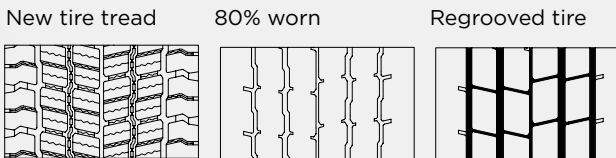
Maximum regrooving depth = 3 mm, regrooving width = 6 mm

RC700 PLUS R22,5"



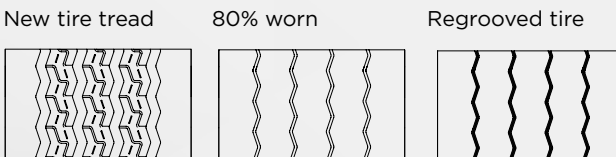
Maximum regrooving depth = 3 mm, regrooving width = 10 mm

RUW550 22,5"



Maximum regrooving depth = 3 mm, regrooving width = 6 mm

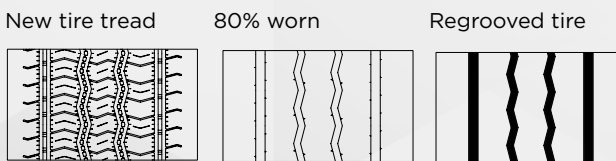
NZ300 22,5"



Maximum regrooving depth = 3 mm, regrooving width = 6 mm

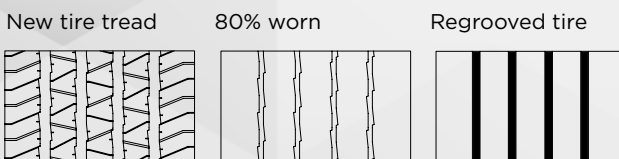
TIRES FOR STEER AXLES

SH100 19,5"



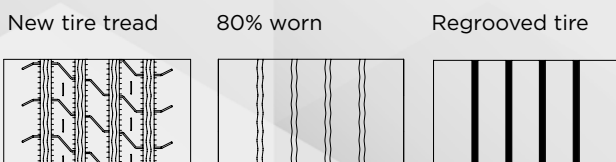
Maximum regrooving depth = 3 mm, regrooving width = 10 mm

SH105 22,5"



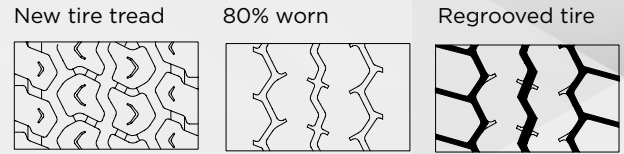
Maximum regrooving depth = 3 mm, regrooving width = 10 mm

SH110 22,5"



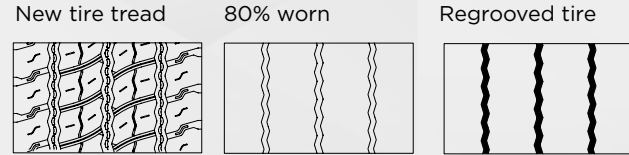
Maximum regrooving depth = 3 mm, regrooving width = 8 mm

NCW710



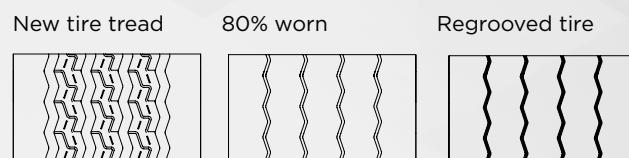
Maximum regrooving depth = 3 mm, regrooving width = 8 mm

RU 500 22,5"



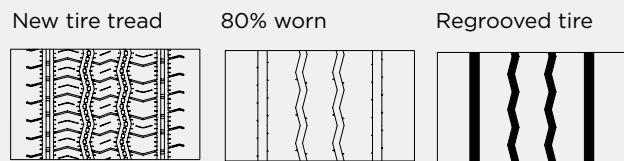
Maximum regrooving depth = 3 mm, regrooving width = 8 mm

NZ300 19,5"



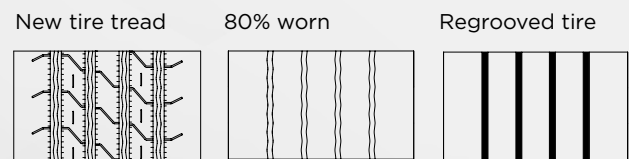
Maximum regrooving depth = 3 mm, regrooving width = 6 mm

SH100 22,5"



Maximum regrooving depth = 3 mm, regrooving width = 10 mm

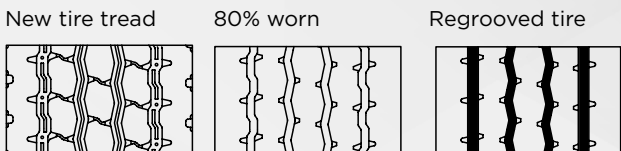
SH110 19,5"



Maximum regrooving depth = 3 mm, regrooving width = 8 mm

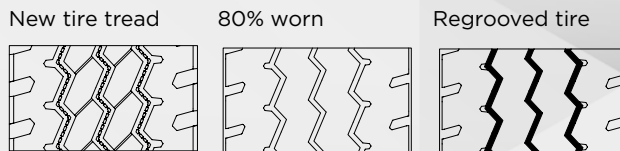
TIRES FOR ALL AXLES

SC700 22,5"



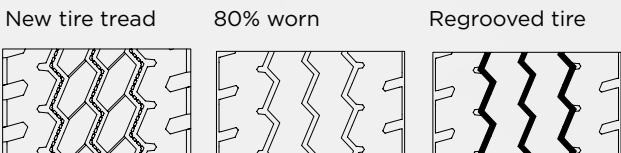
Maximum regrooving depth = 3 mm, regrooving width = 10 mm

SC710 22,5"



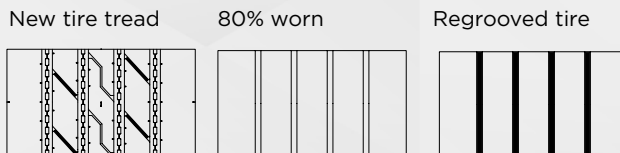
Maximum regrooving depth = 3 mm, regrooving width = 8 mm

SC710 24,5"



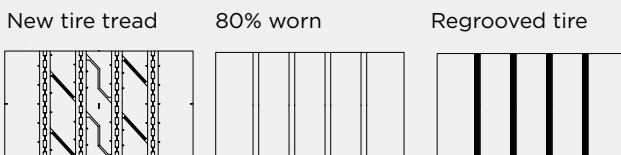
Maximum regrooving depth = 3 mm, regrooving width = 8 mm

SR750 22,5"



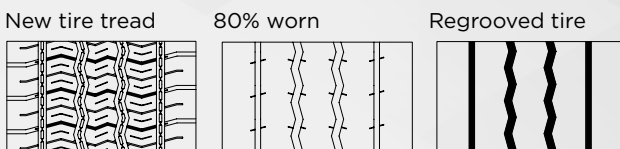
Maximum regrooving depth = 3 mm, regrooving width = 8 mm

SR750 24,5"



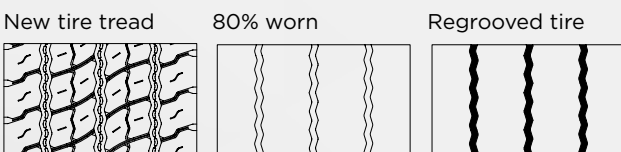
Maximum regrooving depth = 3 mm, regrooving width = 8 mm

SZ300 17,5"



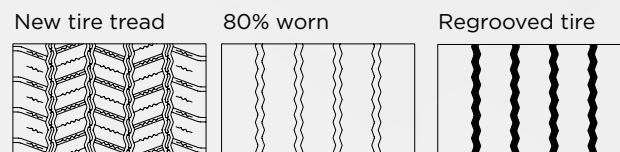
Maximum regrooving depth = 2,5 mm, regrooving width = 10 mm

SU500 22,5"



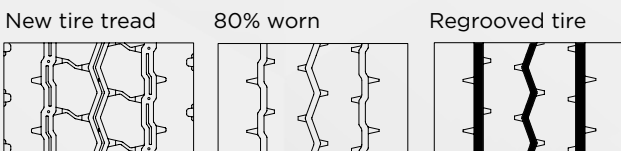
Maximum regrooving depth = 3 mm, regrooving width = 8 mm

SUW550 22,5"



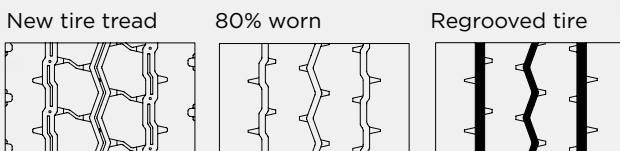
Maximum regrooving depth = 3 mm, regrooving width = 8 mm

SY800 22,5"



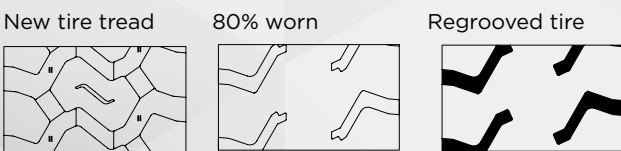
Maximum regrooving depth = 3 mm, regrooving width = 8 mm

SY800 24"



Maximum regrooving depth = 3 mm, regrooving width = 8 mm

RM905 22,5"



Maximum regrooving depth = 3 mm, regrooving width = 20 mm

KEY INFORMATION PROVIDED BY THE EU TIRE LABEL

As Petlas, we are continuously working on developing technology to improve the performance of our products. The EU tire label, which has been in place since 2012, provides essential information to consumers across Europe regarding rolling resistance, wet grip, and external rolling noise, enabling them to make transparent and objective assessments of the tire quality before making a purchase. Taking into account driving habits, climate conditions, and road surfaces, consumers can make better decisions based on their specific needs.

In line with the European Commission's proposal in May 2018, the European Institutions reached a provisional agreement on the review of the European Tire Labeling Regulation in November 2019. The final Regulation (EU 2020/740) was published on June 5, 2020, and came into force on June 25, 2020. Starting from May 1, 2021, the updated tire label has been applied. Until then, the previous tire labeling system remained in use.

THE SH100 TIRE LABEL

7 levels reduced to 5:

The fuel efficiency and wet grip values are displayed on a scale ranging from A to E.

External rolling noise:

The external rolling noise is rated on the EU tire label from A to C.

Snow tire:

The tire label will indicate if the tire is designated as a "snow grip" tire, in accordance with UNECE R117 regulations.



QR code:

The EU tire label can be scanned to provide access to product details available in the public section of the EU product database.

Tire type identifier:

Every tire product is required to display a unique identifier, known as the tire type identifier.

THE NEW RULES

Product Information Sheets

In addition to the information displayed on the tire label, all types of tires must be accompanied by a product information sheet. This sheet includes the following details:

- Start date of production
- End date of production (when known)

Public EU database

Both product information sheets and tire labels are required to be made accessible in the public section of the EU product database. This ensures that the relevant information is readily available to the public.

Labelling for C3 tires

As per the new legislation, C3 tires must be labeled, either individually or as a batch, just like it is already mandatory for C1 and C2 tires. This requirement ensures consistent and standardized information for all tire types within the scope of the legislation.