



DRIVERS
KNOW.

SP462

New Winter Traction Drive Tyre





SP 462 – NEW WINTER TRACTION DRIVE TYRE

The new SP 462 winter traction drive tyre is specifically designed to cope with severe winter conditions. It provides excellent traction on snowy and icy roads. The dedicated block tread design, using latest technology blading and tread compounds combines excellent winter traction performances to high mileage and even wear. Combined to the “state of the art” robust carcass construction, the SP 462 provides all features required in today’s truck’s winter operations.

The SP 462 complements the SP 362 winter traction steer axle tyre line. SP 462 provides optimum efficiency and performance characteristics to fleets operating in winter conditions, improving traction and safety.

The SP 462 tread pattern features the latest technology blading, the “interlocking” blades provide excellent traction and grip on snowy/icy roads combined to good lateral stability and handling characteristics. The “open shoulder” block design improves snow and mud traction performances even further.

Optimized decoupled blocks and a high tear resistant tread compound allow for an even wear pattern and high mileage, in addition, the specific groove geometry prevents stone trapping.

The use of specifically developed tread and carcass materials, as well as the optimized carcass geometry make it in addition a very robust and damage resistant tyre.

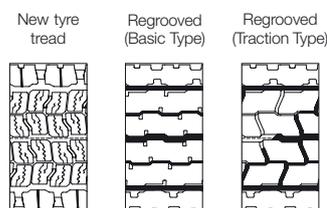
An ideal fitment to trucks having to operate in winter conditions, improving safety through the excellent traction and braking characteristics. SP 462 tyres are regroovable and retreadable to provide optimum efficiency to fleets.

| FEATURES | BENEFITS |
|------------------------------------|--|
| High void ratio and blade density | Excellent grip and traction on snowy/icy roads |
| Inter locking blading | Good traction, lateral stability/handling, even wear pattern |
| Optimized decoupled blocks | Even wear pattern and good wet traction |
| High tear resistant tread compound | Extended mileage performance and damage resistance |
| Optimized groove widths/shapes | Prevent stone penetration and picking |



Size line up and technical details:

| SIZE | Load/Speed Index | Max. Axle Load Single (kg) | Max. Axle Load Dual (kg) | Max. Inflation (bar) | Max. Outside Diameter (mm) | Max. Section Width (mm) | Static Loaded Radius (mm) | Rolling Circumf. (mm) | Min. Dual Spacing (mm) | Rec. Rim Width |
|-------------|-----------------------|----------------------------|--------------------------|----------------------|----------------------------|-------------------------|---------------------------|-----------------------|------------------------|----------------|
| 315/80R22.5 | 156/150 L (154/150 M) | 8000 (7500) | 13400 (13400) | 8.50 | 1096 | 318 | 500 | 3282 | 351 | 9" |
| 295/80R22.5 | 152/148 L | 7100 | 12600 | 8.50 | 1062 | 310 | 487 | 3184 | 335 | 9" |
| 315/70R22.5 | 154/150 K (152/148 L) | 7500 (7100) | 13400 (12000) | 9 | 1032 | 318 | 468 | 3093 | 351 | 9" |
| 12R22.5 | 152/148 K | 7100 | 12600 | 9 | 1104 | 312 | 504 | 3306 | 338 | 9" |



Regrooving information:
 regrooving depth: 3 mm
 regrooving width: 6-8 mm
 Regrooving must be done by professionals.
 Non-professional regrooving damages tyres and causes premature tyre removal.

