KLEBER,
The right choice with confidence

For over 100 year KLEBER has been offering your customers **a full range** of passenger car, SUV, crossover and light truck tyres. Winter and summer tyres as well as 4 seasons tyres for more convenience, always offering drivers greater safety, especially on wet roads, and very good longevity providing excellent value for money.

A brand recognised by major automotive manufacturers, such as Citroën and Peugeot, who are to fit their respective C3, Partner and 208 models with KLEBER Dynaxer HP3 tyres as from 2016. Recommended and sold by the majority of garage owner in Europe, as of 2015, KLEBER is the Official Tour de France Supplier.

You will find further information and all the practical advice you need at your www.kleber.country website

For you, KLEBER is good advice, which means keeping your customers satisfied and, for them, the right choice with confidence!

	KLEBER Dynaxer HP3	KLEBER Viaxer	NEW KLEBER Quadraxer 2	KLEBER Quadraxer	NEW KLEBER Krisalp HP3	KLEBER Krisalp HP2	KLEBER Dynaxer HP3 SUV	KLEBER Citilander	KLEBER Transpro	KLEBER Transalp 2
City cars	🐾	🐾	🐾	🐾	🐾	🐾				
Compact cars	🐾		🐾	🐾	🐾	🐾				
Sedans	🐾		🐾	🐾	🐾	🐾				
People carriers	🐾		🐾	🐾	🐾	🐾				
High cylinders	🐾									
SUV, crossovers							🐾	🐾		
Light truck									🐾	🐾

Summer range - All seasons range - Winter range

KLEBER Dynaxer HP3

Reliability whatever the situation

For city cars, compact cars, sedans, people carriers and high cylinders.

Benefit from excellent safety on wet roads

- Its progressive radius increases the stem effect in high levels of water (A)
- Its wide longitudinal furrows evacuate water as quickly as possible towards the rear (B)
- Its extremely long ribs and its cross furrows break the film of water and increase the flow on the sides (C)

Profit from remarkable longevity

- Its hybrid BDR mix offer an excellent balance between wear and grip

The following car manufacturers are to rely on KLEBER Dynaxer HP3 for their Original Equipment tyres in 2016:

- Citroën Berlingo and Peugeot Partner with 195/65 R15 91H Dynaxer HP3
- Citroën C3 and Peugeot 208 with 185/65 R15 88T Dynaxer HP3

Labelling			
1	2	3 4	
C to F	B	to	69 to 72 dB

(1) (2) (3) (4) You will find the 3 criteria and the labels for KLEBER tyres at the end of the invoicing booklet.

Information correct at the date of publication.
For more information, see
http://label-selector.michelinb2b.country

KLEBER Viaxer

Everyday safety

For city cars.

Brake efficiently on dry and wet surfaces

→ Due to its high-siping side blocks (A)
and its longitudinal and lateral grooves (B)

Travel in greater comfort every day

→ Due to its flexible sidewalls ensuring reduced vibrations

Labelling			
1	2	3 4	
C to F	B	to	68 dB

(1) (2) (3) (4) You will find the 3 criteria and the labels for KLEBER tyres at the end of the invoicing booklet.

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KLEBER Dynaxer HP3 SUV

Reliability whatever the situation

For SUV and crossovers.

Benefit from excellent safety on wet roads

- → Its progressive radius increases the stem effect in high levels of water (A)
- → Its wide longitudinal furrows evacuate water as quickly as possible towards the rear (B)
- → Its extremely long ribs and its cross furrows break the film of water and increase the flow on the sides (C)

Profit from remarkable longevity

- → Its hybrid BDR mix offer an excellent balance between wear and grip

Labelling			
1	2	3	4
C*	B	to	69 to 70 dB*

* Mostly

(1) (2) (3) (4) You will find the 3 criteria and the labels for KLEBER tyres at the end of the invoicing booklet.

Information correct at the date of publication.
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KLEBER Transpro

Safety and reliability

For light trucks.

For your van, choose safety on wet roads

- 5 longitudinal treads and grooves close to the outer tread which quickly expel water (A)
- Numerous ribs that break the water film and ensure excellent behavior on the road (B)

Depend on a robust and enduring tyre

- Massive sides and blocks providing excellent contact with the road (C)
- Interlocking blocks ensuring good traction on all surfaces
- A 4 mm underlayer protecting against stress

Labelling			
1	2	3	4
C to F	B		72 dB

(1) (2) (3) (4) You will find the 3 criteria and the labels for KLEBER tyres at the end of the invoicing booklet.

Information correct at the date of publication.
For more information, see
http://label-selector.michelinb2b.country

KLEBER Quadraxer 2

For city cars, compact cars, sedans and people carriers.

NEW
MAY 2016

KLEBER Quadraxer

The summer tyre which is not afraid of winter

For city cars, compact cars, sedans and people carriers.

Maintain good grip and efficient braking (A)

- Big void ratio
- Blocks clearly cut out
- Important density of sipes in central part
- Marking 3PMSF (3 Peak Mountain Snow Flake): the guarantee of good winter performance (B)

Limit aquaplaning risks and brake efficiently (C)

- Directional V-shaped tread pattern
- Large lateral grooves
- Important density of sipes

Profit from efficient road holding and braking

- Massive and rigid external blocks (D)
- Central rib

Labelling			
1	2	3	4
C to F	C		71 dB

(1) (2) (3) (4) You will find the 3 criteria and the labels for KLEBER tyres at the end of the invoicing booklet.

Information correct at the date of publication.
For more information, see
http://label-selector.michelinb2b.country

KLEBER Citilander

Trust all year round in SUV mode

For SUV and crossovers (90% on-road 10% off-road)

Overcome all daily obstacles in complete safety

- Its casing that is 20%* stronger compared to passenger car ranges can stand up to any test in an urban setting
- Its wide longitudinal grooves effectively remove water and limit the risks of aquaplaning

Enjoy an excellent traction on all surfaces in summer as well as winter

- Its high tread pattern, lateral grip and numerous lateral grooves (B) provide outstanding traction on all surfaces: tarmac, gravel, mud, snow
- Its 3PMSF** and M+S*** (C) markings make it a truly all seasons (D) tyre, ideal for summer and winter alike

Benefit from an outstanding durability

- Its asymmetric tread provides optimum distribution of rigidity, ensuring slow and regular wear
- Its tread pattern depth ensures a better lifespan

* Increased breaking load of the carcass tissue compared to the Dynaxer HP3 range tissue measured on the 205/70 R 15 and 215/65 R 16 sizes. ** 3 Peak Mountain Snow Flake. *** Mud+Snow

Labelling			
1	2	3	4
C to E*	C		70 or 72 dB*

* According to dimensions

(1) (2) (3) (4) You will find the 3 criteria and the labels for KLEBER tyres at the end of the invoicing booklet.

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KLEBER Krisalp HP3

For city cars, compact cars, sedans and people carriers.

NEW
MAY 2016

KLEBER Krisalp HP2

Increased peace of mind in winter

For city cars, compact cars, sedans and people carriers.

Gain in braking and road holding on icy roads

→ Thanks to an optimized rubber mix

→ Thanks to a combination of straight and corrugated blades (A)

Keep a great stability in high water levels

→ Thanks to a fluid directional tread

Profit from excellent grip on snow

→ Thanks to a high density of blades (B)

→ Thanks to a rib which is interrupted by openings (C)

Labelling			
1	2	3	4
C to E	C		71 to 72 dB

(1) (2) (3) (4) You will find the 3 criteria and the labels for KLEBER tyres at the end of the invoicing booklet.

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KLEBER Transalp 2

Safety and reliability from the first to the last winter day

For light trucks.

Drive safely regardless of the winter conditions

- Slanting and protruding tread blocks for a caterpillar effect (A)
- High sipe density for better grip on snow (B)
- Wide grooves for improved evacuation of water and slush (C)

Depend on a reliable and robust tyre

- A 4 mm sub-layer for protection against shocks
- Solid shoulders and blocks for excellent surface contact (D)

Labelling			
1	2	3	4
C to E	B		71 dB

(1) (2) (3) (4) You will find the 3 criteria and the labels for KLEBER tyres at the end of the invoicing booklet.

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Tip

New tyres to the REAR:
When replacing just two tyres, KLEBER recommends that the new or least worn tyres are fitted to the rear axle to improve vehicle control and safety. This advice applies to front and rear wheel drive vehicles fitted with the same tyre sizes front and rear. Tyre-inflation pressures must be readjusted according to the vehicle manufacturer's or tyre manufacturer's recommendations.

TUBES

	Trade name	Indexes	Maximum load (kg)	Pressure for (b)	Maximum width (mm)	Maximum diameter (mm)	Theoretical crushed (mm)	Rolling (mm)	Rim width
Serie 50									
14"	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
12"	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
13"	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
14"	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
15"	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
16"	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x
19"	xxxxxxxx xxxxxxxxxxxxxxxxxx	xx x	xxxx	xx	xxx	xxx	xxx	xxxx	x

Scan me and download the following file.

1) Get a dynamic version
of this price list on your computer:

2) Have at your disposal an Excel version
of the price list to demonstrate easily
while you are with your customers:

3) Discover all the KLEBER range through
a dynamic multimedia presentation
and share it with your customers:

4) Discover the Trust by KLEBER program
and the benefits it offers:

Get to know it with me!
www.kleber.fr

LABELLING

European regulation

The European Tyre Labelling Regulation (EC/1222/2009) introduces labelling requirements with regard to the display of information on the fuel efficiency, wet grip and external rolling noise of tyres.

Its aim is to increase the safety and the environmental and economic efficiency of road transport by promoting fuel-efficient and safe tyres with low noise levels.

This regulation allows end-users to make more informed choices when purchasing tyres by considering this information along with other factors normally considered during the purchasing decision process.

Customers should be aware that the actual fuel savings and road safety depend heavily on the behaviour of drivers, in particular the followings:

- **eco-driving** can significantly reduce fuel consumption,
- **the tyre pressure** needs to be correct and regularly checked for optimum fuel efficiency and wet grip performances,
- **stopping distances** should always be strictly respected.
  Customers should be made aware that these 3 criterias, although important, are not the only performance parameters.

LABELLING

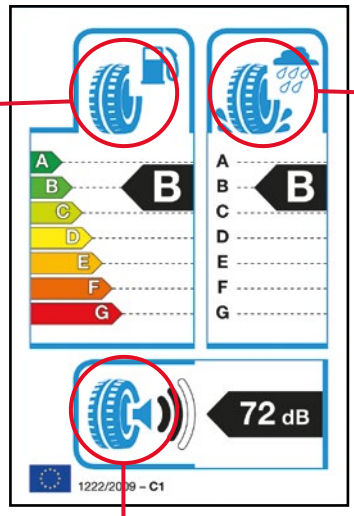
Tyre labelling information

Tyres energy efficiency

→ 1 out of 5

Tyres account for one tank of fuel consumed out of five. With each rotation of the wheel, a tyre is deformed when it comes into contact with the road. As its structure is deformed, the tyre heatsup and some of the energy is lost. Reducing this heat build-up makes it possible to lower fuel consumption and, consequently, greenhouse gas emissions.
The tyre-related force that impedes a vehicle's forward movement is called "rolling resistance."

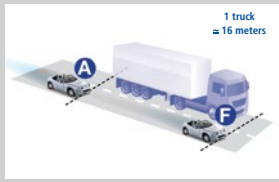
300 euros* is the reduction in fuel costs for a vehicle fitted with A-rated tyres compared with one equipped with G-rated tyres.



Braking distance on wet pavement

→ 1 millisecond

The tyre is the vehicle's only point of contact with the road. At 80 km/h, it has less than 1 millisecond to guide the vehicle, accelerate or brake. The tyre is an important vehicle safety component. Its purpose is to grip the road, regardless of the condition of the pavement (deteriorated or well-paved), the road configuration (straight or curved) or the weather conditions (dry or rainy).

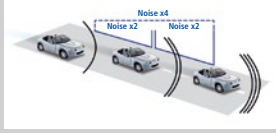


16 meters is the reduction in braking distance for a vehicle travelling at 80 km/h and equipped with A-rated tyres compared with one fitted with F-rated tyres.

Tyres noise levels

→ Environmental noise

Traffic noise is an auditory nuisance.
For a vehicle moving at a constant speed of 80 km/h, the noise generated by the tyre rolling on the road is generally superior to engine noise. This rolling noise depends on the type of tyres as well as on the road surface.



A tyre with one wave is only half as noisy as a tyre with two waves**.

* Based on savings of 200 liters of fuel (at 1.50 per liter) over a distance of 40,000 km.
** Noise is measured on a vehicle traveling at 80 km/h with the engine switched off.

LABELLING

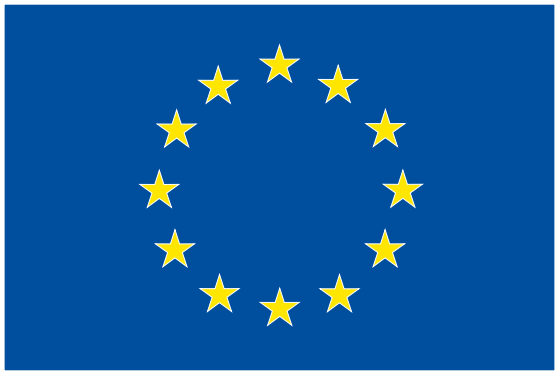
Obligation at point of sale, including sales website

1. All passenger or commercial van tyres, on display or visible by the consumer must either carry the sticker displaying the tyre label directly on their tread (as provided by the manufacturer) OR must have a copy of the tyre label (as provided by the manufacturer) in their immediate proximity.

2. Distributors must provide buyers with label fuel efficiency, wet grip classes, noise values and class of products even if not on display, before the sale.

3. The fuel efficiency class and wet grip classes and noise class and values (but not the full image of the label) shall be included on the tyre technical promotional material like for example the price list, or websites.

4. Fuel efficiency class, wet grip class, and noise declared value have to be provided to the end consumer either on or with the bill.



For more information:
http://www.etrma.org/tyres/tyre-labelling
http://ec.europa.eu/energy/efficiency/labelling/labelling_of_tyres_en.htm
http://label-selector.michelinb2b.country

Usage recommandations

Safety rules for the uses of KLEBER tyres

Choice of tyre

- The choice of a tyre must be compliant with legislation and with equipment recommended by the vehicle or tyre manufacturer or by an official organisation (size, load and speed indices, tyre structures, etc.). Moreover, it is necessary to take account of the conditions in which the tyre will be used in order that its performance meets the user's expectations.
- In the event of the original vehicle equipment being modified, it is advisable to make sure that the solution offered is compliant with the legislation in force, the vehicle's technical constraints, conditions of use and the manufacturer's recommendations. (Please refer to regulations in force in the local country.) In some countries, a vehicle thus modified must receive administrative authorisation.
- Before being fitted, any second-hand or used tyre must be subjected to careful scrutiny in order to guarantee the safety of the user and compliance with the regulations in force.
- It is recommended that tyres of comparable wear are fitted on the same axle. Some legislation sets a maximum differential.
- According to legislation in force and for technical reasons, it is either mandatory or strongly advised to use two tyres of the same tread design on the same axle.
- A temporary spare wheel must not be used on a long-term basis and above a maximum speed indicated on the tyre. The driver must adapt its behaviour to this new equipment.

Use of tyres

- Never use the tyre beyond the limits of the technical specifications for which it has been approved. Certain excessive or abnormal geometrical settings for the vehicle may have an effect on the tyre's performance.
- Poor use or wrong choice of tyre can also contribute to premature wearing of certain mechanical parts.
- KLEBER strongly recommends that 4 identical tyres be mounted (same size, same range,same load and Speed Index) on a 4-wheel drive vehicle. Except when the vehicle has always been equipped with different front and back tyre mounts.

Fitting

Introduction

- Correct fitting, performed in accordance with recommended operating procedures and complying with the safety rules in force, ensures excellent protection for people and material, and allows the tyres full potential to be exploited.
- Poor fitting can cause damage to the tyres, the vehicle or to people (serious, even fatal injuries).
- It is therefore essential that these operations are carried out by people who have been trained and who have the appropriate equipment available.
- If the operation is carried out by an apprentice, the latter must never be alone.
- In all cases, it is essential to refer to the technical instructions of the tyre manufacturer, vehicle manufacturer and wheel manufacturer, as well as the user manual for the tyre-fitting machinery or equipment.

General precautions

- Operators must always wear their normal protective clothing.
- Operators must have access to an operating procedure.
- Operators must ensure that the vehicle is stationary, the vehicle engine is switched off and that the vehicle is properly stabilised (handbrake, blocks, supports, etc.).

Precautions for removal

When removing the vehicle wheel

- If the tyre is twin-fitted or if the rim shows evidence of damage, the tyres must be deflated prior to removal of the whole fitment.
- Ensure that the tyre's temperature allows it tyre to be removed safely.
- Comply with the manufacturers' recommendations and instructions.

Precautions for fitting

- Ensure that the wheel and its components are in a good condition.
- Check dimensional compliance (tyre and wheel).
- Check tyre/wheel, tyre/vehicle and tyre/usage compliance.

- Adhere to the positions, direction of fitting, direction of rotation and instructions when referred to on the tyre sidewalls.
- If there is a rubber valve, this must be replaced as a matter of course by tubeless fittings.
- If there are metallic valves, check the air tightness and continue with the replacement of valves or seals if necessary.
- After fitting the tyre to the vehicle, a torque wrench must be used to achieve the optimal torque as specified by the vehicle manufacturer.

Precautions for inflating

- Tyre inflation is an essential factor, not only for optimisation of tyre performance but also in terms of SAFETY.
- It is necessary for correct vehicle behaviour (roadholding and braking) as well as maintaining the tyre's stability.
- Only use inflation equipment intended for this purpose and fitted with a pressure limiter. In no event must a person or operator be in the immediate proximity of the equipment in order to be out of the path of any potential discharge in the event of an incident.

Operating pressure

- The inflation pressure that must be strictly adhered to is that recommended by vehicle manufacturer in passenger. It can be found at the vehicle user manual and/or on the vehicle itself (door, fuel filler cap, chassis, etc.).
- Under-inflation can significantly affect the vehicle's behaviour. It is also true for excessive over-inflation.

Balancing

- Lack of or faulty balancing manifests itself in the form of vibrations, within various speed ranges.
- Wheel balancing is therefore absolutely essential for driving comfort and continued vehicle and tyre performance.
- Wheel balancing equipment must include a centring system compatible with the wheel hub and be calibrated in accordance with the manufacturers' instructions. These two points are determining factors for the quality of the operation carried out and are often the cause of defective balancing, which is manifested by persistent vibrations.

Storage and maintenance

General conditions

Storage should be

- In premises that are well-ventilated, dry and temperate, protected from direct sunlight and bad weather,
- Away from any chemical substances, solvents or hydrocarbons likely to interfere with the nature of the rubber,
- Away from any object that could penetrate the rubber (sharp metal, wood, etc.),
- Away from any source of heat, flame, incandescent object, material that could cause sparks or electrical discharges and any ozone sources (transformers, electric motors, soldering devices, etc.).

If the gauge allows the tyres to be stacked, ensure that they are not out of shape.

If the tyres are to be stored over a long period, rotate them (reverse the order of the tyres).

Avoid crushing tyres under other objects.

Moreover, accessories must be stored in their original packaging, on surfaces that do not present any danger of cutting, tearing or perforation.

In all cases, for the handling of tyres and accessories, use instruments and equipment that is not harmful to tyres.

Operators must always wear their normal protective clothing for handling.

Short term storage (up to 4 weeks)

Tyres can be piled one on top of the other, preferably on pallets. The height of the piles must not exceed 1.20 meters. After 4 weeks, piles must be re-made by reversing the order of the tyres. When tyres are mounted on rims, they must be stored inflated, in a vertical position or in a single row on shelves.

Long term storage

Tyres must be stored vertically on shelves situated at least 10 cm from the ground.

In order to avoid distortion, they should be slightly rotated once a month.

Long-term vehicle immobilisation

If a vehicle is not used for a long period of time, tyre pressure should be checked regularly and maintained at levels recommended by the manufacturer.

Vehicle checks and maintenance

General recommendations

- Ensure that the vehicle is stationary before any inspection.
- Tyres must be inspected regularly in order to detect any unusual wear and potential damage.
- Wheel torque must be checked in accordance with the vehicle manufacturer's recommendations.
- Any perforations, cuts or visible distortion of the tread, sidewalls or flange area must be the subject of a thorough (internal/external) examination of the tyre by a tyre professional. It is the same for any damage to the rim.

In all circumstances, do not put back into operation any tyres that exhibit damage, such as deformed bead or visible bead wire, ply or rubber separation, visible cable cords, damage from grease or corrosive particles, marbling or abrasion of the interior rubber resulting from any running at insufficient pressure.

Each time the vehicle is inspected, check that the valve cap is in good condition. If in doubt, replace it.

Checking for wear

- Checking for wear must always be carried out at several points on the tyre.
- This check can be carried out using a tyre depth gauge or by looking for signs of wear on the tread (noted on the sidewall by a symbol when present).
- If the legal or technical limit for wear has been reached, the tyre must be removed and replaced.
- A tyre professional must be consulted if there is abnormal wear or a difference in wear between two tyres on the same axle.

Pressure

- Given that a tyre loses pressure naturally, it is necessary to adjust it periodically; this check will enable any abnormal loss of pressure to be detected. This check must be carried out on all the vehicle's tyres (including the spare wheel when there is one).
- The use of a vehicle that has tyres with insufficient inflation pressure leads to an abnormal increase in operational temperature and may cause damage to internal components.
  This damage is irreversible and may lead to the tyre bursting, with sudden deflation.

The consequences of running with insufficient inflation pressure are not necessarily immediate and may appear even after rectification.

- Insufficient pressure also strongly increases the risk of aquaplaning.
- An overinflated tyre can cause rapid and irregular wear, resulting in increased susceptibility to impacts (tread damage, rupture of the carcass, etc.).
- If they are checked after running, the tyres are therefore hot. Given that pressure increases with temperature, a hot tyre must never be deflated.
- If pressure is checked when hot, the pressure should be readjusted in line with the manufacturer's recommendations. If tyre pressure is checked hot, add 0.3 bar to the recommended pressure.
- Inflation with nitrogen is not an exemption from the need to check tyre pressure regularly.
- In all circumstances, adhere to the pressures recommended by the vehicle or tyre manufacturers.

Repair

- All repairs must be carried out by a trained and qualified professional.
- Repairs are preceded as a matter of course by a detailed inspection of the tyre by the professional. Not all damage can be repaired.
- A tyre that has been run underinflated or flat may have suffered irreversible damage and only an exhaustive check of the interior of the tyre will enable a diagnosis of whether or not the tyre can be put back into use. Removal of the tyre is therefore essential in order to assess with certainty its actual condition and the type of repair required.
- In the event of a puncture, injection through the valve of sealing products (instant puncture sealant, etc.) can only be a partial and temporary solution. These products can cause compliance problems with the tyre, wheel, valve, pressure sensor, etc. It is essential to follow the manufacturer's recommendations. In this case, a tyre professional must be consulted to check the tyre and, if possible, make an immutable repair.