

Specific case of marking in inches

28 * 1 5/8 * 1 1/4 * 1 1/8
700 C Course
(32*622)

The first number (28) gives the overall diameter of the tyre in inches.
 The second number (1 5/8) gives the height of the tyre in inches and fractions of inches.
 The third number (1 1/4) gives the section of the tyre in inches and fractions of inches.
 The fourth number (1 1/8) gives the width in inches and fractions of inches of the rim to which the tyre is to be fitted.

ETRTO: European Tyre and Rim Technical Organization, the standard governing the dimensions of tyres and rims.

The Gum Wall sidewall (GW) is coated with a layer of rubber to make it rigid and protect it.
 Advantage: resistance to rips sidewall.

The Skin Wall sidewall (SW) shows the texture of the casing by its transparency. Advantages – lightness, flexibility and performance.

Markings in millimeters

650 * 32A
(32*590)

The first number (650) gives the overall diameter of the tyre in millimeters.
 The second number (32) gives the tyre section in millimeters.
 The A indicates that the rim is a 590 mm.

Marking in inches

26 * 1 3/8 * 1 1/4
(32*590)

The first number (26) gives the overall diameter of the tyre in inches.
 The second number (1 3/8) gives the height of the tyre in inches and fractions of inches.
 The third number (1 1/4) gives the section of the tyre in inches and fractions of inches.

Standard ETRTO marking

32*590
(650*32A)

The first number (32) gives the tyre section in millimeters.
 The second number (590) gives the tyre diameter in millimeters.

Overlap: Central part of the casing.

Weight: The weights indicated are for information with a tolerance of around 7%.
 This variance is due to the natural elements inherent in the composition of tyres.

P.S.I. Pound Per Square Inch

Section: Width of the inflated tyre from sidewall to sidewall.

Shore is a measurement unit ranging from 0 to 100. This unit measures the hardness of elastic products. (From 0 – soft – to 100 hard)

TPI: Threads Per Inch- the number of threads per inch of the carcass ply.
 This measurement reflects the density of the threads in the tyre casing.
 The higher the density, the greater the tyre flexibility and rollability.

TR: Rigid beads. They are economical as they are made of steel thread.

TS: Flexible beads. Invented and developed by MICHELIN, they are made of aramid fiber (e.g. Kevlar®), are lighter; and allow the tyre to bend.

Tubeless: Tyres fitted without an inner tube. They require special rims. The advantage of tubeless tyres resides in their ease of implementation. Since the rim already has a valve, the tyre simply needs to be fitted and maintained.

Tubetype: Tyre fitted with an inner tube.