

TSR Sizes

Tire Size	Rim	TSR Article description	TSR Article No.
5.00R8	3.00 D-8	TSR 5.00R8 TL (3.00)	0793017
125/75R8	3.00 D-8	TSR 125/75R8 TL (3.00)	0793002
150/75R8	4.33 R-8	TSR 150/75 -180/70R8 TL (4.33)	0793003
180/70R8			
6.00R9	4.00 E-9	TSR 6.00R9 TL (4.00)	0793004
6.50R10	5.00 F-10	TSR 6.50R10 TL (5.00)	0793005
225/75R10	6.50 F-10	TSR 225/75R10 TL (6.50)	0793007
7.00R12	5.00 S-12	TSR 7.00R12 TL (5.00)	0793001
250/75R12	8.0G-12	TSR 250/75R12 TL (8.00)	0793011
7.00R15	5.5-15	TSR 7.00R15 TL (5.50)	0793006
7.50 R15	6.0-15 / 6.5-15	TSR 7.50R15 TL (6.00/6.50)	0793008
8.25R15	6.5-15	TSR 8.25R15 TL (6.50)	0793000
225/75R15	7.0-15	TSR 225/75R15 TL (7.00)	0793009
250/70R15	7.0-15 / 7.5-15	TSR 250/70R15 TL (7.00/7.50)	0793015
315/70R15	8.0-15	TSR 315/70R15 TL (8.00)	0793012
355/65R15	9.75-15	TSR 355/65R15 TL (9.75)	0793014
10.00R20	7.5-20 / 8.0-20	TSR 20"RadialTL (7.5/8.0/8.5)	0793010
11.00R20	7.5-20 / 8.0-20 / 8.5-20		
12.00R20	8.0-20 / 8.5-20		
10.00-20	7.5-20 / 8.0-20	TSR 20"x-ply TL (7.5/8.0/8.5)	0793023
12.00-20	8.5-20		

Accessories

Used for	Article description	Article No.
TSR 355/65R15, TSR 20"Radial and TSR 20"x-ply on wheels with wide valve slot	Valve Slot Cover Plate	1732501
If valve access is difficult due to wheel offset (recommended for most TRS 6.00R9 and TSR 225/75R10 applications)	VALVE EXTENSION 34MM	1732054
If valve access is difficult due to wheel offset	VALVE EXTENSION 24MM	1732055
In case of low clearance to brake drum	SPECIAL FLAT BASE VALVE	1732056

Important notes

TSR may only be used inside Continental industrial tires which are compatible for use with the TSR. The words „**This Tire is compatible with the Continental TSR system**“ are printed on the tire side wall. Tires designated for use with the TSR system may also be mounted with only a tube and flap. The TSR system is in general not suitable for use with center split rims and (semi) drop center rims.

Environment

Continental takes responsibility for the environment, the climate, nature and the recycling of resources. Continental tires are free of Nitrosamine and Polycyclic Hydrocarbons (aromatic oils which have been used for tire production and are believed to cause cancer).

Continental tires have long lifetime – less tire usage means less disposal. **Continental tires have low rolling resistance** – low rolling resistance means lower vehicle energy consumption and lower emission. **Continental radial tires are produced in ISO14001 environmentally certified production facilities. They have tubeless construction** – repairable tires means less tire disposals.

Quality

Continental customers can rely on certified quality. The quality management at our international production and service sites has been audited and fully approved to conform to ISO 9001-2000 requirements.

Total Cost of Ownership (TCO)

Continental strives to offer customer solutions designed to reduce the overall cost of operation – realizing that the purchase price is really only one cost component of many. Continental promotes transparency of the Total Cost of Ownership, offering a cost advantage over competitors on the combined basis of purchase price, mileage, rolling resistance, energy consumption and service.

www.continental-industrial-tires.com



Tubeless Sealing Ring

for Continental industrial TL-Tires
Improved safety and mobility





Tubeless Sealing Ring

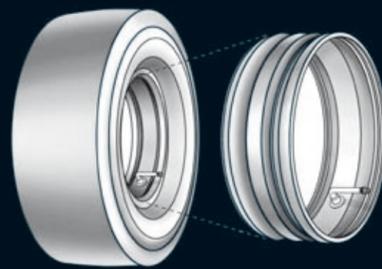
Improved Safety and Mobility

The TSR is a product which enables the mounting of tubeless industrial Tires on standard industrial vehicle rims, which, because of their construction, must normally be mounted with a tube and a flap. The TSR consists of a rubber ring with an integrated Tire inflation valve. The rubber ring sits on the cylindrical part of the rim between the beads of the Tire, and ensures an airtight interface sealing the Tire chamber, without the use of a tube and flap.



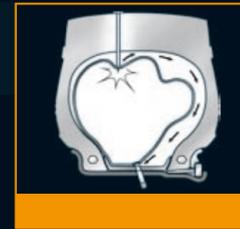
The Principle

A rubber sealing ring is mounted inside the Tire between its beads.



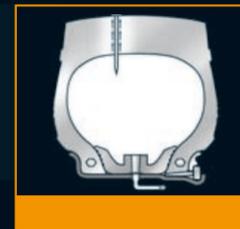
Disadvantages of Tubetype

- ▶ Rapid deflation upon puncture
- ▶ Risk of valve rip-out
- ▶ Instant service failure and work stoppage
- ▶ Risk of load and equipment damage

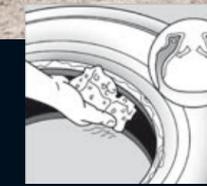


Advantages of Tubeless

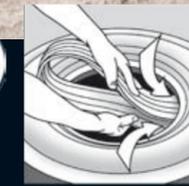
- ▶ No sudden airflow upon puncture
 - ▶ Equipment remains safe, mobile and productive
 - ▶ Elimination of sudden weight transfer results in improved vehicle stability and safety
- ▶ Turning on the rim is not critical
- ▶ Low profile Tires have increased durability
- ▶ Simplified and quicker mounting
- ▶ Fewer parts than Tubetype



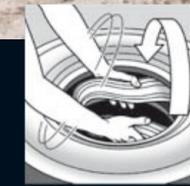
Mounting Steps



Lubricate bead area of Tire, as well as Tire interior at least up to middle of sidewall.



„Fold“ the TSR in half to create a figure „8“, and insert one loop into Tire as far as possible.



Rotate TSR to match the axis of the Tire.



Working around the Tire, press the TSR fully into position by pushing the TSR wings into the Tire. It is very important to ensure that the TSR lies symmetrically inside the Tire.



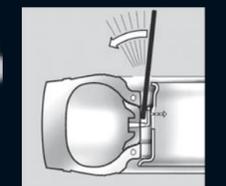
When the TSR is positioned in the tire, lubricate the visible surface of the TSR and the bead area.



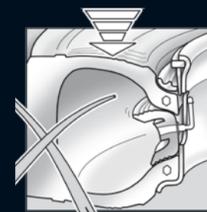
Lubricate the rim.



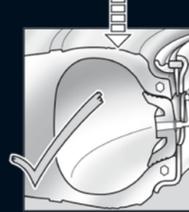
Align rim such that valve slot is in line with TSR valve as shown, and let Tire fall into position, whilst ensuring that valve remains centered in the slot.



Using a lever, push valve through valve slot. Be careful not to decentralise the TSR.



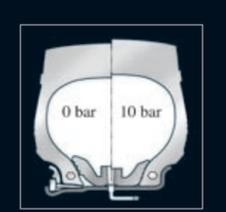
Wrong mounting with dislocated TSR: Don't compress the beads too far because the TSR will be dislocated and the valve may be damaged.



Correct ring mounting: Push the bead only as far as necessary to mount the rim rings.



Continue to assemble the rim with all the standard rim part.



Inflation Tire to 1 bar and check positioning of all components, before continuing to inflate to 10 bar within an inflation cage using a remote Tire pressure gauge. Insert the valve core and reinflate to 10 bar.



Attach the wheel to the vehicle according to the vehicle manufacturer's specifications.