

ШИНЫ

KAMA

EURO

TIRES

KAMA EURO-129

Introduction

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KAMA EURO-129 tire line

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Standard size	
1	175/70R13 82 H
2	175/65R14 82 H
3	175/70R14 84 H
4	185/60R14 82 H
5	185/65R14 86 H
6	195/55R15 85 V
7	195/60R15 88 V
8	195/65R15 91 H
9	205/60R15 91 V
10	205/65R15 94 V
11	205/55R16 91 V
12	205/60R16 92 V
13	215/55R16 93 V
14	215/60R16 95 V

Start of sales – 2009 spring



Rubber mixing

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**Start-up –
In 2007**

Since the start-up of a new rubber mixing work shop a zero cycle tire production is provided in compliance with all environmental standards. For the production of environmentally safe “green tires” in new rubber compounds silica (“silica white”) is used.



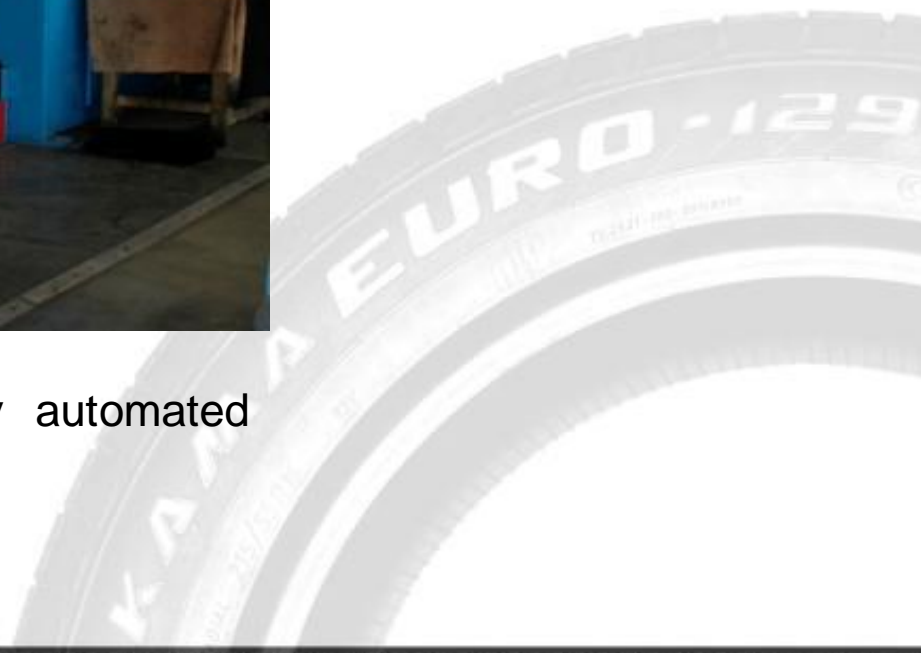
Tire building

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**Start-up –
In 2005**

Tire building is carried out on VMI company automated assembly sites (Holland).



Curing

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Start-up–

In 2005

The final part of tire production – curing – is performed on Herbert company vulcanizing equipment with segment molds.





**Start-up –
In 2005**

All products made are transferred to Quality Inspection.

At this stage tires undergo static imbalance and tire uniformity parameter testing, which comprise geometry, weight distribution and stiffness properties inspection.





Seven horizontal, rounded rectangular boxes with a light green gradient, arranged vertically. These boxes are intended for text input, likely for product specifications or descriptions. The bottom-most box is partially overlaid by a faint, large-scale image of a tire tread.



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Tire tread pattern unit

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Lateral grooves for optimal braking on dry and wet road

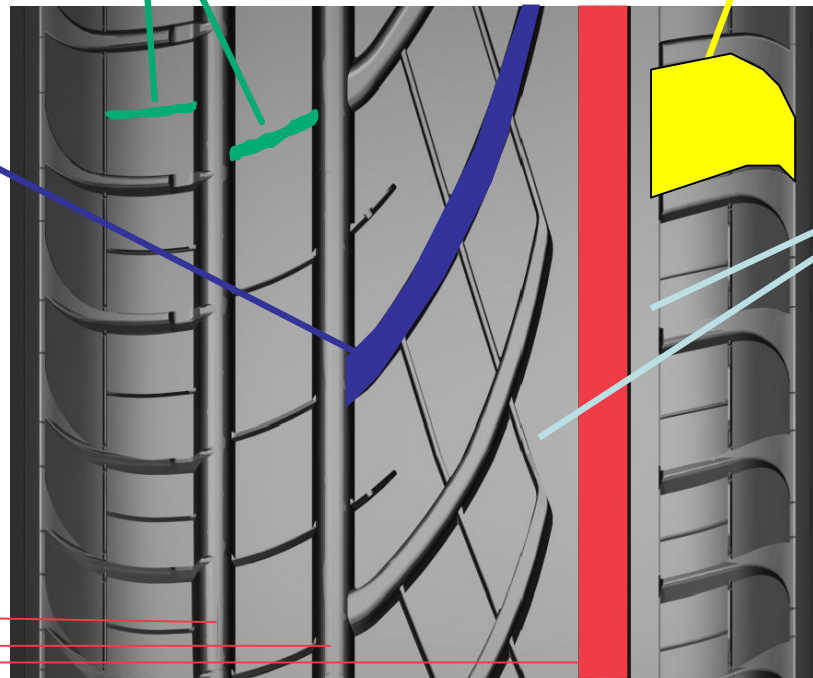
Large closed shoulder area increases stability in turning the corners

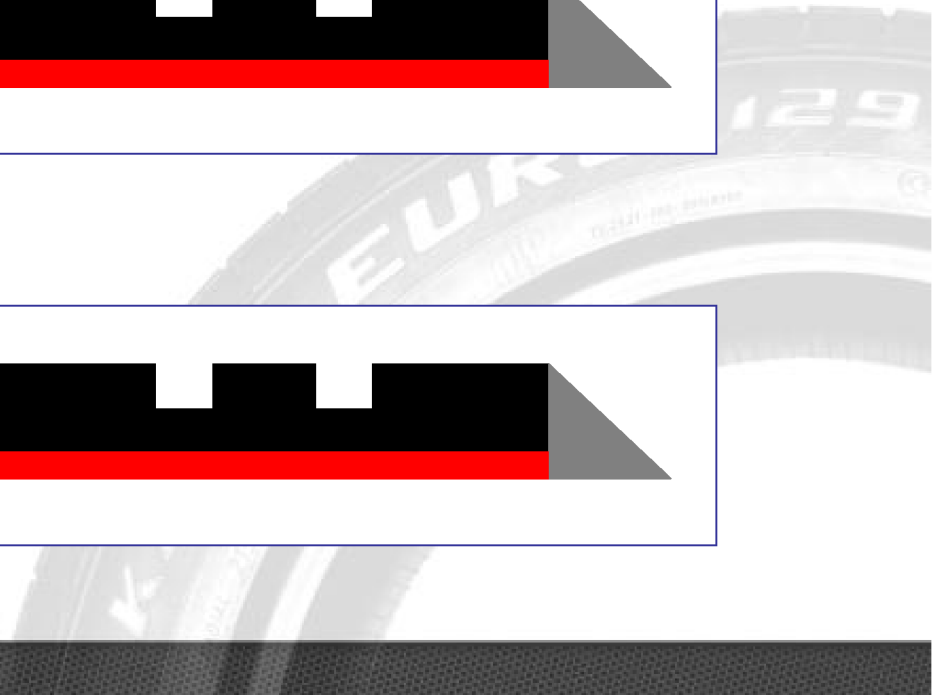
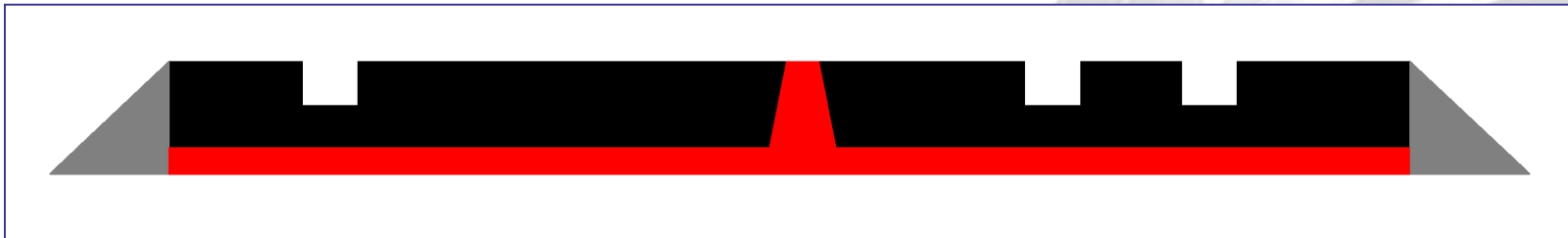
The inclined grooves are needed for quick water removing from contact patch to the main tire tread grooves

Precise control and road-holding ability due to continuous pattern areas all over the circumference

Asymmetrical longitudinal grooves for efficient water evacuation

Lateral stability due to asymmetrical pattern



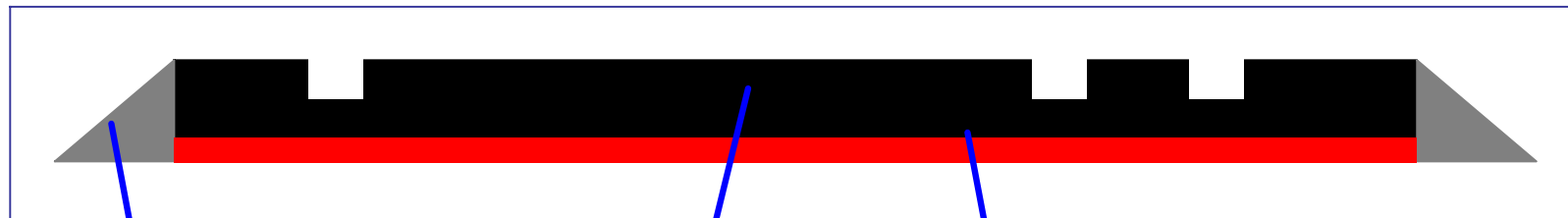


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Tire tread contour

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Three-component tire tread contour



Mini sidewall

Tire tread

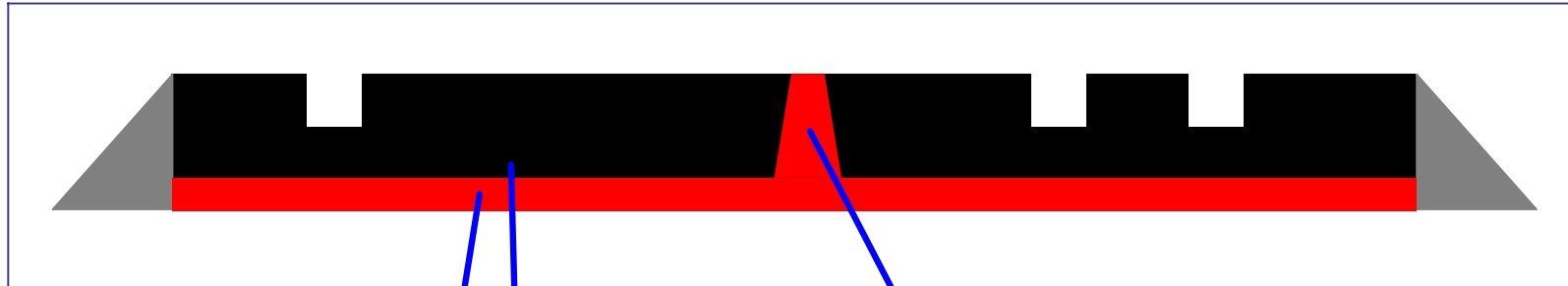
Tread base
is destined for better
tire tread and belt
adhesion, is made of
special rubber
ensuring less heat
release

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Tire tread contour

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Three-component tire tread contour with «chimney»



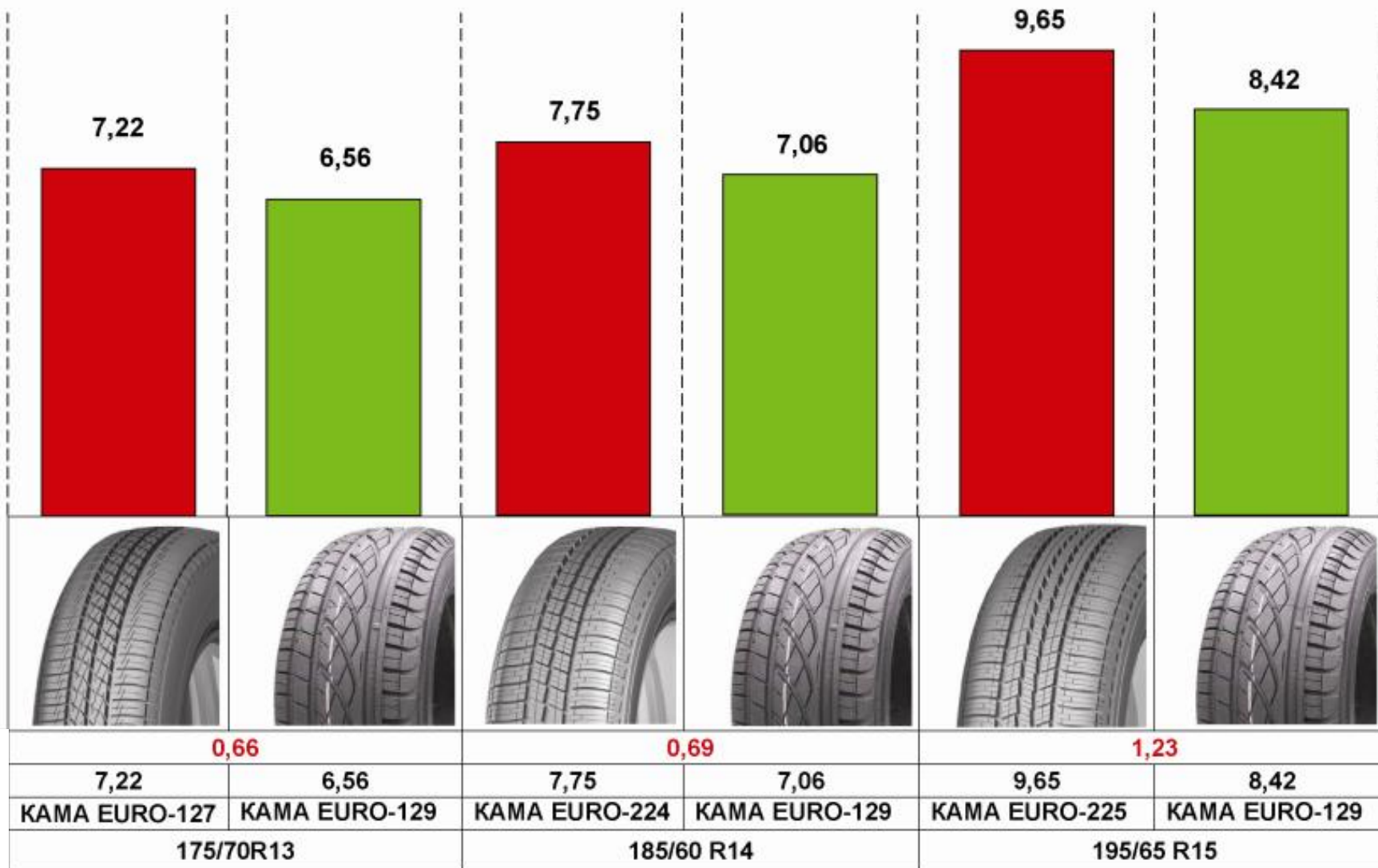
Tread base
reduces rolling resistance,
which leads to fuel saving

«Chimney» application
allows to discharge static
electricity accumulated in a
vehicle body in operation

Tire tread consists of silica

Tire weight saving due to advanced materials application

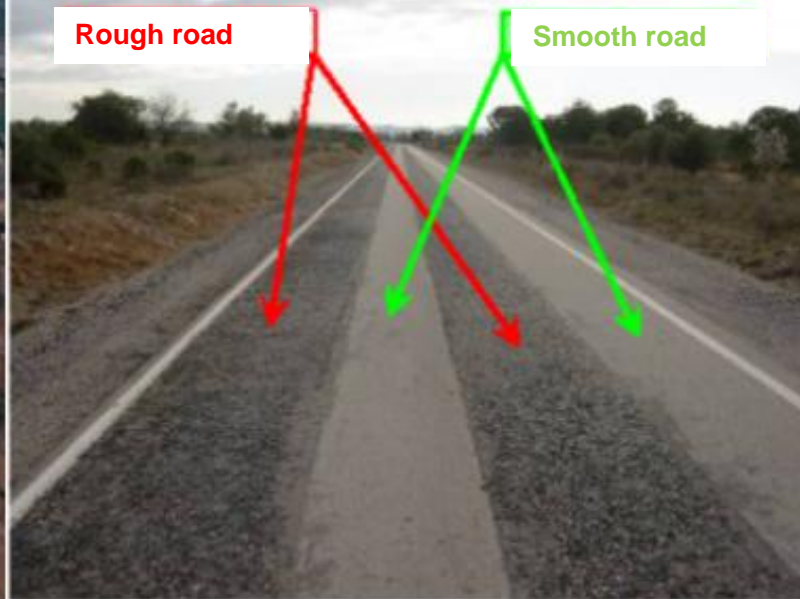
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Difference, kg
Weight, kg
Model
Size

Road tests on the Idiada test track (Spain)

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Cooperation with the leading automobile manufacturers required a detailed testing of tires under development.

The Idiada test track in Spain was chosen as a trial run, approved by most of automobile manufactures, which allows a variety of tire application properties testing.

The results of tests showed that KAMA EURO-129 tire performance properties are on par with tires of leading global manufactures.

The results of road tests in comparison with the leading manufacturers

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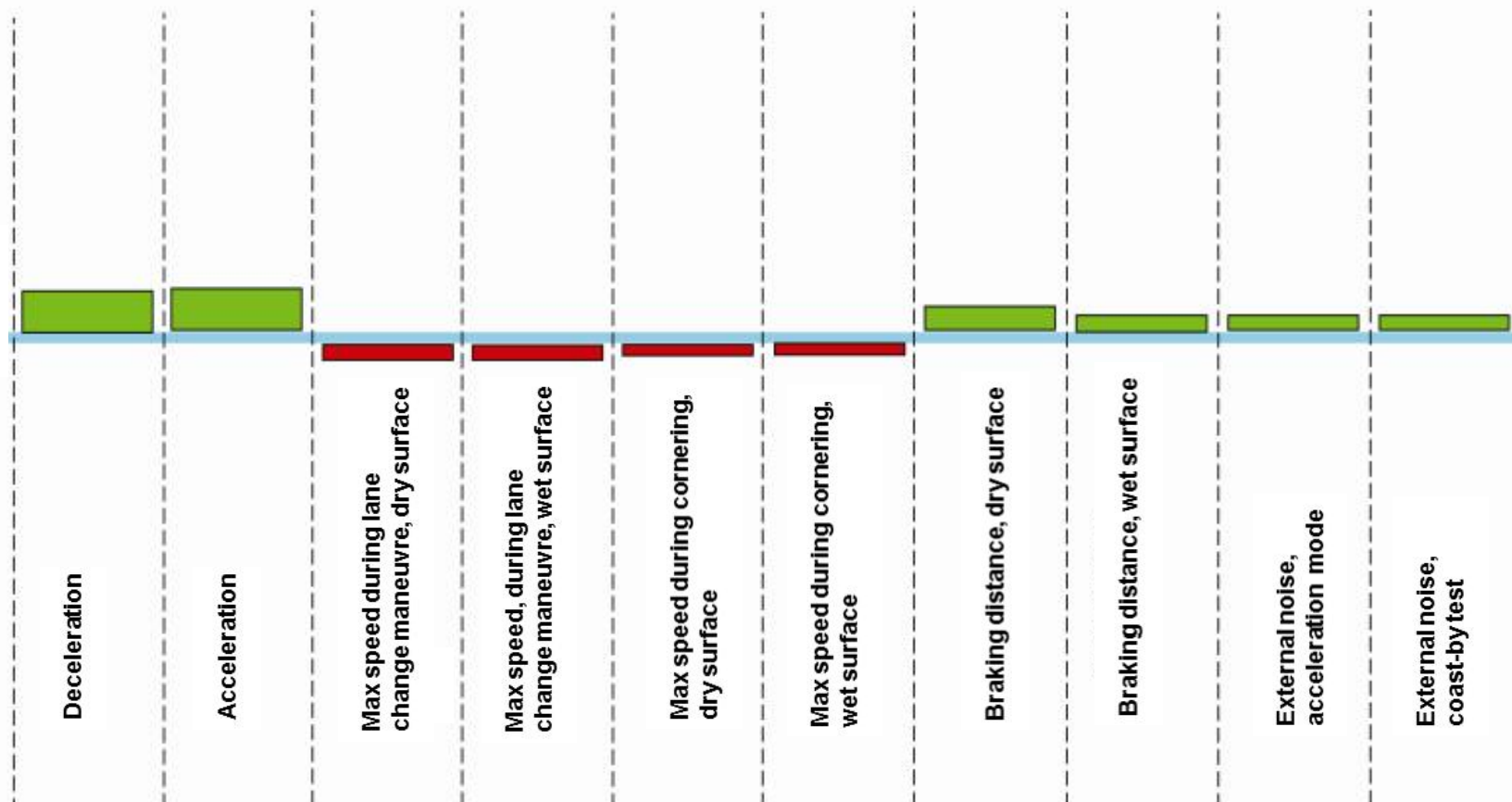


Leading global manufacturer

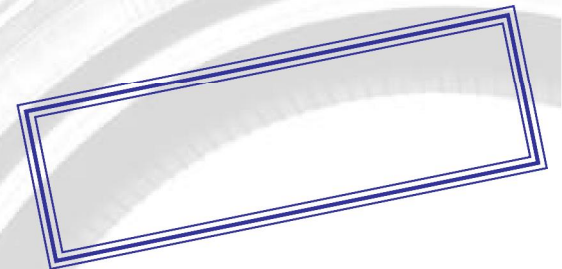
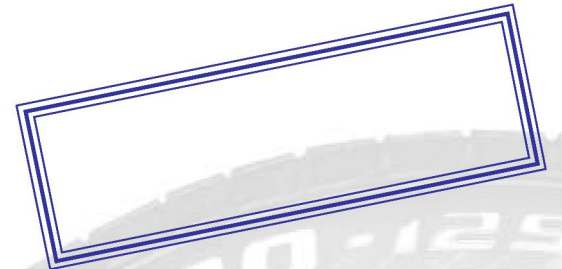
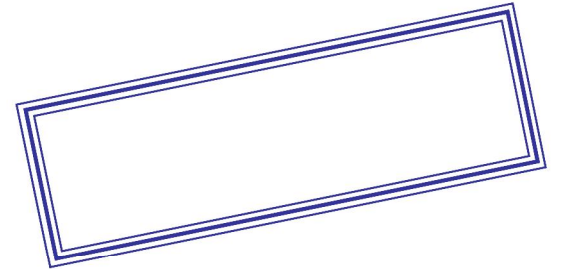
100% analogue



HK-129



Size	Model	Deceleration 80 km/h, m	Acceleration 40 to 120 km/h, c	Max speed, during lane change manoeuvre, km/h		Max speed during cornering, km/h		Braking distance from 80 km/h, m		External noise, dBA	
				Dry surface	Wet surface	Dry surface	Wet surface	Dry surface	Wet surface	Acceleration mode	Coast-by test
215/55R16	HK-129	1357,7	8,17	85,50	81,50	75,00	70,50	31	36,82	74,00	75,0
	analogue	1318,0	8,42	87,00	83,00	76,00	71,50	31,7	37,30	75,00	76,0
Comparison result, %		+3,0	+3,0	-1,7	-1,8	-1,3	-1,4	+2,2	+1,3	+1	+1



Thank you for your attention!

