## USER INFORMATION:

Only specially trained personnel should mount tires. Failure to comply with these tire demounting/mounting safety precautions can cause the bead to break and the assembly to burst with sufficient force to cause serious injury or death.

- Always deflate tire completely before removing lock or side rings.
- Never use wheels of different manufacturers or different sizes.
- Never mount tires on wheels which are damaged or not smooth and clean.
- Always clean and inspect wheel. Lubricate beads [and rim flanges for tubeless types], tube and rim side of flap with an approved rubber lubricant.
- Always be sure that all wheel components are properly seated before inflating.
- Always use an extension hose with gauge and clip-on chuck.
- Never inflate beyond 1.5bar prior to placing the tire/wheel assembly in a safety cage.
- Always use a safety cage or other restraining device when inflating the tire to seat the beads and/or inflating the tire to normal operating inflation pressure.
- Never stand, lean or reach over the tire/wheel assembly during inflation.
- After beads are fully seated, adjust the tire to recommended inflation pressure of vehicle manufacturer.
- Never mount radials and bias tires on the same axle. Follow vehicle manufacturer's recommendations.
- Tires must be removed from the vehicle when remaining tread depth reaches regulated minimum tread depth in a country.
- Stones, gravel and other foreign objects stuck in the tire treads may damage the tire. Remove foreign objects from the treads.
- Objects in the road such as potholes, glass, metal, rocks, wood debris, kerbstones and the likes that could damage a tire should be a safely avoided.
- To preserve traffic safety and tire life, YOKOHAMA recommends driving safely and avoiding from hard acceleration, braking or cornering in unnecessary situation.
- When you feel the vehicle unstable or feel unusual noise or vibration, stop your vehicle in a safe place and inspect tires. Even if no visible defects are found, drive slowly and ask your tire dealer to inspect such tire as soon as possible.

**Never use a tire under the following conditions and replace such tire immediately:**

- If the tread has worn to the tread wear indicator.
- If breaks in the fabric appear.
- If cords or wires are exposed.

**Moisture in a tire can damage the casing. Stock tires in dry area. Dry interior before mounting. Inflate with dry air.**

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# YOKOHAMA

## 2023-2024 Truck & Bus Radials

# Product Line up

Long Distance Transport | Regional Distance Transport | On / Off Road Short Distance Transport | City Bus / Coach | Light Truck

| | Steer axle/All positions | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 126S M+S P. 4 | 106ZS M+S P. 4 | 110L M+S Depend on sizes P. 4 | 107ZL P. 5 | RY237 P. 5 | 112R P. 7 | 124R M+S P. 7 | 104ZR M+S Depend on sizes P. 8 | RY023 P. 8 | TY287 M+S P. 9 | Y785R P. 9 | MY507 M+S P. 10 | MY547 M+S P. 10 | RY537 M+S Depend on sizes P. 12 |
| Long Distance Transport | ● | ● | ● | ● | ● | | | | | | | | | |
| Regional Distance Transport | ● | ● | | | | ● | ● | ● | ● | ● | ● | | | |
| On/Off Road Short Distance Transport | | | | | | | | | | | | ● | ● | |
| City Bus/Coach | | | | *For Coach ● | | | *For Coach ● | *For Coach ● | *For Coach ● | | | | | *For City Bus ● |

| | Drive Axle | | | | | | Trailer Axle | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 707L M+S P. 5 | TY517(E) M+S Depend on sizes P. 6 | 704R M+S P. 8 | TY607 M+S P. 8 | LY717 M+S P. 10 | LY053 P. 11 | RY253 P. 6 P. 9 | RY357 P. 6 P. 9 | RY023T P. 8 | MY507A M+S P. 11 |
| Long Distance Transport | ● | ● | | | | | ● | ● | | |
| Regional Distance Transport | | | ● | ● | | | ● | ● | ● | |
| On/Off Road Short Distance Transport | | | | | ● | ● | | | | ● |
| City Bus/Coach | | | | | | | | | | |

| | |
|---|---|
| Light Truck | LT151R P. 12 |

# Long Distance Transport

Long Distance Transport

## Steer axle

# 126S M+S

**Advanced steer and all-position tire, designed for long - regional operations.**

- Serpentine and wavy grooves for impressive traction, reduced shoulder step-down and irregular wear.
- Deep wavy sipes and shallow grooves for optimized contact pressure and anti-uneven-wear performance.
- Straight driving stability by rigid shoulder ribs with shallow design groove.
- Reduced stone bite and damage due to wavy grooves and stone ejectors.

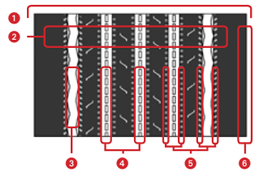
| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| 126S | 385/65R22.5 | 18 | 158L | TL | 378 | 1075 | 497 | 11.75 | 11.75, 12.25 |

## Steer axle

# 107ZL

**New highway steer tire engineered with innovative "Zenvironment" technologies for ordinal highway operations.**

- Newly-developed tread compound under "Zenvironment" technology provides longer mileage and better fuel economy.
- New casing compound under "Zenvironment" technologies extend casing life for multi-retread.
- The 6-rib tread design is the perfect steer position high performer. Now enhanced with over 6,000 sipes, this premium feature provides excellent water evacuation and uniform wear.




① Tread design with special contoured design of the groove walls
② Newly-developed Tread Compound/ Deep Tread
③ Wavy Grooves
④ Stone Ejectors
⑤ SC-Sipe
⑥ SC-Groove

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| 107ZL | 295/80R22.5 | 16 | 152/148M | TL | 303 | 1053 | 489 | 9.00 | 8.25, 9.00 |
| | 315/70R22.5 | 16 | 156/150L (154/150M) | TL | 313 | 1017 | 473 | 9.00 | 9.00, 9.75 |
| | 315/80R22.5 | 20 | 156/150L (154/150M) | TL | 314 | 1075 | 499 | 9.00 | 9.00, 9.75 |

## Steer axle

# 106ZS M+S

**New wide base steer axle tire engineered with innovative "Zenvironment" technologies for ordinal Longhaul & regional operations.**

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| 106ZS | 385/65R22.5 | 18 | 158L | TL | 378 | 1075 | 497 | 11.75 | 11.75, 12.25 |

## Steer axle

# RY237

**Steer axle tire engineered with advanced YOKOHAMA's technologies for long-haul operation.**

- The wide tread design with YOKOHAMA's original SC Groove (Stress-wear Control Groove) is engineered to reduce irregular tread wear and increase mileage.
- YOKOHAMA latest profile & construction improves retreadability and durability by extending casing life.

**SC Groove**
**To improve the shoulder "Step-Down Wear".**

*SC : Stress-wear (uneven wear) Control

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| RY237 | 10.00R20 | 16 | 148/145L | TT | 277 | 1050 | 499 | 7.50 | 7.00, 7.50, 8.00 |
| | 11.00R20 | 16 | 150/146L | TT | 293 | 1080 | 505 | 8.00 | 7.50, 8.00, 8.50 |
| | 225/80R17.5 | - | 123/122L | TL | 216 | 805 | 363 | 6.75 | 6.00 |

## Steer axle

# 110L M+S

Depend on sizes

**YOKOHAMA's advanced steer and all-position tire, with innovative BluEarth concept and SPIRALOOP technology for highway operations.**

- Zero degree joint-less circumferential direction belt controls the shoulder area casing growth and increases anti-irregular wear performance and shoulder area durability.
  *Depend on sizes
- Contact Pressure Equaliser Sipe optimises rib contact pressure for anti uneven wear and improves wet handling and braking. Wavy Grooves reduce stone damage and improve uneven wear performance.
- SC-SIPE (Stress-Wear Control Sipe) design improves abnormal wear on rib edges.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| 110L | 315/60R22.5 | - | 154/148L | TL | 313 | 946 | 439 | 9.75 | 9.00, 9.75 |
| | 315/80R22.5 | - | 156/150L (154/150M) | TL | 314 | 1072 | 496 | 9.00 | 9.00, 9.75 |

## Drive axle

# 707L M+S

**Advanced long-haul drive axle tire with innovative for Longhaul operations.**

- Tread compound for long tread life and reliable wet traction.
- Rigid shoulder ribs with shallow open lugs improve uneven wear performance.
- Small pitch Blocks increase anti irregular wear performance and support wet and snow traction.
- Step grooves reduce stone damage.
- Directional pattern helps to reduce the rolling resistance of the tire.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| 707L | 315/60R22.5 | - | 152/148L | TL | 310 | 956 | 441 | 9.00 | 9.00,9.75 |
| | 315/70R22.5 | - | 154/150L(152/148M) | TL | 314 | 1019 | 472 | 9.00 | 9.00,9.75 |
| | 315/80R22.5 | - | 156/150L(154/150M) | TL | 314 | 1078 | 502 | 9.00 | 9.00,9.75 |

Availability of products shown in this document may vary from country to country. Please consult your YOKOHAMA distributor for local availability.
Some tires carry a second load/speed index marking which indicates supplementary operational possibilities.

# Long Distance Transport

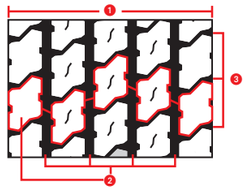
## Drive axle

# TY517(E)

M+S
Depend on sizes

**Drive axle tire designed with YOKOHAMA's advanced technologies for long-haul operation.**

- Wide & deep tread design produces long tread life.
- Alternated tread block design with 4-straight wide grooves increases even wear without sacrificing wet traction.
- Shallow lug grooves at shoulder minimises shoulder heel & toe wear.




① Wide & Deep tread
② Alternated tread block with 4-straight wide grooves
③ Shallow lug grooves

TY517

TY517(E)

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| TY517(E) | *11R22.5 | 16 | 148/145M | TL | 275 | 1069 | 501 | 8.25 | 7.50, 8.25 |
| | 295/80R22.5 | - | 152/148M | TL | 299 | 1064 | 478 | 9.00 | 8.25, 9.00 |
| | 315/80R22.5 | 18 | 154/150M (156/150L) | TL | 314 | 1089 | 488 | 9.00 | 9.00, 9.75 |

*=TY517 available size

## Trailer axles

# RY253

**Wide base Long haul/Regional use tire engineered primarily for the trailer axles.**
**RY253 can be used on steer axle to deliver handling performance & shoulder wear resistance.**

- 6-rib tread design enhances even wear & wet traction.
- Retreadability from a specially constructed casing.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| RY253 | 425/65R22.5 | 20 | 165K | TL | 422 | 1126 | 520 | 13.00 | 12.25, 13.00, 14.00 |

## Trailer axles

# RY357

**Wide base highway/regional use tire for the trailer axles.**
**The RY357 delivers long mileage & shoulder wear resistance on trailer axle use.**

- 5-rib tread design enhances even wear and wet traction.
- Specially constructed casing makes this tire well-suited for retreading.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| RY357 | 385/55R22.5 | 18 | 160J (158L) | TL | 380 | 998 | 460 | 12.25 | 11.75, 12.25 |
| | 385/65R22.5 | 18 | 160J (158L) | TL | 380 | 1074 | 497 | 11.75 | 11.75, 12.25 |



# Regional Distance Transport

## Steer/All Position

# 112R

**Specially designed for ASEAN market**

- Enhanced cut resistance and chipping compared with 104ZR
- Wide tread enhances wear resistance and high grip
- Adopt new pattern considering chipping

### Tread & Side Design

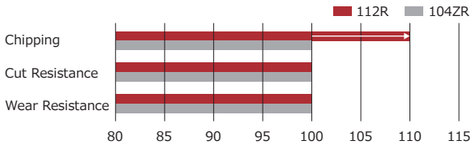
Tread Pattern

Side Branding

### CAP Compound

Featured performance - Cut resistance
Adopting "High grade carbon" makes it strong for cut & chipping.
High elongation at break improves cut resistance performance.

### Performance chart




| | Wear Resistance | Cut Resistance | Chipping |
|---|---|---|---|
| 112R | 100 | 100 | 110 |
| 104ZR | 100 | 100 | 100 |

Improved chipping performance by 10% compared with 104ZR.

### Profile comparison

10% wider than 104ZR

112R — 104ZR

112R

Improved anti cut performance by wider profile with high rigidity ribs.

104ZR

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| 112R | 11R22.5 | 16 | 148/145M | TL | 278 | 1052 | 493 | 8.25 | 7.50, 8.25 |
| | 295/80R22.5 | 16 | 152/148M | TL | 303 | 1052 | 491 | 9.00 | 8.25, 9.00 |

## Steer axle

# 124R

M+S

**Steer axle and all-position tire, developed for regional transport service.**

- Extra wide tread design for long tread life and wet/snow traction. Serpentine and wavy grooves reduce premature shoulder step-down and irregular wear.
- Deep wavy sipes and shallow grooves improve wet/snow traction and contact pressure/uneven wear performance.
- Minimised stone holding and penetration due to wavy grooves and stone ejectors.
- Rigid shoulder ribs with shallow design groove improve shoulder step-down wear and straight driving stability.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| 124R | 315/70R22.5 | - | 156/150L | TL | 314 | 1018 | 472 | 9.00 | 9.00, 9.75 |
| | 315/80R22.5 | 20 | 156/150L(154/150M) | TL | 314 | 1079 | 502 | 9.00 | 9.00, 9.75 |
| | 205/75R17.5 | - | 124/122M | TL | 208 | 762 | 343 | 6.00 | 5.25, 6.00, 6.75 |
| | 215/75R17.5 | 14 | 126/124M | TL | 215 | 774 | 349 | 6.00 | 6.00, 6.75 |
| | 235/75R17.5 | 14 | 132/130M | TL | 238 | 801 | 363 | 6.75 | 6.75, 7.50 |
| | 245/70R19.5 | 14 | 133/131M | TL | 246 | 848 | 386 | 7.50 | 6.75, 7.50 |
| | 245/70R19.5 | 16 | 136/134M | TL | 246 | 848 | 386 | 7.50 | 6.75, 7.50 |

Availability of products shown in this document may vary from country to country. Please consult your YOKOHAMA distributor for local availability.
Some tires carry a second load/speed index marking which indicates supplementary operational possibilities.

# Regional Distance Transport

## Steer axle

# 104ZR M+S

Depend on sizes

**Steer axle tire engineered with innovative "Zenvironment" technologies for regional/highway service.**

- The 5-rib tread design with straight grooves enhances even wear & wet traction.
- SC-SIPE (Stress-Wear Control Sipe) design improves abnormal wear on rib edges.
- Newly-designed stone ejectors and wavy grooves minimize stone holding & penetration in ordinal regional operation.
- Newly-developed tread compound under "Zenvironment" technology provides longer mileage and better fuel economy. This technology is available in major product sizes.
- New casing compounds under "Zenvironment" technologies extend casing life for multi-retread.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| 104ZR | 9R22.5 | 14 | 136/134L | TL | 231 | 969 | 454 | 6.75 | 6.00, 6.75, 7.50 |
| | 11R22.5 | 16 | 148/145M | TL | 277 | 1056 | 493 | 8.25 | 7.50, 8.25 |
| | 295/80R22.5 | 16 | 152/148M | TL | 303 | 1057 | 491 | 9.00 | 8.25, 9.00 |
| | 315/80R22.5 | 20 | 156/150L (154/150M) | TL | 314 | 1080 | 499 | 9.00 | 9.00, 9.75 |

## Steer/Trailer axles

# RY023 (RY023T)

**Steer axle tire for regional/highway service. (RY023T with higher load index only for trailer use.)**

- Wide 5-rib design delivers long mileage & shoulder wear resistance on steer axle use.
- Deep sub-grooves on ribs enhance wet traction.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| RY023 | 205/75R17.5 | - | 124/122M | TL | 207 | 760 | 354 | 6.00 | 5.25, 6.00, 6.75 |
| | 215/75R17.5 | - | 126/124M | TL | 215 | 776 | 360 | 6.00 | 6.00, 6.75 |
| | 235/75R17.5 | - | 132/130M | TL | 238 | 805 | 372 | 6.75 | 6.75, 7.50 |
| | 295/80R22.5 | 16 | 152/148M | TL | 299 | 1054 | 490 | 9.00 | 8.25, 9.00 |
| | 315/80R22.5 | 18 | 154/150M (156/150L) | TL | 313 | 1079 | 501 | 9.00 | 9.00, 9.75 |
| RY023T | 215/75R17.5 | - | 135/133J | TL | 215 | 776 | 360 | 6.00 | 6.00, 6.75 |
| | 235/75R17.5 | - | 143/141J | TL | 238 | 805 | 372 | 6.75 | 6.75, 7.50 |
| | 265/70R19.5 | - | 143/141J | TL | 262 | 870 | 402 | 7.50 | 7.50, 8.25 |

## Drive axle

# 704R M+S

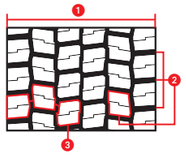
**Advanced Drive axle tire, engineered with advanced technologies for regional operation.**

- Wide tread design and advanced compound for tread life and wet traction.
- Alternated block placement with short blocks increases anti irregular wear performance and improves the Noise level performance.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| 704R | 295/80R22.5 | - | 152/148M | TL | 303 | 1062 | 495 | 9.00 | 8.25, 9.00 |
| | 315/70R22.5 | - | 154/150L(152/148M) | TL | 314 | 1025 | 475 | 9.00 | 9.00, 9.75 |
| | 315/80R22.5 | - | 154/150M (156/150L) | TL | 314 | 1087 | 506 | 9.00 | 9.00, 9.75 |

## Drive axle

# TY607 M+S




① Extra deep design with wide tread
② Agressive block tread with lateral lug grooves
③ Alternated block placement with short blocks

**Drive axle tire for regional operation.**

- Extra deep tread design with wide tread produces long tread life for regional service.
- Aggressive block tread with lateral lug grooves delivers excellent wet traction.
- Alternated block placement with short blocks enhances even wear.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| TY607 | 11R22.5 | 16 | 148/145M | TL | 277 | 1064 | 499 | 8.25 | 7.50, 8.25 |
| | 295/80R22.5 | 16 | 152/148M | TL | 303 | 1068 | 497 | 9.00 | 8.25, 9.00 |
| | 315/80R22.5 | 18 | 154/150M (156/150L) | TL | 316 | 1093 | 510 | 9.00 | 9.00, 9.75 |



## Trailer axles

# RY253

**Wide base Long haul/Regional use tire engineered primarily for the trailer axles.**
**RY253 can be used on steer axle to deliver handling performance & shoulder wear resistance.**

- 6-rib tread design enhances even wear & wet traction.
- Retreadability from a specially constructed casing.

| SIZE | PATTERN | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| RY253 | 385/65R22.5 | 18 | 158L(160J) | TL | 376 | 1076 | 483 | 11.75 | 11.75, 12.25 |
| | 425/65R22.5 | 20 | 165K | TL | 422 | 1126 | 520 | 13.00 | 12.25, 13.00, 14.00 |

## Trailer axles

# RY357

**Wide base highway/regional use tire for the trailer axles.**
**The RY357 delivers long mileage & shoulder wear resistance on trailer axle use.**

- 5-rib tread design enhances even wear and wet traction.
- Specially constructed casing makes this tire well-suited for retreading.

| SIZE | PATTERN | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| RY357 | 385/65R22.5 | 18 | 160J (158L) | TL | 380 | 1074 | 497 | 11.75 | 11.75, 12.25 |

## All positions

# TY287 M+S

**Multi purpose tire for regional operations on paved road.**

- Good traction on rainy and snowy roads.
- At approximately 60% of tread wear, the tread design becomes a rib pattern suitable for normal highway use.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| TY287 | 11R22.5 | 16 | 148/145L | TL | 275 | 1055 | 493 | 8.25 | 7.50, 8.25 |
| | 275/70R22.5 | - | 148/145L | TL | 277 | 969 | 451 | 8.25 | 7.50, 8.25 |

## All positions

# Y785R

**All purpose tires including low platform trailer tire.**

- 5-rib tread design with straight grooves enhances even wear & wet traction.
- Casing construction provides durability & retreadability for heavy trailer service.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| Y785R | 8.25R20 | 14 | 136/134L | TT | 230 | 967 | 452 | 6.50 | 6.00, 6.50, 7.00 |

Availability of products shown in this document may vary from country to country. Please consult your YOKOHAMA distributor for local availability.
Some tires carry a second load/speed index marking which indicates supplementary operational possibilities.

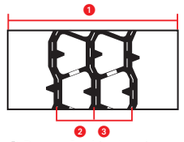
# On/Off Road Short Distance Transport

## Steer axle/All positions

# MY507 M+S

**All-purpose, all- position tire for on & off construction-site operation.**
**(Available only tubeless sizes)**

- Deeper & wider tread increases the mileage while the solid shoulder ribs resist against shoulder wear.
- 3 or 4 waved grooves produce traction and drainage.
- Stone ejectors & V-shaped grooves decrease stone holding to enhance retreadability.



① Deeper & wider tread
② 3 waved grooves
③ Stone ejectors & V-shaped grooves

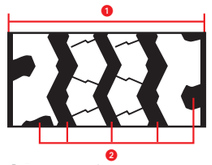
| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| MY507 | 11R22.5 | 16 | 148/145K | TL | 275 | 1070 | 500 | 8.25 | 7.50, 8.25 |
| | 12R22.5 | 16 | 152/148K | TL | 296 | 1092 | 508 | 9.00 | 8.25, 9.00 |
| | 13R22.5 | 18 | 154/150K | TL | 317 | 1133 | 528 | 9.75 | 9.00, 9.75 |
| | 275/70R22.5 | 16 | 148/145K | TL | 277 | 968 | 450 | 8.25 | 7.50, 8.25 |
| | 295/80R22.5 | 16 | 152/148K | TL | 299 | 1061 | 493 | 9.00 | 8.25, 9.00 |
| | 315/80R22.5 | - | 156/150K | TL | 312 | 1087 | 503 | 9.00 | 9.00, 9.75 |

## Steer axle/All positions

# MY547 M+S

**All-purpose, all-position tire foron & off construction-site operation.**
**(Available only tube- type sizes)**

- Deeper tread produces longer mileage while the shoulder ribs resist against shoulder wear.
- 3 zigzag grooves with shoulder lugs produce traction and enhance smooth wear in local operation.



① Deeper tread
② 3 zigzag grooves with shoulder lugs

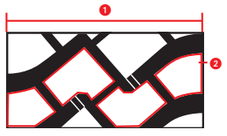
| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| MY547 | 10.00R20 | 16 | 148/145K | TT | 277 | 1059 | 495 | 7.50 | 7.00, 7.50, 8.00 |
| | 11.00R20 | 16 | 150/146K | TT | 293 | 1088 | 507 | 8.00 | 7.50, 8.00, 8.50 |
| | 12.00R20 | 18 | 154/150K | TT | 315 | 1129 | 525 | 8.50 | 8.00, 8.50, 9.00 |
| | 12.00R24 | 18 | 156/153K | TT | 312 | 1222 | 568 | 8.50 | 8.50, 9.00 |

## Drive axle

# LY717 M+S

**Drive axle tire for on & off construction-site operation.**

- Aggressive 4-block tread design with shoulder lugs produces dependable traction on rough surfaces.
- Deeper & wider tread increase the mileage.
- Tapered tread grooves reduce stone holding while newly-developed tread compound resists against cutting/chipping.



① Deeper & wider tread
② Aggressive 4-block tread design

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| LY717 | 12.00R20 | 18 | 154/150K | TT | 312 | 1136 | 527 | 8.50 | 8.00, 8.50, 9.00 |
| | 12R22.5 | 16 | 152/148K | TL | 296 | 1094 | 511 | 9.00 | 8.25, 9.00 |
| | 13R22.5 | 18 | 154/150K (156/150G) | TL | 317 | 1135 | 529 | 9.75 | 9.00, 9.75 |
| | 315/80R22.5 | 18 | 156/150K (154/150M) | TL | 314 | 1095 | 507 | 9.00 | 9.00, 9.75 |

## Drive axle

# LY053

**Drive axle tire for logging and quarrying operations with some short haul highway use possible.**

- Engineered to provide dependable traction and durability.
- Specially deep tread depth and cut-resistant tread compound deliver good tire mileage.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| LY053 | 11R22.5 | 16 | - | TL | 272 | 1072 | 502 | 8.25 | 7.50, 8.25 |
| | 12R22.5 | 16 | - | TL | 291 | 1103 | 515 | 9.00 | 8.25, 9.00 |

## Trailer axle

# MY507A M+S

**Wide base ON & OFF trailer tire for on & off construction-site operation.**

- Wide & deep tread design produces long tread life.
- Aggressive traction tread with transverse sub grooves enhances traction over rough surfaces.
- Stone ejectors & funnel-shaped grooves decrease stone holding to enhance retreadability.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| MY507A | 385/65R22.5 | 18 | 160J | TL | 378 | 1082 | 501 | 11.75 | 11.75, 12.25 |
| | 425/65R22.5 | 20 | 165K | TL | 420 | 1134 | 520 | 13.00 | 12.25,13.00,14.00 |
| | 445/65R22.5 | 20 | 169K | TL | 440 | 1161 | 534 | 13.00 | 13.00,14.00 |

Availability of products shown in this document may vary from country to country. Please consult your YOKOHAMA distributor for local availability.
Some tires carry a second load/speed index marking which indicates supplementary operational possibilities.

# City Bus/Coach
# Light Truck


## All positions

# RY537

M+S
Depend on sizes

**All position tire for urban bus operation.**

- Extra deep tread with 4-rib design enhances long mileage & low cost per kilometer on severe abrasion operation.
- Sidewall protections minimise scuff damage & abrasion from curb.

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| RY537 | 11R22.5 | - | 148/145J (151/148E) | TL | 281 | 1065 | 495 | 8.25 | 7.50, 8.25 |
| | 275/70R22.5 | - | 148/145J (152/148E) | TL | 277 | 972 | 451 | 8.25 | 7.50, 8.25 |
| | 295/80R22.5 | - | 152/148J (154/150E) | TL | 304 | 1063 | 495 | 9.00 | 8.25, 9.00 |

## Light Truck

# LT151R

**For Light Truck Tire**

- Strong resistance to wear and long-lasting performance.
- Total balanced performance tire
  — wear resistance, durability, wet performance and anti-uneven wear —

| PATTERN | SIZE | PR | LI/SS | TUBE | Overall Width (mm) | Overall Diameter (mm) | Loaded Radius (mm) | Measuring Rim (inch) | Approved Rim (inch) |
|---|---|---|---|---|---|---|---|---|---|
| LT151R | 185/65R15 | - | 101/99N | TL | 185 | 619 | 283 | 5.5J | 5.0J 5.5J 6.0J |
| | 175/75R15 | - | 103/101N | TL | 172 | 643 | 293 | 5.0J | 5.0J, 5.5J |
| | 195/75R15 | 12 | 109/107L | TL | 194 | 672 | 304 | 5.5J | 5.0J, 5.5J, 6.0J |
| | 175/80R15 | - | 101/99N | TL | 173 | 660 | 299 | 5.0J | 4.5J, 5.0J, 5.5J |
| | 185/85R16 | 12 | 111/109L | TL | 186 | 721 | 326 | 5.0J | 4.5J, 5.0J, 5.5J, 6.0J |
| | 195/85R16 | 12 | 114/112L | TL | 199 | 739 | 333 | 5.5J | 5.0J, 5,5J, 6.0J |
| | 205/65R16 | 12 | 109/107L | TL | 204 | 669 | 306 | 6.0J | 5.5J, 6.0J, 6.5J |
| | 205/70R16 | 12 | 111/109L | TL | 207 | 692 | 315 | 6.0J | 5.5J, 6.0J, 6.5J |
| | 205/75R16 | - | 113/111N | TL | 203 | 713 | 323 | 5.5J | 5.0J, 5.5J, 6.0J, 6.5J |
| | 205/85R16 | - | 117/115N | TL | 207 | 755 | 339 | 5.5J | 5.0J, 5.5J, 6.0J, 6.5J |
| | 215/85R16 | 12 | 120/118L | TL | 216 | 773 | 346 | 6.0J | 5.5J, 6.0J, 6.5J, 7.0J |
| | 195/70R15.5 | 12 | 109/107L | TL | 194 | 666 | 303 | 6.0J | 5.25SW, 6.0SW, 5.25SWA |
| | 205/70R17.5 | - | 115/113N | TL | 204 | 731 | 334 | 6.0J | 5.25, 6.00, 6.75 |
| | 215/70R17.5 | - | 118/116N | TL | 206 | 745 | 339 | 6.0J | 6.00, 6.75 |
| | 205/80R17.5 | - | 120/118N | TL | 205 | 773 | 350 | 6.0J | 5.25, 6.00 |

Availability of products shown in this document may vary from country to country. Please consult your YOKOHAMA distributor for local availability.
Some tires carry a second load/speed index marking which indicates supplementary operational possibilities.



# The Prevention of Uneven Wear

**Influence of uneven wear**

- Mileage will be shorter.
- Driving stability deteriorates.
- Fuel cost increases.

▶ **It is necessary to prevent uneven wear to reduce expenditure for the tires.**

**The main causes of degeneration**

- Air pressure is not correct.
- Difference of outside diameter or air pressure of dual tires.
- Incorrect alignment.
- Lack of vehicle maintenance.

▶ **The most crucial factor to avoid uneven wear is maintaining proper air pressure.**

## Typical Patterns of Uneven Wear

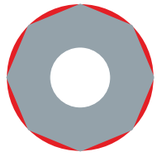
### Centre Wear

**The centre of the tread wearing faster than the shoulders.**

**Causes:**
1. Overinflation.
2. Improper matching of tires and rims.

### Wavy (Polygonal) Wear

**Wavy conditions are created on some part of, or on whole circumference, of tread.**



**Causes:**
1. Excessive run-out of tire & rim assembly.
2. Dynamic imbalance of tire & assembly.
3. Faulty suspensions & rotations such as axle beams, bearing & brake shoes.
4. Improper wheel alignment.
5. Underinflation and/or overload.

### Spot Wear

**Excessive wear in a part of the tread.**

**Causes:**
1. Sudden braking & rapid starting.
2. Faulty suspension & faulty rotating parts such as axle beams, bearing & brake shoes.
3. Excessive run-out of tire & rim assembly.
4. Dynamic imbalance of tire & assembly.

### One-Sided Wear

**The shoulder wearing faster than the centre of the tread.**

**Causes:**
1. Toe-in or camber of steer axle influence.
2. Repeated sharp turns at a high speed when cornering.
3. Road inclination.

### Step Wear

**The outer portion of the shoulder rib wears faster than the inner portion.**

**Causes:**
1. Toe-in or camber of steer axle influence.
2. Frequent sharp turns in corner, rapid changing of lanes at high-speed.
3. Improper air pressure, wheel alignment or mismatch of tires and rims.
4. Road inclination.

### Island Wear

**Some parts of tread wearing less than the other parts, forming islands or coastlines.**

**Causes:**
1. Repeated sharp turns in cornering and frequent, rapid changing of lanes at high-speed.
2. Improper wheel alignment.
3. Faulty suspensions and faulty rotating parts such as axle beams, bearings and brake shoes.

### Heel & Toe Wear

**One side of blocks and/or lugs on the tread wears faster than other side circumferentially.**

Direction of Rotation

**Causes:**
1. Under-inflation and/or overload.
2. Sudden braking or rapid acceleration.

### Shoulder Wear

**Both shoulders wearing faster than the centre of the tread.**

**Causes:**
1. Under-inflation and /or overload.
2. Repeated sharp turns at high-speed when cornering.
3. Mismatch of tires and rims.

### River Wear

**Edges of the ribs except the outer edge of the shoulder ribs wearing faster than the tread surface, like riverbeds.**

**Causes:**
1. Underinflation and/or overload.
2. Repeated sharp turns in cornering and frequent, rapid changing of lanes at high speed.
   River wear tends to be created on steering or trailer axles.

### Rib-punching

**One or two ribs in the center of the tread wearing faster than the other ribs.**

**Causes:**
1. Faulty suspension or rotation of bearing and axle beams.
2. Under-inflation.
3. Improper wheel alignment.
4. Difference between outside diameter or air pressure of dual tires.

### Feather Edge Wear

**The blocks or the ribs tread wearing in a feather edge pattern.**

**Causes:**
1. Improper wheel alignment (especially faulty toe-in).
2. Bent axle beam.
3. Under-inflation.
4. Repeated sharp turns at high speed when cornering.
5. Road inclination.

### Diagonal Wear

**One or several parts of the tread wearing diagonally faster than the other parts of the tread surface.**

**Causes:**
1. Faulty suspensions, faulty rotating parts and/or brake parts such as axle beams, bearings and brake shoes.
2. Improper wheel alignment.

# YOKOHAMA: MAXIMIZE YOUR PERFORMANCE

**Recommendations to ensure the top performace of your YOKOHAMA tires.**


## Tire Construction

**Tread**
Compounds used in the tread depend on the tire's specific application needs. YOKOHAMA has chosen various compounding strategies to minimize treadwear rate, and maximize traction, fuel efficiency, and resistance to fatigue, chipping and scaling.

**Belt Edge Cushion**
YOKOHAMA tires feature a belt edge cushion to help prevent separation of the belt edges, and therefore the tread, caused by the scissoring effect of the belts.

**Inner Liner**
YOKOHAMA's inner liner is specially designed to minimize air seepage into adjacent areas of the tire. The quality of the inner liner is critical to prevent air from penetrating into the casing. YOKOHAMA's special inner liner compound ensures a significantly longer casing life.

**Bead Filler**
Two or more different compounds are used in YOKOHAMA's bead filler (apex rubber) to stiffen the bead for steering response and to control the flexibility of other parts of the tire.

**Belts and Casing**
Thin, highly adhesive assembly compounds are used in YOKOHAMA's tire casing and belts to prevent separation of the steel cords.

**Undertread**
YOKOHAMA's undertread compounds have low heat-generating characteristics, which prevent tread separation.

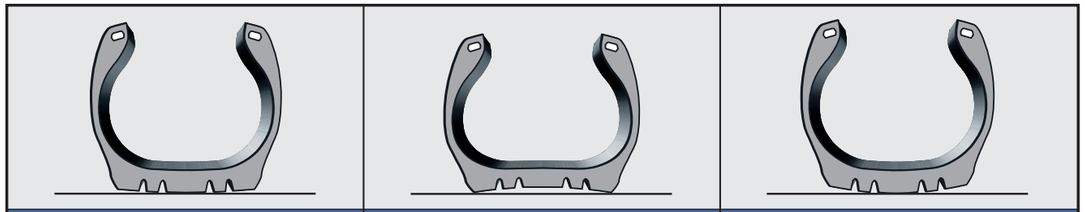
**Sidewall**
YOKOHAMA's special sidewall compounds are selected for high flexibility, excellent durability and high resistance to fatigue and weather cracking.

**Rim Cushion**
YOKOHAMA's rim cushion compound is highly resistant to the heat transmitted by the rim.

## Inflation Pressure

Truck tires for commercial vehicles must be inflated to a pressure* suitable for the load, speed and condition of use to produce maximum performance in all aspects such as even wear (long mileage), traction and handling stability (riding comfort) in addition to safety issues.

*Check YOKOHAMA's recommendation for inflation pressures in this booklet.



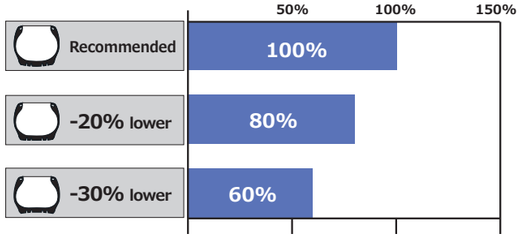
| PROPER INFLATION | UNDER INFLATION | OVER INFLATION |
|---|---|---|
| maintains the even road contact for maximised performance. | causes abnormal tire deflection, which builds up excessive heat, and risk of failure. It also causes excessive wear on both shoulders. | increases the risk of impact breaks and other road hazard damage. It also causes excessive wear in the centre. |

Tire pressures should be checked on cold tires at least every two weeks, using a calibrated pressure gauge.
Tires with lower profiles must be checked strictly due to their less visible sidewall deflection.

## Tire Wear Factors

### INFLATION PRESSURE

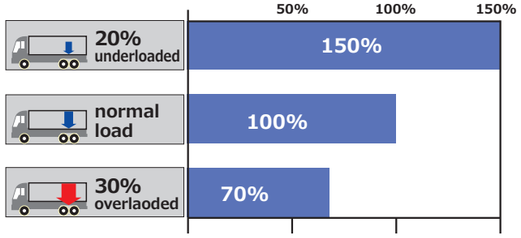
● Tire Mileage Index in %




The proper inflation pressure is essential for maximised performance of all kinds of tire. YOKOHAMA recommends proper maintenance and utilization of a calibrated gauge/inflation pressure sticker or TPMS.

### CARRYING LOAD

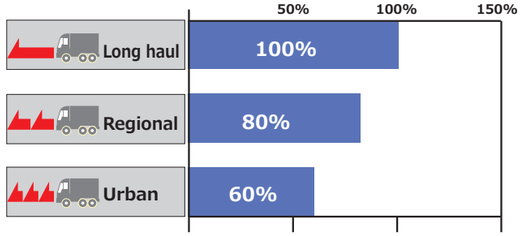
● Tire Mileage Index in %




The tire wear depends upon load carried. YOKOHAMA recommends maintaining the correct axle and pay loads.

### STOP/GO OPERATION (Braking Abrasion)

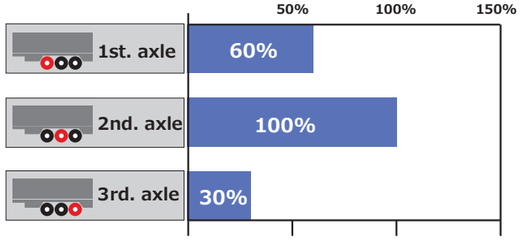
● Tire Mileage Index in %




Frequent "stop and go" results in additional stress and abrasion to tires.
YOKOHAMA recommends mild steering & braking especially while turning and curving in urban and local use.

### TRAILER AXLES (without liftup and/or steer axle)

● Tire Mileage Index in %




Trailer tire wear is dependent on the sideforce of axles of trailers.
YOKOHAMA recommends proper tire rotation for retreaded tires also.

## Regrooving

Regrooving must be undertaken when only between 2 to 3mm of the original tread pattern remains, in accordance with YOKOHAMA's recommendations in this booklet.

## ECOLOGY-FUEL ECONOMY

The ecology and fuel economy issues are of great importance to transportation companies. YOKOHAMA tires are designed to deliver excellent fuel economy with minimized trade-off of other performance aspects such as wet performance & tire life.

# Regrooving Procedures

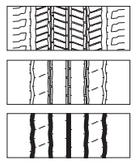
W: Regrooving Width
D: Regrooving Depth

Regrooved pattern is shown in black.
Recut depth listed is maximum value.
Recut width listed has +-1 mm tolerance.

## Long Distance Transport

### 126S M+S

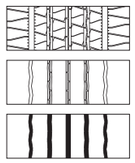
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 385/65R22.5 | 2.5 mm | 7.0 mm |

### 106ZS M+S

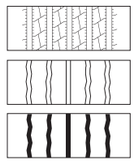
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 385/65R22.5 | 2.5 mm | 7.0 mm |

### 110L M+S Depend on sizes

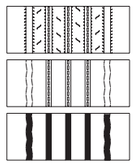
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 315/60R22.5 | 2.5 mm | 7.0 mm |

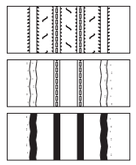
### 107 ZL

Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 315/70R22.5 | 2.5 mm | 7.0 mm |

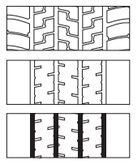
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 295/80R22.5 | 2.5 mm | 7.0 mm |
| 315/80R22.5 | 2.5 mm | 7.0 mm |

### 707L M+S

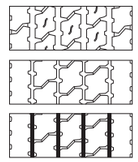
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 315/70R22.5 | 2.0 mm | 7.0 mm |

### TY517(E) M+S Depend on sizes

Pattern when new
Pattern when 70% worn
Pattern after regrooved

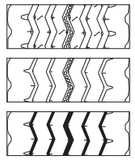


| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 11R22.5 | 3.0 mm | 7.0 mm |
| 295/80R22.5 | 3.0 mm | 7.0 mm |
| 315/80R22.5 | 3.0 mm | 7.0 mm |

## Long Distance Transport

### RY253

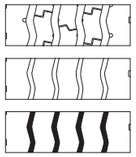
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 425/65R22.5 | 2.5 mm | 7.0 mm |

### RY357

Pattern when new
Pattern when 70% worn
Pattern after regrooved

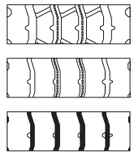


| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 385/55R22.5 | 2.5 mm | 7.0 mm |
| 385/65R22.5 | 2.5 mm | 7.0 mm |

## On/Off Road Short Distance Transport

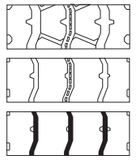
### MY507 M+S

Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 295/80R22.5 | 3.0 mm | 7.0 mm |
| 315/80R22.5 | 3.0 mm | 7.0 mm |

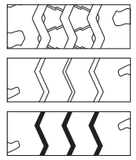
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 265/70R19.5 | 3.0 mm | 7.0 mm |
| 11R22.5 | 3.0 mm | 7.0 mm |
| 12R22.5 | 3.0 mm | 7.0 mm |
| 13R22.5 | 3.0 mm | 7.0 mm |
| 275/70R22.5 | 2.5 mm | 7.0 mm |

### MY547 M+S

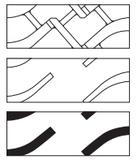
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 10.00R20 | 3.0 mm | 7.0 mm |
| 11.00R20 | 3.0 mm | 7.0 mm |
| 12.00R20 | 3.0 mm | 7.0 mm |
| 12.00R24 | 3.0 mm | 7.0 mm |

### LY717 M+S

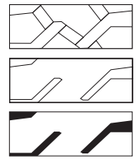
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 12.00R20 | 3.0 mm | 7.0 mm |
| 12R22.5 | 2.5 mm | 7.0 mm |
| 13R22.5 | 3.0 mm | 7.0 mm |
| 315/80R22.5 | 3.0 mm | 7.0 mm |

### LY053

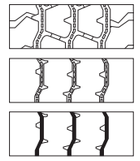
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 11R22.5 | 3.0 mm | 7.0 mm |
| 12R22.5 | 2.5 mm | 7.0 mm |

### MY507A M+S

Pattern when new
Pattern when 70% worn
Pattern after regrooved

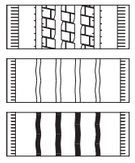


| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 385/65R22.5 | 3.0 mm | 7.0 mm |
| 425/65R22.5 | 3.0 mm | 7.0 mm |
| 445/65R22.5 | 3.0 mm | 7.0 mm |

## Regional Distance Transport

### 112R

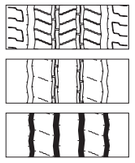
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 11R22.5 | 2.5 mm | 7.0 mm |
| 295/80R22.5 | 2.5 mm | 7.0 mm |

### 124R M+S

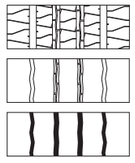
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 315/70R22.5 | 2.5 mm | 7.0 mm |
| 315/80R22.5 | 2.5 mm | 7.0 mm |
| 205/75R17.5 | 2.5 mm | 7.0 mm |
| 215/75R17.5 | 2.5 mm | 7.0 mm |
| 235/75R17.5 | 2.5 mm | 7.0 mm |
| 245/70R19.5 | 2.5 mm | 7.0 mm |
| 245/70R19.5 | 2.5 mm | 7.0 mm |

### 104ZR M+S Depend on sizes

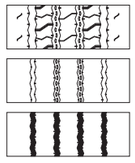
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 295/80R22.5 | 2.5 mm | 7.0 mm |
| 315/80R22.5 | 2.5 mm | 7.0 mm |

### RY023 (RY023T)

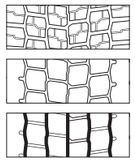
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 265/70R19.5 | 2.5 mm | 7.0 mm |
| 295/80R22.5 | 2.5 mm | 7.0 mm |
| 315/80R22.5 | 2.5 mm | 7.0 mm |

### 704R M+S

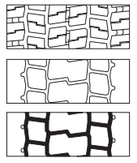
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 315/70R22.5 | 2.0 mm | 7.0 mm |
| 315/80R22.5 | 2.0 mm | 7.0 mm |
| 295/80R22.5 | 2.0 mm | 7.0 mm |

### TY607 M+S

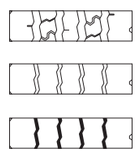
Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 11R22.5 | 2.5 mm | 7.0 mm |
| 295/80R22.5 | 3.0 mm | 7.0 mm |
| 315/80R22.5 | 3.0 mm | 7.0 mm |

### Y785R

Pattern when new
Pattern when 70% worn
Pattern after regrooved

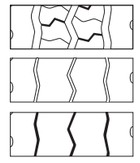


| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 8.25R20 | 2.5 mm | 7.0 mm |

## City Bus/Coach, Light Truck

### RY537 M+S Depend on sizes

Pattern when new
Pattern when 70% worn
Pattern after regrooved



| TIRE SIZE | DIMENSION OF REGROOVE | |
|---|---|---|
| | DEPTH (D) | WIDTH (W) |
| 11R22.5 | 2.5 mm | 7.0 mm |
| 275/70R22.5 | 2.5 mm | 7.0 mm |
| 295/80R22.5 | 2.5 mm | 7.0 mm |

# About YOKOHAMA

## TIRE

**A wide array of high-quality tires developed, manufactured, and sold by YOKOHAMA are earning users' trust in various aspects of society. These range from passenger car tires that add a splash of color to life to truck and bus tires that support people's daily lives and logistics to off-the-road tires at resource development and construction sites, plus tires used in industrial vehicles as well as in agricultural and forestry machinery.**

### Passenger Car Tire

In line with various drivers' preferences, YOKOHAMA boasts a tire lineup that meets a diversity of driving scenarios, including tires for sports cars, luxury sedans, sport utility vehicles and dress-up vehicles as well as studless tires. Passenger car tires, which respond to all kinds of driving needs such as riding comfort, handling performance, environmental features and a quiet ride, are the embodiment of YOKOHAMA's technologies.

### Light Truck Tire

Light truck tires must be able to stand up to a variety of conditions and adapt to a range of delivery and transport needs in urban environments. Combining superior grip on wet surfaces with high durability and wear resistance, these tires offer economical efficiency while remaining environmentally friendly, thereby supporting the logistics of peoples' daily lives.

### Truck & Bus Tire

Truck and bus tires are required to adapt to a wide array of seasonal, surface and other conditions in addition to basic performance such as being economically efficient with high durability and safety. YOKOHAMA supplies a wide variety of truck and bus tires worldwide to meet such requirements. To this end, YOKOHAMA is promoting various theories and technological and material development in pursuing a new era of logistics, beginning with the Maintenance Saving Concept for minimizing uneven wear as well as the "STEM 2" theory, which incorporates into design the behavior and change in tire shape according to load, and the development of a compound that is resilient to chipping and wet rolling.

### Off-Highway Tire

YOKOHAMA has dedicated construction vehicle and industrial vehicle tire plants that produce tires with durability and heat tolerance for global markets. These kinds of tires offer substantial support for machinery used at various mining and construction sites, including ultra-large dump trucks, earth and sand scrapers, wheel loaders for carrying earth and gravel at mining and construction sites and graders for road construction and snow removal. Further, in July 2016, the YOKOHAMA Tire Group bought out Alliance Tire Group B.V. (ATG), an off-highway tire specialist, with the effect of adding new agricultural and forestry machinery-use tires to our product lineup. ATG has three brands: ALLIANCE, GALAXY, and PRIMEX, which enables us to reach more places around the world, primarily the U.S. and Europe. In March of 2017, yet another company was added to the group: Aichi Tire Industries Co., Ltd. (Aichi Tire), a company engaged in the manufacture and sales of industrial vehicle tires. Aichi Tire has earned the trust of consumers as a pioneer in the production of pneumatic cushion tires sold primarily in Japan. YOKOHAMA's medium-term business plan includes strategies to expand the off-highway tire sector as an engine of growth, maximizing the strengths of YOKOHAMA, ATG, and Aichi Tire to forge our optimal business portfolio.

ATG BETTER VALUE. SMARTER CHOICE.

AICHI TIRE

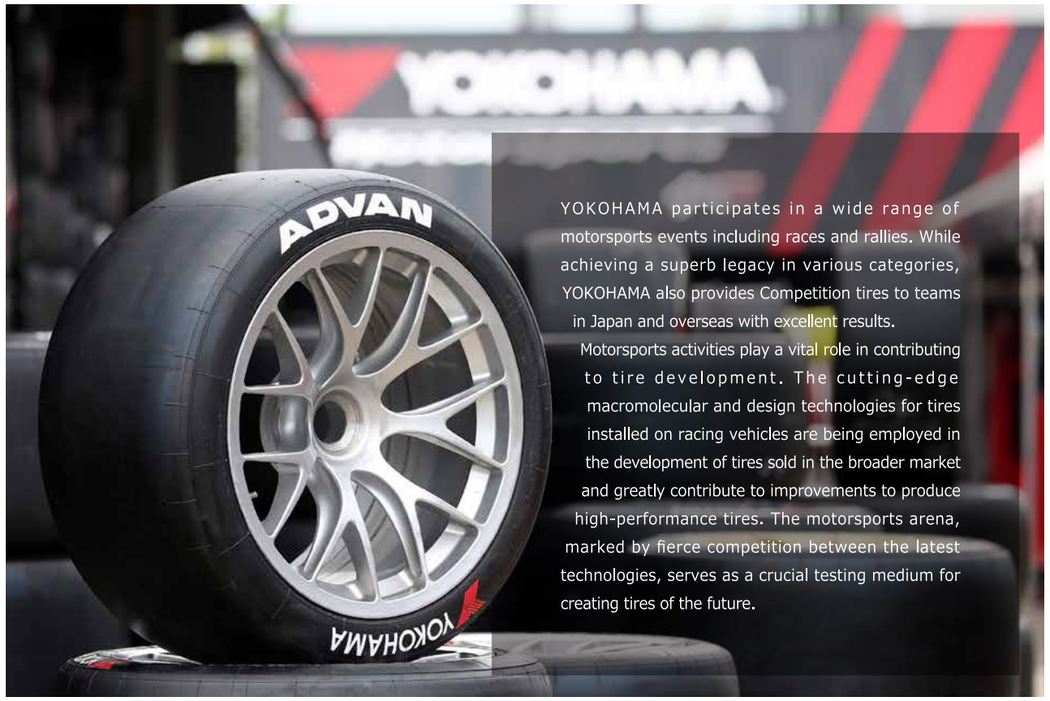
## MULTIPLE BUSINESS

**The MB (Multiple Business) Group, YOKOHAMA's diversified business unit, has played significant roles globally over an extended period of time and contributed to the development of various industries such as automobile, oil and gas, mining, construction, aerospace, etc. The MB Group offers a broad range of products including industrial and automotive hoses, couplings, conveyor beltings, marine products, sealing materials, adhesives and aircraft components and more. We continue to strive to provide the best solutions to our customers with innovative technologies and best-in-class quality.**

## SPORTS

**PRGR is YOKOHAMA's golf products brand. Since its launch in 1983, YOKOHAMA has evolved its golf line over the years under the original concept of golf being "the physical phenomenon of a collision between the club and the ball."**

## MOTOR SPORTS




YOKOHAMA participates in a wide range of motorsports events including races and rallies. While achieving a superb legacy in various categories, YOKOHAMA also provides Competition tires to teams in Japan and overseas with excellent results.

Motorsports activities play a vital role in contributing to tire development. The cutting-edge macromolecular and design technologies for tires installed on racing vehicles are being employed in the development of tires sold in the broader market and greatly contribute to improvements to produce high-performance tires. The motorsports arena, marked by fierce competition between the latest technologies, serves as a crucial testing medium for creating tires of the future.

# About YOKOHAMA

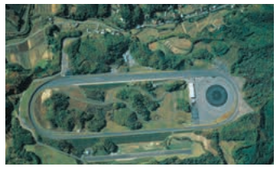
## Research and Development

**Reliable technology based on world-class research and development is essential for developing and providing YOKOHAMA products that are safe and reliable, while also helping to preserve the environment. At every stage of design, testing and assessment, YOKOHAMA takes a comprehensive multi-faceted approach toward realizing advances in macromolecular and other technologies to make materials and products as beneficial as possible.**




### RADIC

RADIC (Research and Development Integrated Center) has been at the core of YOKOHAMA's leading-edge R&D operations since being established in 1991. State-of-the-art instruments such as supercomputers, electron microscopes, ESCA (electron spectroscopy for chemical analysis) systems and a nuclear magnetic resonance spectrometer are used in pursuing materials development and product design and in conducting simulations under various conditions.



### D-PARC

D-PARC (Daigo Proving-ground and Research Center) is YOKOHAMA's comprehensive tire test course facility that includes a speed oval course, steering and stability track, comfort test track with multiple surfaces made of materials sourced from around the world and handling test track simulating winding road conditions.

### TIRE TEST CENTER OF HOKKAIDO

The Tire Test Center of Hokkaido in Asahikawa City, Hokkaido is a vehicle test course for winter tires including studless tires. The sizable grounds, which are roughly four time the size of conventional winter tire test courses, are equipped with various facilities including: approximately one kilometer snow track, ice track, hill climbing track, snow and ice circle, plus handling track. All in all, this course boasts optimal conditions for real vehicle testing under severe winter conditions for the long period stretching from the end of December through the following February, when temperatures are consistently below freezing.

### TIRE TEST CENTER OF ASIA

TIRE TEST CENTER OF ASIA is a large-scale proving ground that uses peripheral road tracks to recreate general roads found around the world, with the overriding aims of raising quality, strengthening performance evaluations, improving quality and enhancing high-speed driving testing of tires for passenger cars, light trucks, and trucks and buses. Special test courses and wet test courses simulating various road conditions enable multi-faceted tests covering all aspects of driving ranging from handling stability, fuel economy and durability to noise, vibration and riding comfort.The proving ground was built adjacent to Yokohama Rubber （Thailand） Co., Ltd., a tire production and sales company in Thailand. This close location enhances the ease of collaboration with production and development divisions and better enables the results of driving and evaluation testing to be applied to the development of new tires.

### YOKOHAMA TEST CENTER of SWEDEN

The YOKOHAMA TEST CENTER of SWEDEN is a vehicle test course with which we have a long-term rental contract with Arctic Falls for winter tire testing. There are various test courses on the grounds, all of which are self-contained. Development of passenger car, tires is conducted here. Temperatures are consistently below freezing over the period of approximately November through April of the following year, enabling winter tire testing with real vehicles over the long term.

MEMO

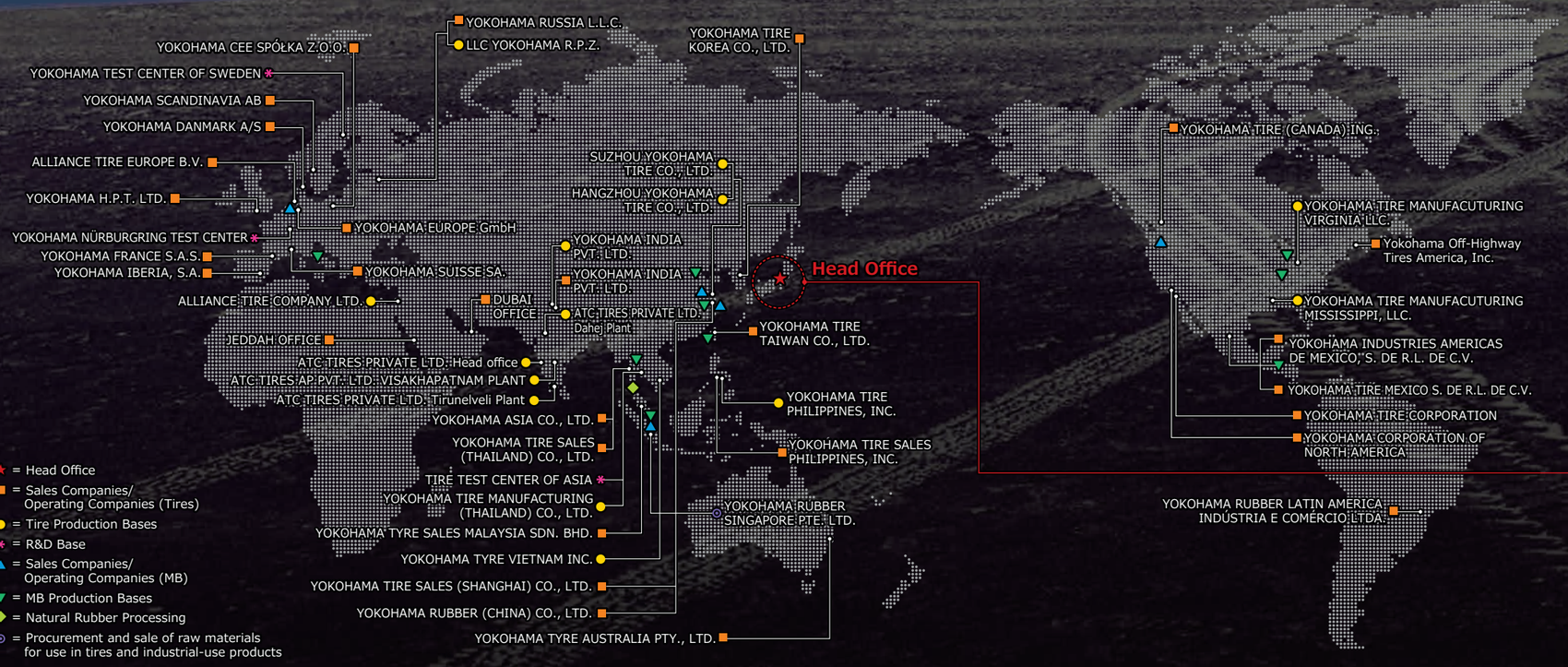
# Delivering top quality YOKOHAMA Tires to customers everywhere

We at YOKOHAMA celebrated our 100th anniversary in 2017. Ever since we were established, our focus as a tire manufacturer has been to produce the highest quality tires possible, since tires are a component critical to vehicle safety. Thanks to the loyalty of our customers, our company now manufactures and delivers tires to destinations around the world. We are pleased to provide this product that serves to support the daily lives of our customers and keep them fully satisfied.

In this connection, we work to boost our technologies on a daily basis. We integrate not only our tire plants in Japan but at our overseas locations with cutting-edge production facilities and sophisticated technology standards to produce the highest quality product. Our promise is to deliver products that customers love from our plants across the globe to customers around the world.

At YOKOHAMA, we are keenly aware of the changing times, which means we never lose our passion to continuously improve safety, quality, and performance — no matter where our tires are produced.

## YOKOHAMA Global




## Locations in Japan