40-0106 Tire inflation pressure labels

The tire inflation pressure label is affixed to the fuel tank filler flap.

The tire inflation pressure specified by the vehicle manufacturer is established according to the following criteria:

1. Consideration of the axle loads prevailing on the vehicle under full load.
2. Consideration of the attainable maximum speed of the vehicle concerned.
3. Sound driving characteristics, even with aggressive driving.
4. Satisfactory driving comfort.
5. Favorable tire wear pattern.

Incorrect tire inflation pressure, especially insufficient air pressure, influences the driving characteristics, the service life of the tires depending on the magnitude of the deviation from the specified value, additionally leading to higher fuel consumption.

Insufficient tire inflation pressure results in increased flexing work and consequently in excessive heat development. This can lead to structural damage to the tire such as tread and belts separating from the carcass. Depending on the extent of underinflation and the speeds driven, the tire service life is reduced, while even short-term "inflation pressure sins" can result in permanent damage.

Excessively high tire inflation pressure (higher than the values specified for fast driving or maximum load) has the disadvantages of a lack of comfort and, due to the reduced tire contact surface, a deterioration of the road behavior and increased susceptibility to aquaplaning on wet road surfaces.

Information on tire inflation pressure checks

1. Check inflation pressure on tubeless tires every two weeks.

A weekly inflation pressure check is practical on tube-type tires.

2. Measure air pressure on cold tires if possible, taking into account the prevailing outside temperature. Approx. 10 °C correspond to an inflation pressure change by 0.1 bar.

Example 1
If the temperature of the tires corresponds to the outside temperature, the specified inflation pressure is valid.

Example 2
If the temperature of the tires corresponds to room temperature, e.g. +20 °C and the outside temperature is approx. 0 °C, the tire inflation pressure must be increased by 0.2 bar based on the specified inflation pressure.

3. When checking inflation pressure on warm tires it must be taken into account that the inflation pressure in these tires may be higher by up to 0.5 bar depending on the degree of heating, e.g. due to fast long-distance driving, hot weather or exposure to sun radiation. After normal driving the inflation pressure increase is likely to be approx. 0.2 bar.

Never deflate air from warm tires.

4. If an individual wheel constantly shows a higher pressure drop during the tire inflation pressure check than the other tires, examine the wheel concerned.

The following causes could be responsible:

a) Foreign body penetrating the tire.

b) Injury to running surface or side wall.

c) Leaking valve body or valve inserts (see point 4).

d) On tubeless tires, leak between tire bead and rim.

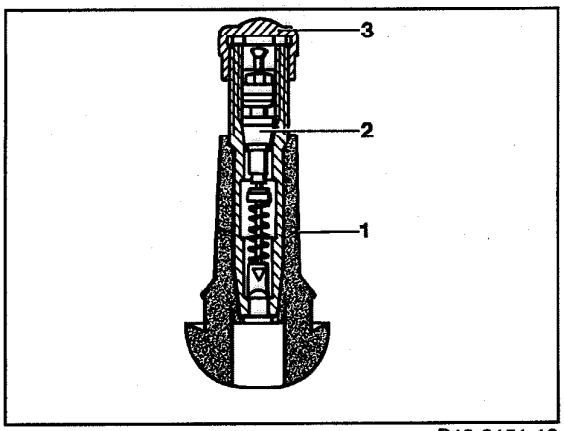
e) On tube-type tires, leaking tube.

f) On tubeless tires, leaking rim, e.g. crack in the weld or poor weld in the case of steel rims or porous area in the case of cast light-alloy rims (non-MB makes).

5. If it is omitted to replace the valve cap after a tire inflation pressure check, any dirt entering may become lodged at the edge of the valve insert during the next inflation pressure check, subsequently leading to creeping air pressure loss.

6. On vehicles parked for longer than 2 months, increase the tire inflation pressure to approx. 4 bar in order to avoid the formation of flat spots where the tire is in contact with the road surface.

7. Use only metal or hard plastic valve caps with rubber sealing ring recommended by us. Contrary to soft plastic caps, these caps provide an additional seal in the case of possible leaking valve inserts.



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1 Valve body
2 Valve insert
3 Valve cap with rubber sealing ring