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JIS

JAPANESE INDUSTRIAL STANDARD

Designation System of Tyre, Tube,
Rim Band, and Flap for Automobiles

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Designation System of Tyre, Tube,
Rim Band, and Flap for Automobiles

D 4201-1984

1. Scope

This Japanese Industrial Standard specifies the designation system of tyre, tube, rim band, and flap used for automobiles (including motor cycles and scooters, industrial vehicles, off the road service, and agricultural machines and implements).

- Remarks 1. The designation of tyre being not in accordance with ISO 4000/I, 4209/I, 5751/I, etc. of International Organization for Standardization is specified in Appendix 1.
2. The designation of tube is specified in Appendix 2.
3. The designation of flap and rim band is specified in Appendix 3.

2. Definitions

Main definitions used in this standard shall be in accordance with JIS D 4202, JIS D 4203, JIS D 4230, JIS D 6401 and JIS B 9202 and others shall be as follows:

- (1) maximum load The maximum load capable of being transported by tyre at a speed indicated by speed symbol under a specified use condition.
- (2) maximum speed The maximum speed capable of being travelled with tyre loaded with a load corresponding to the maximum load under a specified use condition.

3. Tyres (Excepting Solid Tyres)

3.1 Classification of Tyres The tyres shall be classified according to section width, aspect ratio, tyre construction, applied rim diameter, maximum load, maximum speed and use as follows:

- (1) Section Width The section width shall be classified by 5 mm unit.
- (2) Aspect Ratio The aspect ratio shall be classified by the percentage of multiple of 5.

Applicable Standards, Corresponding International Standards and Reference Standards: See page 8.

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- (3) Tyre Construction The tyre construction shall be classified into radial, bias and belted bias.
- (4) Applied Rim Diameter The applied rim diameter shall be in accordance with the classifications specified in JIS D 4215, JIS D 4218, JIS D 6402 and JIS B 9203.
- (5) Maximum Load The classification of maximum load shall be in accordance with Table 1.
- (6) Maximum Speed The classification of maximum speed shall be in accordance with Table 2.
- (7) Use The use of tyre shall be classified in accordance with Table 3.

Table 1. Maximum Load and Load Index

Load index	Maximum load kg	Load index	Maximum load kg	Load index	Maximum load kg	Load index	Maximum load kg	Load index	Maximum load kg	Load index	Maximum load kg	Load index	Maximum load kg
0	45	40	140	80	450	120	1 400	160	4 500	200	14 000	240	45 000
1	46.2	41	145	81	462	121	1 450	161	4 625	201	14 500	241	46 250
2	47.5	42	150	82	475	122	1 500	162	4 750	202	15 000	242	47 500
3	48.7	43	155	83	487	123	1 550	163	4 875	203	15 500	243	48 750
4	50	44	160	84	500	124	1 600	164	5 000	204	16 000	244	50 000
5	51.5	45	165	85	515	125	1 650	165	5 150	205	16 500	245	51 500
6	53	46	170	86	530	126	1 700	166	5 300	206	17 000	246	53 000
7	54.5	47	175	87	545	127	1 750	167	5 450	207	17 500	247	54 500
8	56	48	180	88	560	128	1 800	168	5 600	208	18 000	248	56 000
9	58	49	185	89	580	129	1 850	169	5 800	209	18 500	249	58 000
10	60	50	190	90	600	130	1 900	170	6 000	210	19 000	250	60 000
11	61.5	51	195	91	615	131	1 950	171	6 150	211	19 500	251	61 500
12	63	52	200	92	630	132	2 000	172	6 300	212	20 000	252	63 000
13	65	53	206	93	650	133	2 060	173	6 500	213	20 600	253	65 000
14	67	54	212	94	670	134	2 120	174	6 700	214	21 200	254	67 000
15	69	55	218	95	690	135	2 180	175	6 900	215	21 800	255	69 000
16	71	56	224	96	710	136	2 240	176	7 100	216	22 400	256	71 000
17	73	57	230	97	730	137	2 300	177	7 300	217	23 000	257	73 000
18	75	58	236	98	750	138	2 360	178	7 500	218	23 600	258	75 000
19	77.5	59	243	99	775	139	2 430	179	7 750	219	24 300	259	77 500
20	80	60	250	100	800	140	2 500	180	8 000	220	25 000	260	80 000
21	82.5	61	257	101	825	141	2 575	181	8 250	221	25 750	261	82 500
22	85	62	265	102	850	142	2 650	182	8 500	222	26 500	262	85 000
23	87.5	63	272	103	875	143	2 725	183	8 750	223	27 250	263	87 500
24	90	64	280	104	900	144	2 800	184	9 000	224	28 000	264	90 000
25	92.5	65	290	105	925	145	2 900	185	9 250	225	29 000	265	92 500
26	95	66	300	106	950	146	3 000	186	9 500	226	30 000	266	95 000
27	97.5	67	307	107	975	147	3 075	187	9 750	227	30 750	267	97 500
28	100	68	315	108	1 000	148	3 150	188	10 000	228	31 500	268	100 000
29	103	69	325	109	1 030	149	3 250	189	10 300	229	32 500	269	103 000
30	106	70	335	110	1 060	150	3 350	190	10 600	230	33 500	270	106 000
31	109	71	345	111	1 090	151	3 450	191	10 900	231	34 500	271	109 000
32	112	72	355	112	1 120	152	3 550	192	11 200	232	35 500	272	112 000
33	115	73	365	113	1 150	153	3 650	193	11 500	233	36 500	273	115 000
34	118	74	375	114	1 180	154	3 750	194	11 800	234	37 500	274	118 000
35	121	75	387	115	1 215	155	3 975	195	12 150	235	38 750	275	121 000
36	125	76	400	116	1 250	156	4 000	196	12 500	236	40 000	276	125 000
37	128	77	412	117	1 285	157	4 125	197	12 850	237	41 250	277	128 500
38	132	78	425	118	1 320	158	4 250	198	13 200	238	42 500	278	132 000
39	136	79	437	119	1 360	159	4 375	199	13 600	239	43 750	279	136 000

Table 2. Maximum Speed and Speed Symbol

Speed symbol	Maximum speed km/h	Speed symbol	Maximum speed km/h
A 1	5	G	90
A 2	10	J	100
A 3	15	K	110
A 4	20	L	120
A 5	25	M	130
A 6	30	N	140
A 7	35	P	150
A 8	40	Q	160
B	50	R	170
C	60	S	180
D	65	T	190
E	70	U	200
F	80	H	210

Table 3. Classification of Use of Tyre

Use		Symbol
For passenger cars		PC ⁽¹⁾
For ultra light trucks		ULT
For light trucks		LT
For trucks and buses		TB ⁽¹⁾
For motorcycles and scooters	For motorcycles	MC ⁽¹⁾
	For scooters	SC ⁽¹⁾
	For special low pres- sure motorcycles	SLMC ⁽¹⁾
For industrial vehicles		(I)
For off the road service		(OR)
For agricultural machines and implements		(AG)
Temporary tyre for passenger car	Type T	T ⁽²⁾
	Folding system	FS

Notes ⁽¹⁾ Those symbols shall be used only when specially required for clarity.

⁽²⁾ In spite of the specification of 3.3, the symbol T herein shall be arranged before nominal section width.

3.2 Symbolization of Classification of Types The symbolization of classification of tyres shall be as follows:

- (1) Section Width The section width shall be expressed by rounding off it to a figure in millimeter unit, of which the last right-hand place is expressed with zero or five, hereinafter referred to as the "nominal section width".
- (2) Aspect Ratio The aspect ratio shall be expressed by rounding off it to a percentage, of which the last right-hand place is expressed with zero or five, hereinafter referred to as the "nominal aspect ratio".
- (3) Tyre Construction The tyre construction shall be as follows:
Radial construction R
Bias construction D ⁽³⁾
Belted bias construction B

Note ⁽³⁾ In the case of tyres for motorcycles and scooters, the hyphen may be used.

- (4) Applied Rim Diameter The applied rim diameter shall be in accordance with the rim diameter code or nomination of respective standards given in 3.1 (4).

Further, the tyre used in combination with new type rim (meaning new concept rim given in ISO) shall be expressed as a figure of millimeter unit indicating its rim diameter.

- (5) Maximum Load The maximum load shall be in accordance with the load index given in Table 1.
- (6) Maximum Speed The maximum speed shall be in accordance with speed symbol given in Table 2.
- (7) Use of Tyre The symbol of use of tyre shall be in accordance with Table 3.