



Do's & Don'ts - How to store tyres



The tyre industry in Europe is one of the most sophisticated in the world, from the manufacturers who develop technologically advanced tyres for passenger and commercial vehicles, to the networks of specialist tyre dealers who supply and maintain tyres to keep the European traffic travelling safely.

Every tyre that leaves an ETRMA member's factory is quality checked according to very strict regulations and is then transported under optimal conditions to the locations where it is going to be fitted.



Once tyres leave the factory, manufacturers no longer have control over the conditions that they are stored in. Whilst tyres are very durable and resistant to most things that they encounter, it is important that they are stored in the right conditions. This is to ensure that when they are fitted to a vehicle, they are in the very best condition that they can be.

There are some very simple guidelines, issued by the European tyre industry¹, to help dealers keep their valuable stock ready to use.

Tyres need to be stored in relaxed conditions, free from tension, compression or other forces that might cause permanent distortions. An effective way to do this is by stacking tyres upright, side by side on shelves. An easy alternative is to stack them on top of each other, but not too high. This can make it more difficult to get to the tyres towards the bottom of the pile and can add to the number of times that a tyre has to be handled whilst in storage. This is not detrimental to the tyre, but it is awkward and time consuming for the person who has to keep moving the stacks. Tyres that are stacked in this way should not be placed directly on the floor, but on a pallet or something that insulates the tyre from the temperature and potential damp of the floor.

The physical conditions of the space that tyres are stored in are important, but not complicated. The room should be 'room temperature', not too hot or cold. The room should be ventilated and the tyres should not be exposed to direct sunlight. Tyres should not share storage space with chemicals, cleaning products or oil.

Dealers have their own systems for their tyre inventory, deciding how it is best for them to store their stock, whether it is arranged by manufacturer or by size for example.

Tyre specialist Peter Buijs, who runs a dealership in Amsterdam, offered this advice:

"When dealing with storage, there are some simple things that you can do to keep the stock you need in the place you need it. First of all, just for good housekeeping, make sure that you put away your delivery of tyres as soon as they arrive.

In order to increase efficiency in your storage facility, dealers should implement a 'first in-first out' stock rotation system.

We store our tyres according to manufacturer and size and also according to speed rating. It would be too easy for a junior colleague to mix up speed ratings. Tyre fitters are all trained and check the tyres before they are fitted, but storing in this way can save someone having to go back to the rack and swap the tyre for the right one.

We also train our staff to handle tyres in the right way. They can be heavy and awkward to handle if not done in the correct way. It is sensible to stack the larger sizes and run flat tyres lower in the rack because these are the heaviest."

The rules of tyre storage apply to new tyres and to ones that are being stored while not needed, for example in countries where vehicles are required to change from summer to winter tyres.

The ETRMA is also asking tyre dealers to inform their customers on how to store their spare set of tyres. If wheels and tyres are to be stored as a complete unit, with the wheel and tyre together, the tyres should remain inflated and ideally wheels and tyres stacked on top of each other. If the tyres are mounted on wheels, it is also possible to hang the wheels and tyres from a wall, as long as the hook that you hang it from causes no damage to either the wheel, or tyre.

¹European Tyre and Rubber Manufacturers' Association (ETRMA) and the European Tyre and Rim Technical Organisation (ETRTO)