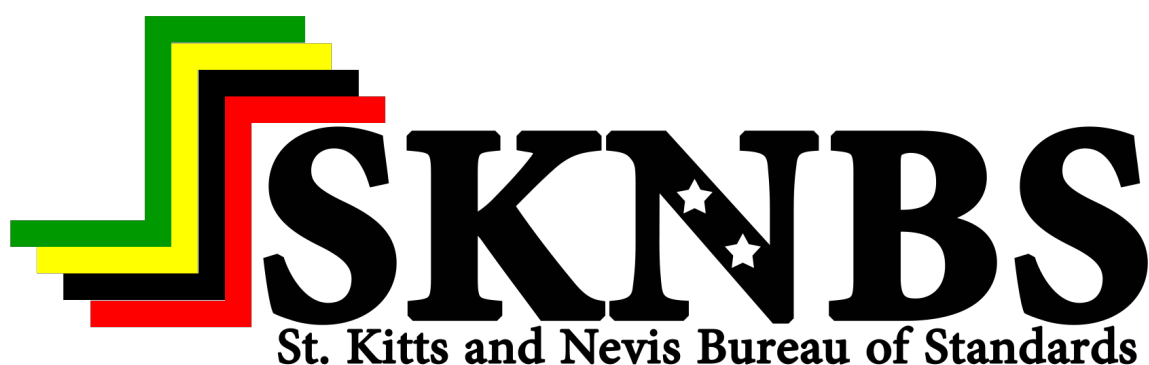


**ST. KITTS AND NEVIS
NATIONAL STANDARD**

**SPECIFICATION FOR PNEUMATIC
PASSENGER TYRES**

SKNNS XXX: 2026



**ST. KITTS AND NEVIS
BUREAU OF STANDARDS**

SKNNS XXX: 2026
ICS 83.160.10

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Committee Representation

TBD

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0.0 FOREWORD

TBD

1.0 SCOPE

TBD

2.0 NORMATIVE REFERENCES

TBD

3.0 TERMS AND DEFINITIONS

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4.0 TYRE DESIGNATION

4.1 Dimensional and constructional characteristics

The characteristics shall be indicated as follows:

Nominal section width	/	Nominal aspect ratio	/	Tyre construction code	/	Nominal rim diameter code
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This order shall be maintained.

4.2 Nominal section width

The nominal section width of the tyre shall be indicated in millimetres, ending either in "0" or "5", so that in any one series of tyres with the same nominal aspect ratio, the values shall all end with "0" or all end with "5".

4.3 Nominal aspect ratio

The nominal aspect ratio shall be expressed as a percentage and shall be a multiple of 5.

NOTE 1 The aspect ratio is one hundred times the ratio of the section height to the section width of the tyre.

NOTE 2 When the nominal aspect ratio is 82 for radial ply tyres, or 95 and 88 for diagonal ply tyres, these numbers may be omitted.

4.4 Tyre construction code

The tyre construction code shall be as follows:

- **B** for bias-belted construction;
- **D** for diagonal construction; and
- **R** for radial ply construction.

The use of another code letter (for example, in the case of a new construction type) shall first be remitted by importers and distributors to the St. Kitts and Nevis Bureau of Standards for acceptance and inclusion in the above list.

4.5 Nominal rim diameter code

4.5.1 For tyres mounted on existing rims the code shall be as given in Table D.1.

4.5.2 For tyres requiring new concept rims, for safety reasons especially concerning mounting, the code number shall be equal to the nominal rim diameter, expressed as a whole number in millimetres.

NOTE New concept rims are rims that are substantially different in design to conventional rims.

4.6 Service conditions characteristics

The service condition characteristics or service description shall be as follows:

- load index;
- speed symbol; and
- maximum permissible inflation pressure.

Load index - The tyre load capacity corresponding to the service conditions specified by the tyre manufacturer shall be indicated by a load index taken from Table D.2. This indication is understood to be for a single mounting.

Speed symbol - The speed symbol shall be indicated by a letter taken from Table D.3 corresponding to the speed category.

Maximum permissible inflation pressure - The maximum permissible inflation pressure shall be indicated in psi or kPa.

NOTE Information regarding the relationship between load index and the maximum permissible inflation pressure may be obtained from the manufacturer or publications of organizations listed in annex A.

4.7 Other service characteristics

4.7.1 The word “TUBELESS” shall be used to characterise tyres that can be used without a tube.

4.7.2 The letter “T” immediately in front of the dimensional and constructional characteristics shall be used to characterise special temporary-use spare tyres.

NOTE Specific indications, as required, may be added to indicate:

- a) the type of vehicle for which the tyre is primarily designed by using a symbol “P”, which is the symbol for passenger car tyres;
- b) the temporary use of certain spare tyres using indications such as “TEMPORARY USE ONLY”;
- c) the position of mounting;
- d) the direction of rotation; and
- e) the type of tread pattern.

5.0 REQUIREMENTS FOR NEW TYRES

5.1 General

5.1.1 The importer of tyres shall ensure that a listing of the tyres and the rims that shall be used with each tyre that he imports are available to the public.

The listing shall be contained in publications, current at the date of manufacture of the tyre or any later date, of at least one of the organizations listed in annex A.

5.1.2 Each rim listing shall include dimensional specification and a diagram of the rim.

5.2 Physical dimensions

The actual section width and overall width of each tyre measured in accordance with B.2 shall not exceed the section width and overall width specified in the listing in 5.1 by more than:

- a) 7 %, for tyres with a maximum permissible inflation pressure of 32 psi, 36 psi or 40 psi; or
- b) 7 % or 10.2 mm (0.4 in), whichever is the larger, for tyres with a maximum permissible inflation pressure of 60 psi, or 240 kPa, 280 kPa, 300 kPa or 340 kPa.

5.3 Tubeless tyre resistance to bead unseating

When tested in accordance with B.3, the applied force required to unseat the tyre bead at the point of contact shall not be less than:

- a) 6 675 N for tyres with a designated section width of less than 155 mm;
- b) 8 900 N for tyres with a designated section width of 155 mm or greater but less than 205 mm; or
- c) 11 120 N for tyres with a designated section width of 205 mm or greater.

5.4 Tyre strength

When tested in accordance with B.4, each tyre shall meet the requirements for minimum breaking energy specified in Tables D.4a and D.4b and D.4c.

5.5 Tyre endurance

When the tyre has been subjected to the laboratory endurance test specified in B.5:

- a) there shall be no visual evidence of tread, sidewall, ply, cord, inner-liner or bead separation, chunking, broken cords, cracking or open splices; and
- b) the tyre pressure at the end of the test shall be not less than the initial pressure specified in B.5.2.

5.6 High speed performance

When the tyre has been subjected to the laboratory high speed performance test specified in B.6, the tyre shall meet all the requirements specified in 5.5 (a) and (b).

6.0 SAMPLING AND TESTING TO DETERMINE COMPLIANCE

6.1 General

Samples shall be taken from tyres that meet the requirements specified in clause 4 for tyre size designation, type and maximum inflation pressure and the requirements of 5.1.

6.2 Sampling and testing

For issuing a test certificate, the size of the sample for testing shall be representative of the lot under consideration.

Each test sample shall consist of the following:

- a) one tyre for physical dimensions measurements, resistance to bead unseating test and strength test, which shall be performed in this sequence;
- b) one tyre for the tyre endurance test; and
- c) a third tyre for the high-speed performance test.

NOTE This standard makes no provision for statistical sampling, quality control or contractual arrangements. Where compliance with this standard is to be assessed based on statistical sampling and inspection, an authority that is acceptable to the St. Kitts and Nevis Bureau of Standards should determine the sampling plan.

6.3 Compliance

6.3.1 In the event that the customer has a complaint and reports to the bureau; the bureau can contact the local supplier to supply an ISO or similar factory certificate to ensure the tyres meet safety requirements.

This is applicable for new tyres only.

6.3.2 Where the samples taken in accordance with 6.2 and tested in accordance with annex B, and satisfy all other requirements of this standard, the lot shall be deemed to comply with the requirements of this St. Kitts and Nevis Standard.

All new and used tyres shall carry the DOT number/mark and the Emark/number or the equivalent internationally recognised standard.

7.0 PRESENTATION, INSPECTION AND SELECTION OF USED TYRES

7.1 Presentation of used tyres for inspection

It shall be the responsibility of the vendor or importer to ensure that the following requirements are met before presenting used tyres for inspection:

- a) all used tyres that are fitted onto rims or the wheels of vehicles shall be removed from them; and
- b) all used tyres shall be in a clean condition, that is they are dry and free from dirt or any foreign material that may hinder the inspection process.

7.2 Inspection of used tyres

Used tyre inspection shall be made by an inspector appointed by the St. Kitts and Nevis Bureau of Standards. Each used tyre shall be inspected on its outside surface and then on its inside to detect any evidence of damage or defects. The inspection shall include distorting the natural contour of the tyre sufficiently for visual inspection under adequate lighting.

NOTE 1 It is recommended that electronic, ultrasonic or holographic casing inspection equipment be used as an aid in determining the integrity of a used tyre.

NOTE 2 The natural contour of the tyre may be distorted by manual or mechanical means for inspection.

7.3 Selection criteria for used tyres

7.3.1 A used tyre shall not be acceptable for motor vehicle use unless it has a minimum average tread depth of 4.0 mm. The minimum average tread depth shall be determined in accordance with the method set out in annex C.

7.3.2 A used tyre shall not be acceptable for motor vehicle use unless it conforms with the labelling requirements of clause 10.

7.3.3 A used tyre containing any of the following weaknesses, defects or characteristics shall not be accepted for motor vehicle use:

- a) exposed cords due to tread wear or sidewall scuffing and weather cracking;
- b) radial or groove cracks;
- c) tread separation;
- d) broken, damaged, kinked or exposed bead wires;
- e) any visual evidence of belt damage;
- f) ply separation;
- g) porous liners or defective or opened splices in liners extending to the cords;
- h) loose cord on the inner ply;
- i) damage to the inner or bead seating areas on tyres identified as tubeless;
- j) evidence of having been used in an under-inflated or overloaded condition;
- k) casing break-up (flex break);
- l) generally weakened condition due to age, moisture, or exposure to oil or other chemical attack;
- m) damage to the plies in the bead area;
- n) sidewall separation;
- o) nail hole or other defect greater than 6 mm in diameter;
- p) nail hole within 90° of another or the presence of more than four nail holes.
- q) regrooved;
- r) winter-only-used-tyres and winter tyres with studs;
- s) non-adjustable; and
- t) blemished.

NOTE A tyre defect is interpreted to be the same as a tyre injury.

7.3.4 Each used tyre shall incorporate a tread wear indicator that will provide a visual indication when the tyre has worn to a minimum acceptable tread depth as recommended by the manufacturer.

8.0 NON-CONFORMING TYRES

New or used pneumatic tyres primarily intended for use on passenger cars, but which do not conform to the requirements of this standard, shall not be sold, offered for sale, imported or released for normal use into St. Kitts and Nevis.

9.0 STORAGE

TBD

10.0 LABELLING REQUIREMENTS

10.1 Each new and used tyre shall have permanently moulded into or onto both sidewalls, in letters and numerals not less than 2.0 mm high, the relevant labelling information in accordance with TBD

The following information shall also be indicated:

- a) the designation of the dimensional and constructional characteristics;
- b) the designation of the load and speed characteristics;
- c) the designation of other service characteristics;
- d) maximum permissible inflation pressure;
- e) the words “tubeless” or “tube type” as applicable;
- f) sufficient information to allow the tyre to be identified as bias, bias belted or radial ply;
- g) the generic name of each cord material used in the plies (both sidewall and tread area) of the tyre;
- h) actual number of plies in the sidewall, and the actual number of plies in the tread area if different; and
- i) a marking or symbol indicating that the tyre was originally manufactured to comply with a recognised international body or practice. An example of such a marking

would be the DOT¹⁾ symbol, which, when placed on a tyre would indicate that the tyre complies with the Federal Motor Vehicle Safety Standard FMVSS 109 – New Pneumatic Tyres, of the United States.

EXAMPLE Typical tyre markings:

165/80 R 15	Marking of dimensional and constructional characteristics;
87 H	Marking of load index and speed symbol (distinct location but in the vicinity of preceding marking);
Maximum inflation pressure 240 kPa	Location left to the discretion of the tyre manufacturer;
TUBELESS	Location left to the discretion of the tyre manufacturer;
Polyester	Location left to the discretion of the tyre manufacturer; and
2 ply	Location left to the discretion of the tyre manufacturer.

where the characteristics of a tyre with these markings are described as follows:

165	Nominal section width equal to 165 mm;
80	Nominal aspect ratio equal to 80;
R	Radial ply construction;
15	Nominal rim diameter code corresponding to 381 mm;
87	Load index corresponding to a tyre load carrying capacity of 545 kg;
H	Speed symbol corresponding to a speed category of 210 km/h;
Maximum inflation pressure 240 kPa	The maximum permissible inflation pressure;
TUBELESS	Tyre to be used without a tube;
Polyester	Type of cord material used; and
2 ply	The number of plies in the sidewall and tread area.

10.2 On at least one sidewall, the required labelling information stated in 10.1 shall be positioned in an area between the maximum section width and bead of the tyre. The information shall be positioned on the tyre so that it is not obstructed by the flange of any rim that was designated for use with that tyre (see 5.1).

10.3 The location of the marking of the load and speed characteristics shall be distinct but in the vicinity of the marking of dimensional and constructional characteristics.

10.4 Other service characteristic markings (see 4.7), where used, shall be so positioned such that their proximity to any other service conditions characteristic markings shall not cause any confusion.

10.5 If the maximum inflation pressure of a tyre is 60 psi, the tyre shall have permanently moulded into or onto both sidewalls, in letters and numerals not less than 12.0 mm high, the words "inflate to no more than 60 psi". On both sidewalls the words shall be positioned in an area between the tyre shoulder and the bead of the tyre. In no case shall the words be positioned on the tyre so that they are obstructed by the flange of any rim designated for use with that tyre (see 5.1).

Annex A

(normative)

Organizations that publish listings of tyre and rim specifications

The Tire and Rim Association (USA);

The European Tyre and Rim Technical Organization (Belgium);

Japan Automobile Tire Manufacturers' Association Incorporated (Japan);

Deutsche Industrie Norm (Germany);

Scandinavian Tire and Rim Organization (Scandinavia);

The Tyre and Rim Association of Australia (Australia); and

British Standards Institution (United Kingdom).

Annex B
(normative)

Test procedures for new tyres

B.1 Test rims

Tyres shall be tested on test rims specified for their size designations as determined from the listing in 5.1.

Test rims shall be such that they undergo no permanent deformation and allow no loss of air through the portion that comprises the tyre-rim pressure chamber.

B.2 Physical Dimensions

B.2.1 Apparatus

B.2.1.1 External caliper.

B.2.1.2 Diameter tape (pi tape).

B.2.1.3 Tyre pressure gauge.

B.2.2 Procedure

The physical dimensions of tyres shall be determined under uniform ambient conditions as follows:

- a) mount the tyre on a test rim and inflate it to the applicable pressure specified in Table D.5;
- b) condition it at ambient room temperature for at least 24 h;
- c) readjust pressure to that specified in B.2.2 (a);
- d) caliper the section width and overall width at six points approximately spaced equally around the tyre circumference;
- e) record the average of the measurements as the section width and overall width respectively; and
- f) measure the tyre outer diameter.

B.3 Tubeless tyre bead unseating resistance

B.3.1 Apparatus

Bead unseating fixture as shown in Figure D.1.

B.3.2 Preparation of tyre wheel assembly

Wash the tyre, dry it at the beads, and mount it without lubrication or adhesives on a clean painted test rim.

Inflate it to the applicable pressure specified in Table D.5 at ambient room temperature.

Mount the wheel and tyre in the fixture as shown in Figure D.1 and force the standard block in Figure D.2a or Figure D.2b against the tyre sidewall as required by the geometry of the fixture.

If a tyre with an inflation pressure of 60 psi is being mounted then the bead unseating block in Figure D.2b shall be used.

B.3.3 Procedure

Apply a load through the block to the outer sidewall of the tyre at the distance specified in Figure D.1 for the applicable wheel size at a rate of (50 ± 10) mm/min, with the load arm substantially parallel to the tyre and rim assembly at the time of engagement.

Increase the load until the bead unseats or the applicable value specified in 5.3 is reached.

Record the maximum load applied.

Repeat the test at not less than four places that shall be equally spaced around the tyre circumference.

B.4 Tyre strength

B.4.1 Apparatus

B.4.1.1 Testing machine that incorporates a (19 ± 2) mm diameter cylindrical steel plunger with a hemispherical end which can be forced radially into a tread of a tyre while the force and the distance travelled by the plunger are indicated and recorded.

B.4.1.2 Tyre pressure gauge.

B.4.2 Preparation of tyre

Mount tyre on a suitable test rim and inflate it to the applicable pressure specified in Table D.5.

Condition it at room temperature for at least 3 h. Re-adjust the pressure to what was specified in Table D.5 immediately before testing.

B.4.3 Procedure

Force the hemispherical end of the cylindrical steel plunger perpendicularly into the tread rib as near to the centre-line as possible, avoiding penetration into the tread groove, at the rate of (50 ± 10) mm/min.

Record the force and penetration at five test points equally spaced around the circumference of the tyre. If the tyre fails to break before the plunger is stopped by reaching the rim, record the force and penetration as the rim is reached, and use these values in the calculation of the breaking energy value. In the latter case, if the calculated value is less than the minimum breaking energy, the minimum breaking energy shall be deemed to have been achieved at that point.

Compute the breaking energy value W (Nm) for each test point by means of the following formula:

$$W = \frac{F \times P}{2}$$

where

F is the force (N); and

P is the penetration (m)

Determine the breaking energy value for the tyre by computing the average of the five values obtained from the above formula.

B.5 Tyre endurance

B.5.1 Apparatus

Laboratory test roadwheel that consists of a 1708 mm diameter flat-faced steel wheel against which a tyre and wheel assembly is pressed at specific loads.

B.5.2 Preparation of tyre

Mount a new tyre on a test rim and inflate it to the applicable pressure specified in Table D.5.

Condition the tyre assembly to $(38 \pm 3) ^\circ\text{C}$ for not less than 3 h.

Re-adjust the tyre pressure to what was specified in Table D.5 immediately before testing.

B.5.3 Procedure

Mount the tyre and wheel assembly on a laboratory test road wheel and press it against a steel test wheel at least as wide as the section width of the tyre to be tested.

NOTE An equivalent test wheel that is approved by the St. Kitts and Nevis Bureau of Standards may be used with the applicable test load being a percentage of the load capacity as indicated in Table D.6 for the tyre's size designation, type and maximum permissible inflation pressure.

During the test, the ambient temperature shall be $(38 \pm 3) ^\circ\text{C}$.

Conduct the test with the test wheel speed at 80 km/h in accordance with the schedule in Table D.6 without pressure adjustment or other interruptions.

Immediately after running the tyre for the required time, measure its inflation pressure. Allow the tyre to cool for 1 h. Then deflate the tyre, remove it from the test rim, and inspect it for the conditions specified in 5.5 (a).

B.6 High speed performance

B.6.1 Apparatus

See B.5.1.

B.6.2 Procedure

After preparing the tyre in accordance with B.5.2, mount the tyre and wheel assembly in accordance with B.5.3 and press it against the test wheel with the load of 88 % of the tyre's maximum load rating or load index as marked on the tyre sidewall.

Break in the tyre by running it for 2 h at 80 km/h.

Allow it to cool to $(38 \pm 3) ^\circ\text{C}$ and re-adjust the inflation pressure to the applicable pressure specified in Table D.5.

Without further re-adjusting the inflation pressure, continue test without interruption at test wheel speeds of 120 km/h for 30 min, 130 km/h for 30 min, and 140 km/h for 30 min.

Immediately after running the tyre for the required time, measure its inflation pressure. Allow the tyre to cool for 1 h. Then deflate the tyre, remove it from the test rim, and inspect it for the conditions specified in 5.5 (a).

Annex C

(normative)

Test method for determining the average tread depth of used passenger car tyres

C.1 Apparatus

The apparatus shall consist of a mechanical (or electromechanical) depth gauge fitted with a foot through which a spindle passes. The foot may have any of a variety of shapes, including but not limited to cylindrical, semi-cylindrical and rectangular. The reference surface of the gauge foot shall be ground planar and perpendicular to the gauge spindle. A diagram of a mechanical depth gauge is shown in Figure D.3.

The smallest scale division on the gauge shall be no more than 1 mm.

The gauge spindle shall extend at least 25 mm beyond the reference surface of the foot. Spindles may have any variety of shapes and diameters suitable for the tread depth to be measured.

The spindle shall not touch the side of the hole in the foot.

C.2 Preparation

C.2.1 Depth gauge

The gauge shall read zero when the foot is placed against a non-deformable flat surface, such as a glass plate, before any set of measurements is taken.

C.2.2 Tyre

The tyre shall be dry and free of any foreign material that would interfere with accurate measurements.

C.3 Procedure

C.3.1 Tyres with uniform wear

Place the foot of the gauge so that it bridges adjacent ribs over the area to be measured, avoiding tread wear indicators, so that the spindle makes perpendicular contact with the

base of the groove as shown in Figure D.3. This single measurement characterises the groove depth at this location.

C.3.2 Tyres exhibiting irregular wear

Proceed in accordance with C.3.1, except the spindle does not have to make perpendicular contact at the base of the groove as shown in Figure D.4.

C.4 Average tread depth for the whole tyre

C.4.1 Location of tyre measurements

Measurements shall be made along two outer circumferential grooves and along either the centre circumferential groove or, in the absence of a centre circumferential groove, along two circumferential grooves adjacent to the centreline of the tread.

C.4.2 Number of measurements

At least one measurement shall be taken in each quadrant of each of the circumferential grooves identified in C.4.1.

C.4.3 Average tread depth

The average tread depth shall be the arithmetic mean of all measurements taken on the tyre.

Annex D
(normative)

Tables and figures

Table D.1 — Rim code diameter

Code	Nominal rim diameter mm
10	254
12	305
13	330
14	356
15	381
16	406
17	432
18	457
19	483

Table D.2 — Correlation between load index (LI) and tyre load carrying capacity (TLCC)

LI	TLCC kg	LI	TLCC kg
50	190	90	600
51	195	91	615
52	200	92	630
53	206	93	650
54	212	94	670
55	218	95	690
56	224	96	710
57	230	97	730
58	236	98	750
59	243	99	775
60	250	100	800
61	257	101	825
62	265	102	850
63	272	103	875
64	280	104	900
65	290	105	925
66	300	106	950
67	307	107	975
68	315	108	1 000
69	325	109	1 030
70	335	110	1 060
71	345	111	1 090
72	355	112	1 120
73	365	113	1 150
74	375	114	1 180
75	387	115	1 215
76	400	116	1 250
77	412	117	1 285
78	425	118	1 320
79	437	119	1 360
80	450	120	1 400
81	462		
82	475		
83	487		
84	500		
85	515		
86	530		
87	545		
88	560		
89	580		

Table D.3 — Correlation between speed symbol and speed category

Speed symbol	Speed category km/h
J	100
K	110
L	120
M	130
N	140
P	150
Q	160
R	170
S	180
T	190
U	200
H	210
V	240
Z	greater than 240
NOTE The speed category denotes the maximum speed for which use of the tyre is rated.	

Table D.4a — Minimum Breaking energy values for radial ply tyres

Designated section width mm	Minimum breaking energy values for various maximum inflation pressures					
	Nm					
	240 kPa	280 kPa	300 kPa	32 psi	36 psi	40 psi
Below 160	220	441	220	220	330	441
160 and above	294	588	294	294	441	588
NOTE Values under psi units and values under kPa units are two internationally accepted parallel systems.						

Table D.4b — Minimum breaking energy values for bias ply tyres

Designated section width mm	Cord material	Minimum breaking energy values for various maximum inflation pressures Nm						
		240 kPa	280 kPa	300 kPa	340 kPa	32 psi	36 psi	40 psi
Below 155	Rayon	113	282	113	282	113	212	282
	Nylon or Polyester	220	441	220	441	220	330	441
155 and above	Rayon	186	373	186	373	186	291	373
	Nylon or Polyester	294	588	294	588	294	441	588
NOTE Values under psi units and values under kPa units are two internationally accepted parallel systems								

Table D.4c — Minimum breaking energy values for tyres with 60 psi maximum permissible inflation pressure

Maximum load rating	Cord material	Minimum breaking energy values Nm
Below 400 kg (880 lbs)	Rayon	186
	Nylon or Polyester	294
400 kg (880 lbs) and above	Rayon	113
	Nylon or Polyester	220

Table D.5 — Test inflation pressures

Maximum permissible inflation pressure	240 kPa	280 kPa	300 kPa	340 kPa	32 psi	36 psi	40 psi	60 psi
Pressure to be used in tests for physical dimensions, bead unseating, tyre strength and tyre endurance	180 kPa	220 kPa	180 kPa	220 kPa	24 psi	28 psi	32 psi	52 psi
Pressure to be used in test for high speed performance	220 kPa	260 kPa	220 kPa	260 kPa	30 psi	34 psi	38 psi	58 psi

Table D.6 — Applied load and respective time

Duration h	Percentage of the tyre load-carrying capacity (TLCC) %
4	85
6	90
24	100

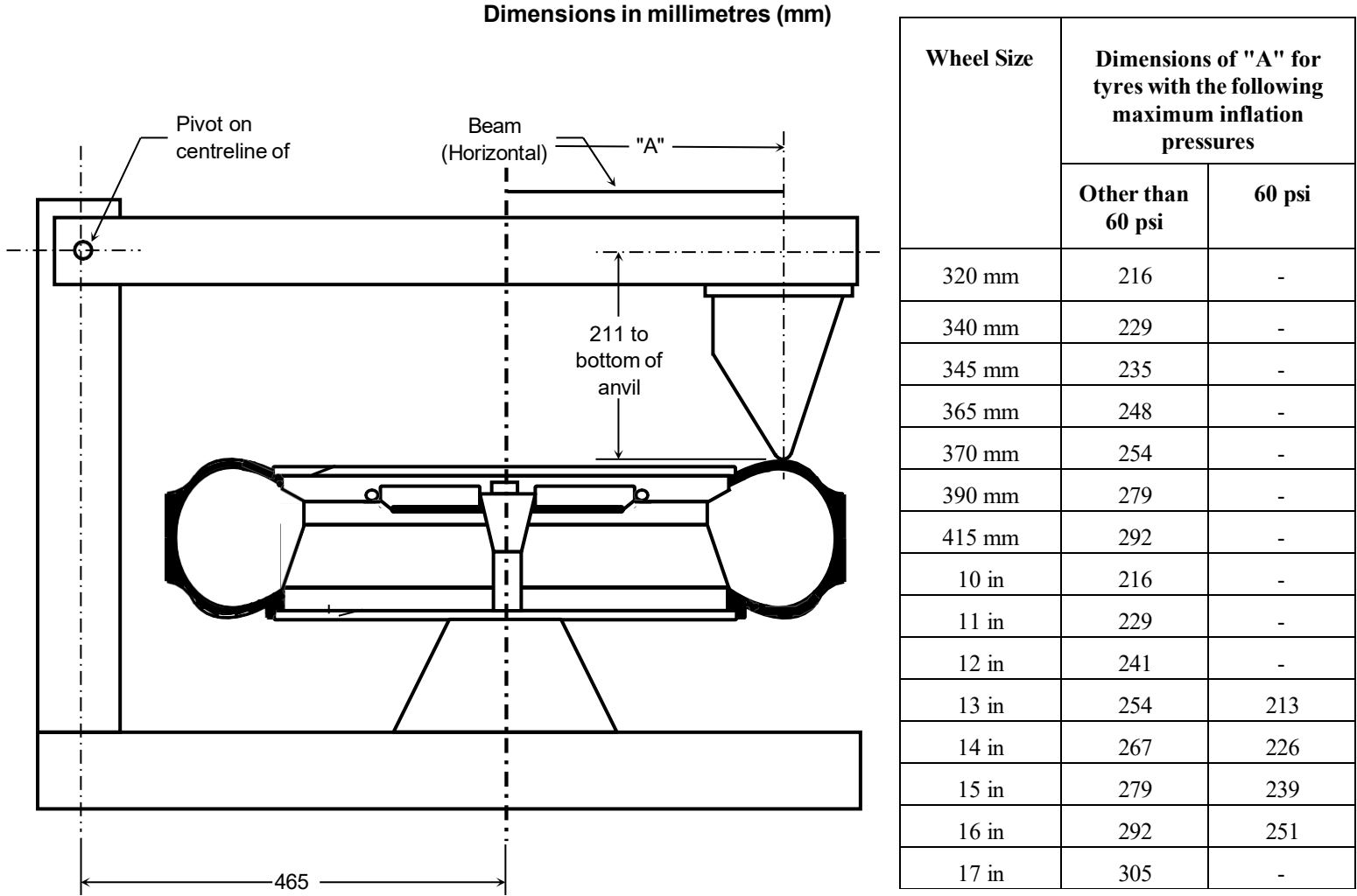
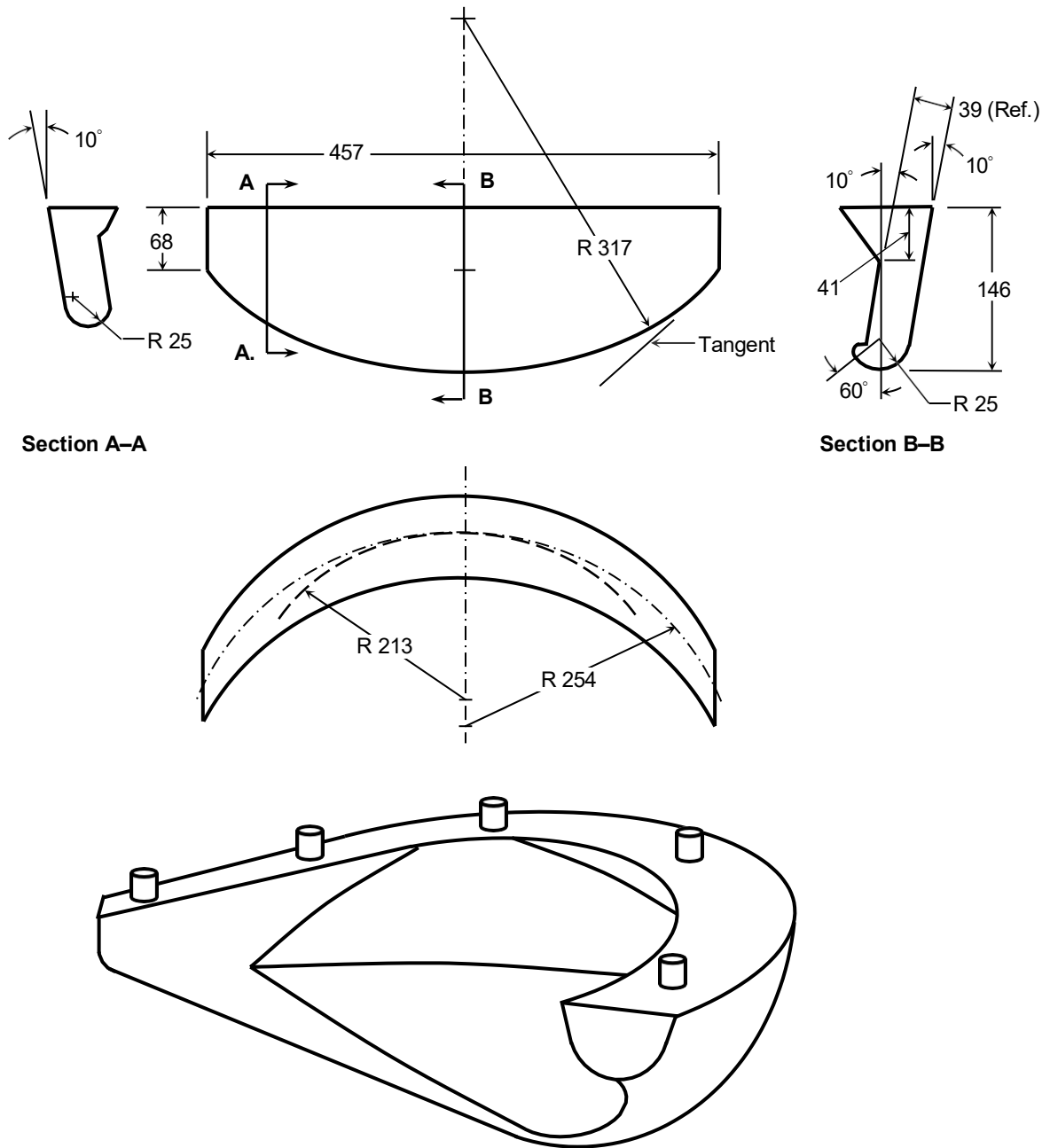


Figure D.1 — Bead unseating fixture

Dimensions in millimetres (mm)



MATERIAL: Cast Aluminium 355
T-6 Condition

FINISH: 1.3 Micrometer (μm)

Figure D.2a — Bead unseating block

Dimensions in millimetres (mm)

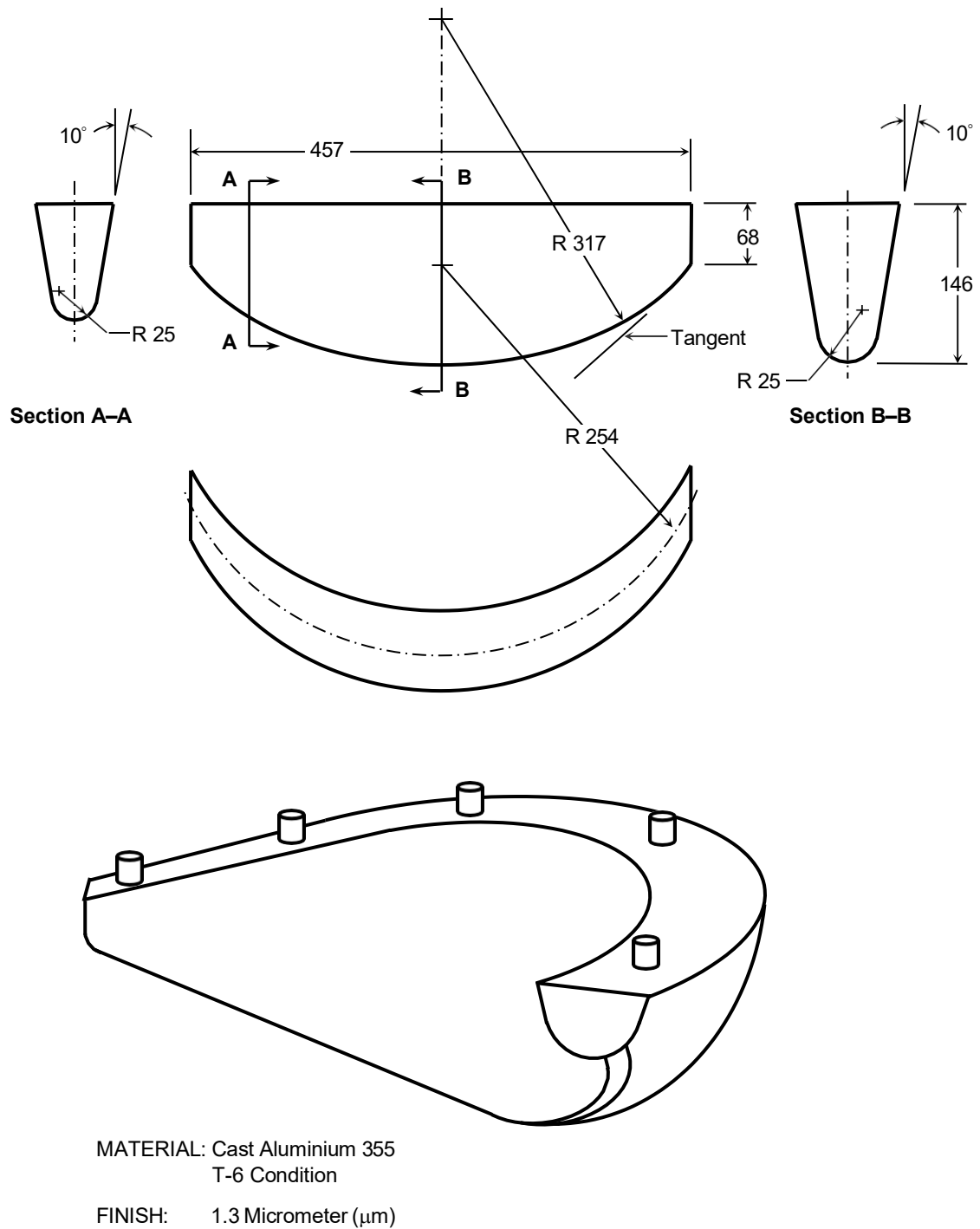


Figure D.2b — Bead unseating block

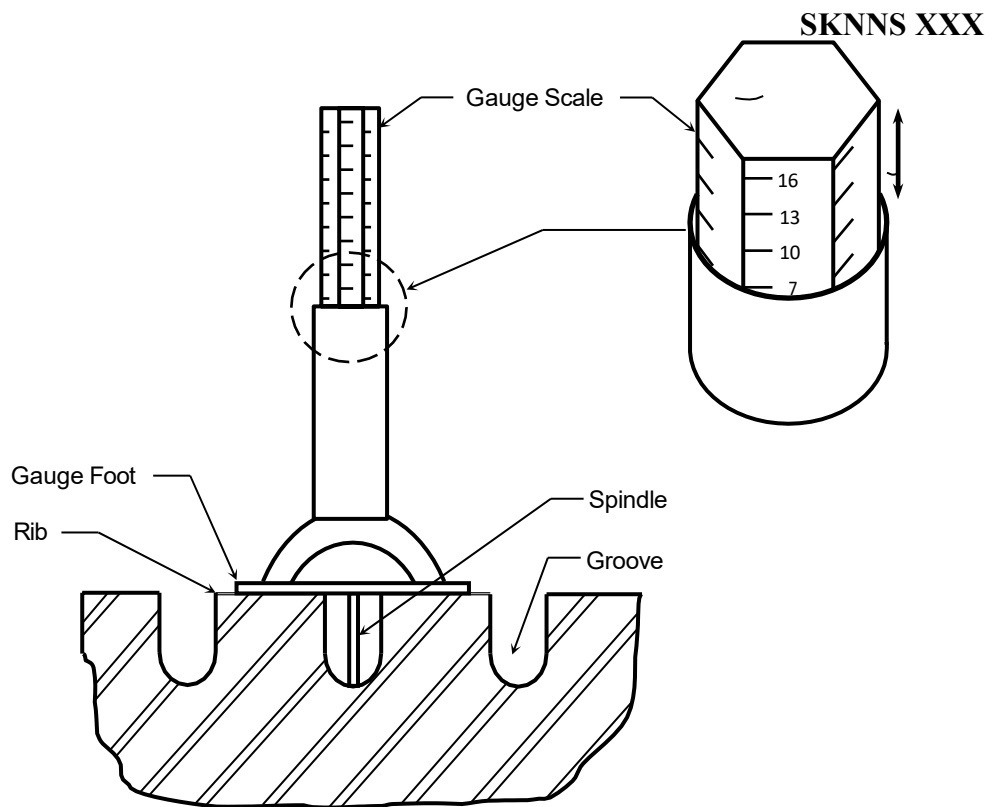


Figure D.3 — Measurement of tread depth for uniform wear

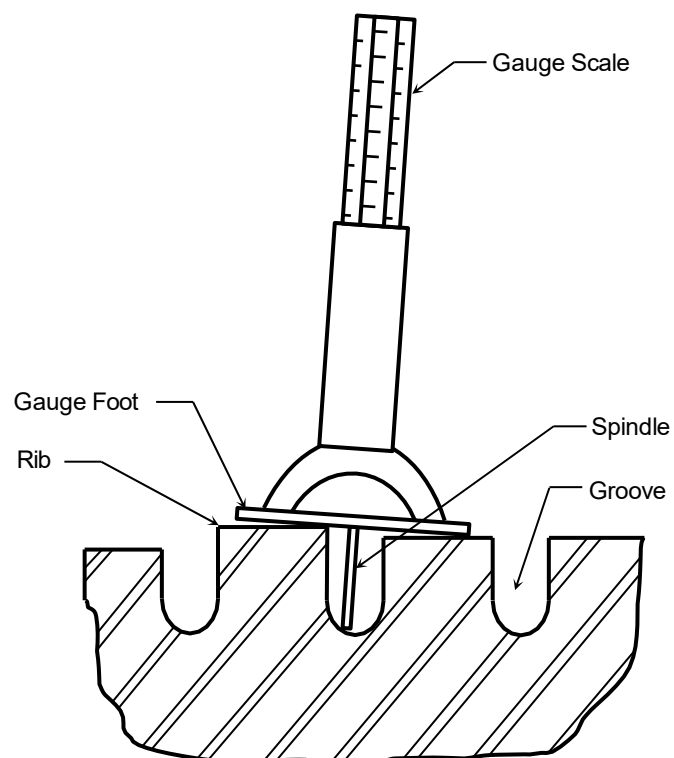


Figure D.4 — Measurement of tread depth where irregular wear is exhibited

Annex E
(informative)

**Recommended information to be supplied by the purchaser and the
manufacturer or supplier**

E.1 Recommended information to be supplied by the purchaser

It is recommended that the purchaser give the following information to the manufacturer or supplier at the time of order or enquiry:

- a) the number of this St. Kitts and Nevis Standard;
- b) the designation of the dimensional and constructional characteristics;
- c) the designation of the load and speed characteristics;
- d) the designation of the other service characteristics;
- e) the quantity;
- f) whether or not the purchaser requires a Test Certificate; and
- g) whether or not the purchaser requires inspecting the product at the manufacturer's works.

E.2 Recommended information to be supplied by the manufacturer or supplier

When requested by the purchaser, it is recommended that the manufacturer or the supplier supply a certificate satisfactory to the St. Kitts and Nevis Bureau of Standards showing results of the tests carried out to determine compliance of the new or used tyres with its specification.

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