

Spareless Technology Products

To facilitate resource saving and weight cutbacks, Sumitomo Rubber Industries is developing “spareless technology products” that aim to obviate the need for spare tires.

First Tire Made Using the NEO-T01 Manufacturing System Set to Launch in 2014

Plans call for launching the SP SPORTMAXX 050 NEO premium runflat tire in 2014, releasing the first product made using NEO-T01, a new, next-generation tire manufacturing system focused on achieving the ultimate in precision with regard to tire production technologies. Capable of producing tires with virtually perfect circularity, this innovative tire manufacturing system simultaneously enables improved driving comfort, superior environmental performance and excellent safety.



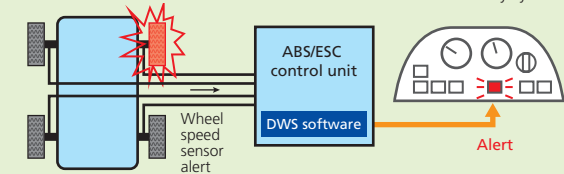
A prototype for the premium runflat tire SP SPORTMAXX 050 NEO

Spareless Technology Products Enhance Safety

In addition to runflat tires, we provide spareless technology products—including the Instant Mobility System (IMS) and the Tire Deflation Warning System (DWS)—that can be either used in a repair setting or installed in a variety of car models.



Instant Mobility System (IMS)



How the DWS works

Technologies Used to Create SP SPORTMAXX 050 NEO

The “Metal Core Process”: By accurately affixing each tire component to a “former,” a metal mold that is the exact same shape and size as the inner surface of the finished tire, this process realizes a shape with virtually perfect circularity. As a result, tires made using the NEO-T01 system boast considerably greater performance in terms of high-speed uniformity than those manufactured using the conventional process.

Highly rigid structure: The NEO-T01 allows the use of stiffening materials that have previously been considered too hard for tire applications. As a result, tire deformation under high-speed conditions is significantly reduced.

Weight reduction: Allowing for the more accurate, optimal allocation of components, the NEO-T01 system reduces rolling resistance by decreasing tire weight, thus helping enhance fuel efficiency.



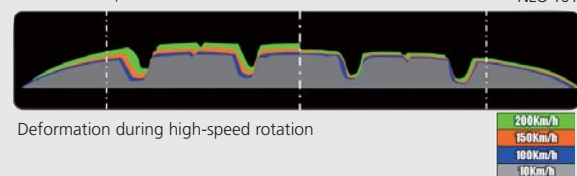
The “Metal Core Process”



Cutting down weight by employing fully automated processes to control component cohesion

Conventional process

NEO-T01



Deformation during high-speed rotation