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(71) Applicant (for all designated States except US): **PIRELLI PNEUMATICI S.P.A.** [IT/IT]; Viale Sarca, 222, I-20126 Milano (IT).

(72) Inventors; and

(75) Inventors/Applicants (for US only): **SERRA, Antonio** [IT/IT]; Via Mantova, 59 int. 49, I-16138 Genova (IT).

NAHMIAS NANNI, Marco [IT/IT]; Via della Moscova, 44/1, I-20121 Milano (IT).

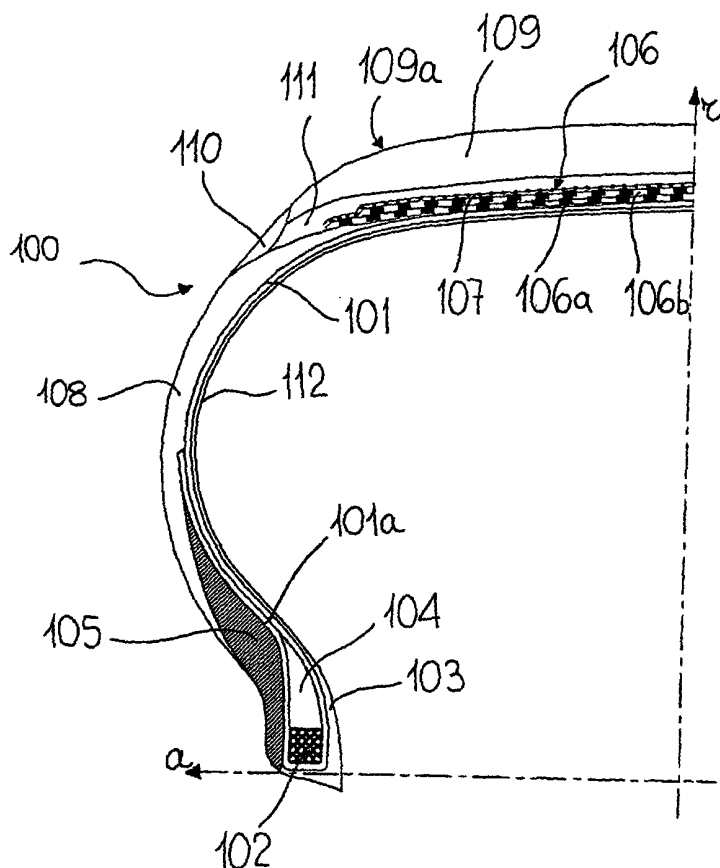
(74) Agents: **MARCHI, Massimo**; Via Pirelli, 19, I-20124 Milano et al. (IT).

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(54) Title: MOTOR VEHICLE TYRE WITH AN ANTIABRASIVE BAND CAPABLE OF REDUCING ITS ROLLING RESISTANCE



(57) Abstract: Motor vehicle tyre (100) which has reduced rolling resistance (Fig. 1), the said tyre comprising at least one carcass ply (101) whose opposite lateral edges are folded externally to form carcass folds (101a) around respective right and left bead wires (102), each bead wire being encased in a respective bead (103), each bead also comprising a respective bead filling (104) and antiabrasive band (105), in which the said antiabrasive band (105) consists of a vulcanized elastomeric compound comprising at least one natural or synthetic rubber and has a loss factor ($\tan \delta = E''/E'$) at 70 °C ≤ 0.130 and a storage modulus E' at 70 °C ≥ 6 MPa.

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"Motor vehicle tyre with an antiabrasive band capable of reducing its rolling resistance"

The present invention relates to a motor vehicle tyre with an
5 antiabrasive band which is capable of reducing its rolling resistance (R.R.).

One of the most urgent requirements on the part of motor vehicle constructors regarding the performance qualities of tyres is that of a low R.R..

10 As a result of this requirement, tyre constructors have hitherto made strenuous efforts to reduce the R.R. without negatively affecting other important characteristics such as the handling, the comfort and the durability.

Among the various components which constitute a tyre, the one
15 which most greatly influences the R.R. is clearly the tread band, since it is the component which comes into direct contact with the ground.

Thus, in recent years, efforts of experts in the field have been concentrated on modifications to the tread compound. In particular, it has been sought to modify the hysteresis properties of the tread
20 compounds, in particular by varying the loss factor, which is defined as $\tan \delta = E''/E'$, in which E' = storage modulus and E'' = loss modulus. This is because it is thought that an optimum compromise between a low R.R. and good road holding of the tyre on wet surfaces would be obtained with a compound having a low value of $\tan \delta$ at moderate
25 temperatures (50-70°C) and a high value of $\tan \delta$ at low temperatures (0-10°C).

In this context, a particularly significant change in the hysteresis behaviour of the compounds was obtained by totally or partially replacing the conventional reinforcing fillers based on carbon black

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with so-called "white fillers" and in particular with silica (see, for example, patent EP-501 227).

Besides this, attempts have been made to improve the R.R. by modifying the compound used for the tread underlayer and for the
5 carcass plies or for the side walls of the tyre.

US-A-4 319 619 describes a radial tyre in which the rubber portion of at least one carcass ply and of the tread underlayer are made of a rubber which has a viscoelastic property $\tan \delta \leq 0.2$ and a storage modulus $\geq 120 \text{ Kg/cm}^2$. In this tyre, the R.R. would be reduced without
10 degrading the handling in terms of braking, stability, comfort and wear resistance.

According to US-A-5 929 157, the R.R. of a tyre can be reduced without reducing the wear resistance or the handling on wet ground and without increasing the electrical resistance of the tyre as a whole if
15 the compound for the side wall of the tyre is produced using, as reinforcing filler, a particular type of carbon black, replacing some of the carbon black with a particular type of silica and, particularly, using a specific amount of a silane as coupling agent (col. 1, lines 32-39).

It is commonly perceived that the hysteresis properties of other parts
20 of the tyre do not have a particularly significant influence on the overall R.R. of the tyre. This view is confirmed by calculations on models produced by analysis of the finished components [see, for example, J.L. Locatelli and Y. De Puydt in "Tire Technology International" (June 1999, pp. 50-55)].

25 Changing other parts of the tyre to reduce the R.R. is moreover discouraged by the fact that obtaining only a modest improvement in the R.R. entails running the risk of compromising other important characteristics and, thus, of impairing the overall performance qualities of the tyre.

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This is particularly true for the antiabrasive band, which needs to have properties that are in direct opposition to the changes which may be envisaged for reducing the R.R.. The reason for this is that, as is known, the antiabrasive band is a component made of elastomeric material which forms part of the tyre bead and is placed in a position axially external to the carcass fold. Once the tyre is mounted on the wheel rim, the antiabrasive band then lies between the carcass fold and the rim and serves mainly to protect the carcass fold from the continuous deformational and frictional stresses exerted by the rim on the bead.

Considering its position and its function, it conventionally consists of a compound whose storage modulus is high enough not to make it a mechanically heterogeneous component relative to the bead. At the same time, this compound must also have wear resistance and fatigue strength values which are such that they allow the antiabrasive band to exercise the abovementioned protective function efficiently.

In general, an antiabrasive band compound comprises 30-70 phr of natural rubber, 30-70 phr of BR (polybutadiene), 0-20 phr of SBR (styrene/butadiene copolymer), at least 80 phr of carbon black, a large amount of sulphur (at least 2 phr) and a large amount of oil (about 15 phr). The combined use of large amounts of carbon black and sulphur gives the compound high storage modulus E' values at high temperatures (70 and 100°C).

In the course of the present description and in the claims which follow, the expression phr (per hundred rubber) means that the weights of the various components of the compound are relative to 100 parts of rubber.

Typically, an antiabrasive band compound conventionally has the following physical properties: modulus E' at 70°C = 7.5-8.5; $\tan \delta$ at 70°C = 0.15-0.20; DIN abrasion $\leq 30 \text{ mm}^3$.

The Applicant has now found that it is possible to make changes to the antiabrasive band compound which reduce the R.R. of a tyre without compromising the typical performance qualities of this structural component of the tyre.

- 5 The Applicant has also found that the abovementioned objective can be achieved by means of a compound with a loss factor ($\tan \delta = E''/E'$) at $70^{\circ}\text{C} \leq 0.130$ and a storage modulus E' at $70^{\circ}\text{C} \geq 6 \text{ MPa}$.

In a first aspect, the present invention thus relates to a motor vehicle tyre which has reduced rolling resistance, the said tyre comprising at
10 least one carcass ply whose opposite lateral edges are folded externally to form carcass folds around respective right and left bead wires, each bead wire being enclosed in a respective bead, each bead also comprising a respective bead filling and antiabrasive band, the said antiabrasive band consisting of a vulcanized elastomeric
15 compound comprising at least one natural or synthetic rubber, characterized in that the said compound has a loss factor ($\tan \delta = E''/E'$) at $70^{\circ}\text{C} \leq 0.130$ and a storage modulus E' at $70^{\circ}\text{C} \geq 6 \text{ MPa}$.

In a second aspect, the present invention also relates to an antiabrasive band for a tyre which has low rolling resistance, the said
20 band consisting of a vulcanized elastomeric compound comprising at least one natural or synthetic rubber, characterized in that the said compound has a loss factor ($\tan \delta = E''/E'$) at $70^{\circ}\text{C} \leq 0.130$ and a storage modulus E' at $70^{\circ}\text{C} \geq 6 \text{ MPa}$.

Preferably, the value of the said loss factor at 70°C is between 0.05
25 and 0.120 and even more preferably between 0.08 and 0.110.

In turn, the value of the said storage modulus E' at 70°C is preferably between 6.5 and 18 MPa and even more preferably between 7 and 12 MPa.

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Typically, DIN abrasion of the compound for the antiabrasive band of the present invention is less than 70 mm³. It is preferably less than 60 mm³.

5 In one preferred embodiment of the present invention, the said low values for the loss factor are obtained by adding to a natural and/or synthetic rubber a small amount of carbon black and an effective amount of a component capable of increasing the value of the storage modulus E' at 70°C of the vulcanized compound.

10 Preferably, the said small amount of carbon black is ≤ 60 phr and even more preferably ≤ 50 phr.

Advantageously, the said component which is capable of increasing the value of the storage modulus E' at 70°C is a thermosetting resin chosen from the group comprising resorcinol/methylene-donating-compound resins, epoxy resins, alkyd resins and mixtures thereof.

15 The amount of thermosetting resin which gives an antiabrasive band compound the typical characteristics of the present invention varies from one case to another according to parameters that are well known to those skilled in the art, such as, for example, the number of crosslinking groups present in the thermosetting resin used and/or its
20 nature (containing two components or in precondensed form). A person skilled in the art will thus be capable of determining the amount of thermosetting resin required for the purposes of the present invention, on a case-by-case basis, by means of simple routine experimental tests.

25 Typically, the amount of thermosetting resin is between 0.5 and 15 phr, or preferably between 2 and 10 phr and even more preferably between 3 and 7 phr.

Preferably, the said thermosetting resin is of the type:
resorcinol + methylene donor or is in the form of two components which
30 form the thermosetting resin in situ, or is in precondensed form

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(condensed before being added to the compound). Typically, the methylene donor is hexamethoxymethylmelamine (HMMM) or hexamethylenetetramine (HMT). In the case of HMMM, its weight ratio relative to the resorcinol ranges from 0.5 to 3.

5 Alternatively, thermosetting resins of other types can also be used, such as, for example, epoxy/polyol, epoxy/diamine, epoxy/carboxylic acid or alcohol/diacid (alkyl resins). In this case also, the two components which condense in situ can be added to the compound or the resin precondensed separately can be added.

10 Typically, the synthetic rubber is a diolefinic elastomeric polymer which can be obtained by polymerization, in solution or in emulsion, of one or more conjugated diene monomers, optionally mixed with a vinylaromatic hydrocarbon, the latter being present in the polymer in amounts generally not greater than 50% by weight relative to the total
15 weight of the polymer.

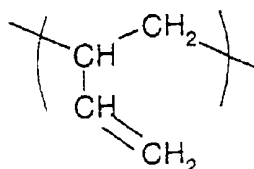
Preferably, the diene elastomeric polymer contains from 30 to 70% by weight, relative to the total weight of the polymer, of diolefinic units of 1,2 structure.

For the purposes of the invention, the conjugated diene monomer is
20 preferably chosen from the group comprising: 1,3-butadiene, isoprene, 2,3-dimethyl-1,3-butadiene, 1,3-pentadiene, 1,3-hexadiene and mixtures thereof, while the vinylaromatic hydrocarbon is preferably chosen from the group comprising: styrene, α -methylstyrene, p-methylstyrene, vinyltoluene, vinylnaphthalene, vinylpyridine and
25 mixtures thereof.

In the course of the present description, the expression "diolefinic units of 1,2 structure" is used to denote the fraction of units derived from the 1,2 polymerization of the conjugated diene monomer. For example, when the conjugated diene monomer is 1,3-butadiene, the

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abovementioned diolefinic units of 1,2 structure have the following structural formula:



Preferably, the diolefinic elastomeric polymer is chosen from the group comprising styrene/1,3-butadiene (SBR) copolymers, poly(1,3-butadiene) (BR), styrene/isoprene copolymers and the like, or mixtures thereof.

Typical examples of carbon black are those identified by the abbreviations N110, N121, N134, N220, N231, N234, N299, N330, N339, N347, N351, N358 and N375 according to the ASTM standards.

Needless to say, the antiabrasive band compound according to the present invention also comprises sulphur and/or other vulcanizing agents of conventional type.

In addition, the antiabrasive band compound of the present invention can also comprise other additives of conventional type, such as activating agents, plasticizers, antioxidants, accelerators and the like.

The Mooney viscosity ML(1+4) at 100°C to which reference is made in the course of the present description was determined according to ISO standard 289/1.

Other physical properties of the compounds to which reference is made in the course of the present description and in the claims were determined on samples of compound (vulcanized beforehand at 151°C for 30 minutes) according to the following conventional standards:

- hardness in degrees IRHD: ISO standard 48;
- DIN abrasion values (expressed as relative volumetric loss relative to a standard composition): ISO 4649.

The elastic properties were measured under dynamic conditions.

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More particularly, the storage modulus E' , loss modulus E'' and $\tan \delta = E'/E''$ values were determined using apparatus commercially available from Instron.

The dynamic Instron determinations were carried out under the following conditions:

- cylindrical test sample (25 mm in length and 14 mm in diameter),
- predeformation: 20%,
- imposed deformation: 7.5%,
- frequency: 100 Hz.

The characteristics of the compound of the present invention cannot be obtained simply by modifying the amounts of the components of the antiabrasive band compound of conventional type mentioned above. The reason for this is that it is not possible to reduce the hysteresis ($\tan \delta$) by reducing the amount of oil, since this increases its viscosity, thus compromising its processability. Nor is it possible to reduce the amount of carbon black present in the said conventional compound since this reduction brings about a reduction in the storage modulus E' which cannot be compensated for by increasing the amount of sulphur. In point of fact, the amount of sulphur present in this compound is already at the maximum level permitted to avoid reversion.

The characteristics and advantages of the invention will now be illustrated with reference to an embodiment given by way of non-limiting example in the attached Figure 1, which represents a view in cross-section of a portion of a tyre made according to the invention.

"a" indicates an axial direction and "r" indicates a radial direction. For simplicity, Fig. 1 represents only a portion of the tyre, the remaining portion not represented being identical and symmetrically disposed relative to the radial direction "r".

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The tyre (100) comprises at least one carcass ply (101) whose opposite lateral edges are folded externally to form the so-called carcass folds (101a) around respective bead wires (102).

5 The carcass ply (101) is usually of radial type, i.e. it incorporates reinforcing cords arranged in a substantially perpendicular direction relative to a circumferential direction. Each bead wire (102) is enclosed in a bead (103) defined along an inner circumferential edge of the tyre (100), via which the tyre is attached to a rim (not represented in Fig. 1) forming part of a vehicle wheel. The space defined by each carcass
10 fold (101a) contains a bead filling (104) in which the bead wires (102) are embedded. The antiabrasive band (105) according to the present invention is placed in an axially external position relative to the carcass fold (101a).

A belt structure (106) is applied along the circumference of the
15 carcass ply (101). In the specific embodiment in Fig. 1, the belt structure (106) comprises two belt strips (106a, 106b) which incorporate a plurality of reinforcing cords, typically made of metal, which are parallel to each other in each strip and run transverse to those in the adjacent strip, oriented in such a way as to form a
20 predetermined angle relative to a circumferential direction. At least one reinforcing layer (107) can optionally be applied at zero degrees to the radially outermost belt strip (106b), this reinforcing layer generally incorporating a plurality of reinforcing cords, typically textile cords, arranged at an angle of a few degrees relative to a circumferential
25 direction.

A side wall (108) is also applied externally on the carcass ply (101) and extends, in an axially external position, from the bead (103) to the extremity of the belt structure (106).

A tread band (109), whose lateral edges are connected to the side
30 walls (108), is applied circumferentially in a position radially external to

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the belt structure (106). Externally, the tread band (109) has a rolling surface (109a) designed to come into contact with the ground. This surface (109a) which, for the sake of simplicity, has been shown smooth in Fig. 1, generally comprises circumferential grooves linked by transverse cuts (not represented) so as to define a plurality of blocks of various shapes and sizes distributed over the rolling surface (109a).

A strip of rubber (110) (referred to as a "mini-sidewall") can optionally be present in the connection zone between the side walls (108) and the tread band (109), this strip of rubber generally being obtained by being co-extruded with the tread band, and making it possible for the mechanical interaction between the tread band (109) and the side walls (108) to be improved. Alternatively, the end part of the side wall (108) can directly cover the lateral edge of the tread band (109). An underlayer (111) can optionally be placed between the belt structure (106) and the tread band (109) so as to form, with the tread band (109), a structure known as a "cap and base".

In the case of tyres without an air chamber (tubeless tyres), a rubberizing layer (112) - generally referred to as a "liner" - can further be provided in a radially internal position relative to the carcass ply (101), this liner providing the impermeability to air required to inflate the tyre.

The tyre according to the present invention can be produced by any process known in the art, including at least one stage of manufacturing the raw tyre and at least one stage of vulcanizing it.

More particularly, the process for producing the tyre comprises the stages of prior and separate preparation of a series of semi-finished products corresponding to the various parts of the tyre (carcass plies, belt structure, bead wires, fillings, side walls and tread band) which are then assembled together by means of suitable manufacturing machinery. Next, the subsequent vulcanization stage seals the

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abovementioned semi-finished components together to give a monolithic block, which is the finished tyre.

Needless to say, the stage for the preparation of the abovementioned semi-finished components is preceded by a stage of preparation and moulding of the relevant compounds constituting the
5 said semi-finished components, according to conventional techniques.

In particular, in the tyres of the invention, the antiabrasive band can be produced from the corresponding compound as a separate component and then combined with the other components during the
10 manufacturing stage. Preferably, the antiabrasive band is produced by co-extrusion together with the side wall.

The raw tyre thus obtained is then put through the subsequent stages of moulding and vulcanization. For this purpose, a vulcanizing mould is used which is designed to receive the tyre being processed
15 inside a moulding cavity having countershaped walls which define the outer surface of the tyre once crosslinking is complete. The moulding of the raw tyre can be carried out by injecting a pressurized fluid into the space defined by the internal surface of the tyre, so as to press the outer surface of the raw tyre against the walls of the mould cavity. At
20 this point, the stage of vulcanization of the crude elastomeric material present in the tyre is carried out. For this purpose, the outer wall of the vulcanizing mould is placed in contact with a heating fluid (generally steam) such that the outer wall reaches a maximum temperature generally of between 100°C and 200°C. At the same time, the internal
25 surface of the tyre is brought to the vulcanizing temperature using the same pressurized fluid used to press the tyre against the walls of the mould cavity. Once the vulcanization is complete, the tyre is removed from the vulcanizing press.

The antiabrasive band (105) is formed from a compound according
30 to the invention which has a loss factor of 70°C ($\tan \delta = E''/E'$) = 0.103,

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a storage modulus at 70°C $E' = 7.65$ and the composition given in Table I.

Table I compares the composition of an antiabrasive band of the invention (I) with that of a conventional antiabrasive band (C). The numerical values in Table I indicate the amounts of each component, expressed in phr.

Table I

	C	I
NR	60	60
BR	40	40
N375	82	
N234		40
Stearic acid	2	2
ZnO	3.5	3.5
Resorcinol		2
HMMM		2.01
Oil	16	
Antioxidants	2.9	2.9
Process additives	3	3
Accelerating agents	1.4	1.4
Sulphur	2.51	2.51

The physical characteristics of the two compounds C and I are given in Table II below.

Table II

	Band C	Band according to the invention
Mooney viscosity ML(1+4) at 100°C	>200	68.7
IRHD 23°C	80.1	79.3
IRHD 100°C	73.9	73.4

E' 23°C (Mpa)	9.62	8.83
E' 70°C (Mpa)	8	7.65
E' 100°C (Mpa)	7.68	7.37
tan δ 23°C	0.239	0.139
tan δ 70°C	0.174	0.103
tan δ 100°C	0.147	0.09
DIN abrasion (mm ³)	25.5	50.9

Table II shows that the storage modulus E' of the band compound of the invention (I) at high temperatures is substantially equal to that of the conventional compound (C), whereas the hysteresis (tan δ) is much smaller.

- 5 The abrasion value on a laboratory test sample, which appears to be very negative for the compound of the invention (almost twice as many cubic millimetres are abraded), was not found to be significant in the fatigue tests carried out on the tyre. Specifically, it was found that both
- 10 tyres, that of the invention and the conventional tyre, exceed the minimum endurance limit in fatigue tests (>120 h). Indeed, the fatigue tests described below gave a result of 155 hours for the tyre of the invention and 121 hours for the reference tyre. It should also be noted that, in both cases, the end of the test was not as a result of the antiabrasive band yielding.
- 15 The reasons for such a surprising difference between the result of the abrasion test and that of the fatigue test have not yet been fully clarified. However, without being in any way bound by the following hypothesis, the inventors believe that the low hysteresis values (tan δ and E'') of the antiabrasive band of the invention bring about a
- 20 reduction in the heating to which said band is subjected during the exercise, with a consequent reduction in the phenomena of thermal degradation, so as largely to compensate for the reduced wear resistance.

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In addition, another advantage of the band compound of the invention (I) is that, although it contains no oil, it has a viscosity which is appreciably smaller than that of the conventional band compound (C) and thus has much better workability, particularly during the extrusion
5 stage.

The tyre of the invention was compared with an identical tyre of conventional type, the only difference being the composition of the band compound (Table I).

The size of both tyres was of 195/65 R15 type.

10 The tyres were subjected to a series of standard tests to evaluate their rolling resistance, fatigue strength and road performance qualities: soft handling (driving under normal conditions), hard handling (driving under extreme conditions) and comfort.

The rolling resistance was evaluated in accordance with ISO
15 standard 8767 and in particular with the "Torque Method" given in point 7.2.2 of the said standard, using conventional laboratory apparatus.

The measurements were taken at a constant velocity equal to 80 km/h, while the parasitic losses were measured according to the "Skim Reading" method given in point 6.6.1 of the abovementioned
20 ISO standard 8767.

In order to compare the performance qualities of the tyre of the invention with those of the comparative tyre, a rolling resistance index of 100 was assigned to the power loss in kg/ton measured in the case of the reference tyres.

25 The index of the tyre of the invention was then given a % increase corresponding to the drop in power loss encountered during the test. In other words, the higher the value of the index, the lower the rolling resistance of the tyre under examination.

The fatigue strength was tested on a 195/65 R15 tyre with an
30 inflation pressure of 2.5 bar, an applied load of 1135 kg and a

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rotational speed of 60 km/hour. The test was stopped when ruptures and/or detachment of at least one component of the tyre were encountered.

For the reference tyre, the test was stopped after 121 hours, while
5 the tyre according to the invention withstood the test for 155 hours. No yielding of the antiabrasive band was observed in either of the two tyres.

The evaluation of the performance qualities in terms of comfort, road-holding under normal conditions (soft handling) and under
10 extreme conditions (hard handling) was carried out at the test track in the locality of Vizzola, with the tyres mounted on 1600 cm³ Audi A3 motor vehicles. The conventional tyre and the tyre of the invention were tested by a pair of independent test drivers who then gave a point score from 0 to 10 based on their subjective opinion as regards the
15 road-holding and comfort under both soft handling and hard handling conditions. In this context, the expression "hard handling" means the execution, by the test driver, of all the manoeuvres which an average driver might be forced to carry out in the case of unforeseen and hazardous circumstances: sharp steering at high speed, sudden
20 changing of lanes to avoid obstacles, sudden braking and the like.

In this case also, the overall score given to the conventional tyre with respect to soft handling, hard handling and comfort was equal to an index of 100.

The index of the tyre of the invention was then given a % increase
25 corresponding to the increased performance, in terms of handling and comfort, encountered during the test. In other words, the higher the value of the index, the better the performance qualities offered by the tyre of the invention.

The results thus obtained are given in Table III

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Table III

	Tyre C	Tyre I
Soft handling	100	100
Hard handling	100	100
Comfort	100	103
R.R.	100	104

The data in Table III show that the R.R. of the tyre of the invention is less, by about 4%, compared to that of the conventional tyre, while the road handling properties are substantially equivalent.

CLAIMS

1. Motor vehicle tyre (100) which has reduced rolling resistance, the said tyre (100) comprising at least one carcass ply (101) whose opposite lateral edges are folded externally to form carcass folds (101a) around respective right and left bead wires (102), each bead wire being encased in a respective bead (103), each bead also comprising a respective bead filling (104) and antiabrasive band (105), the said antiabrasive band (105) consisting of a vulcanized elastomeric compound comprising at least one natural or synthetic rubber, characterized in that the said compound has a loss factor ($\tan \delta = E''/E'$) at $70^{\circ}\text{C} \leq 0.130$ and a storage modulus E' at $70^{\circ}\text{C} \geq 6 \text{ MPa}$.
2. Tyre (100) according to Claim 1, characterized in that the said compound has a loss factor ($\tan \delta$) at 70°C of between 0.05 and 0.120.
3. Tyre (100) according to Claim 1, characterized in that the said compound has a loss factor ($\tan \delta$) at 70°C of between 0.08 and 0.110.
4. Tyre (100) according to any one of the preceding Claims 1 to 3, characterized in that the said compound has a storage modulus E' value at 70°C of between 6.5 and 18 MPa.
5. Tyre (100) according to any one of the preceding Claims 1 to 3, characterized in that the said compound has a storage modulus E' value at 70°C of between 7 and 12 MPa.
6. Tyre (100) according to any one of the preceding Claims 1 to 5, characterized in that the said compound also comprises carbon black in an amount less than or equal to 60 phr.
7. Tyre (100) according to any one of the preceding Claims 1 to 5, characterized in that the said compound also comprises carbon black in an amount less than or equal to 50 phr.

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8. Tyre (100) according to any one of the preceding Claims 1 to 7, characterized in that the said compound also comprises from 0.5 to 15 phr of a thermosetting resin.
9. Tyre (100) according to any one of the preceding Claims 1 to 8,
5 characterized in that the said thermosetting resin is chosen from the group comprising resorcinol/methylene-donating compound resins, epoxy resins, alkyd resins and mixtures thereof.
10. Tyre (100) according to Claim 9, characterized in that the said thermosetting resin is a resin based on resorcinol and on a
10 methylene donor.
11. Tyre (100) according to any one of the preceding Claims 8 to 10, characterized in that the said thermosetting resin is cured in situ.
12. Tyre (100) according to any one of the preceding Claims 9 to 11, characterized in that the said methylene donor is HMMM or HMT.
- 15 13. Antiabrasive band (105) for a tyre (100) which has low rolling resistance, the said band (105) consisting of a vulcanized elastomeric compound comprising at least one natural or synthetic rubber, characterized in that the said compound has a loss factor ($\tan \delta = E''/E'$) at $70^{\circ}\text{C} \leq 0.130$ and a storage modulus E' at $70^{\circ}\text{C} \geq$
20 6 MPa.
14. Antiabrasive band (105) according to Claim 13, characterized in that the said compound has a loss factor ($\tan \delta$) at 70°C of between 0.05 and 0.120.
15. Antiabrasive band (105) according to Claim 13, characterized in
25 that the said compound has a loss factor ($\tan \delta$) at 70°C of between 0.08 and 0.110.
16. Antiabrasive band (105) according to any one of the preceding Claims 13 to 15, characterized in that the said compound has a storage modulus E' value at 70°C of between 6.5 and 18 MPa.

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17. Antiabrasive band (105) according to any one of the preceding Claims 13 to 15, characterized in that the said compound has a storage modulus E' value at 70°C of between 7 and 12 MPa.
18. Antiabrasive band (105) according to any one of the preceding
5 Claims 13 to 17, characterized in that the said compound also comprises carbon black in an amount less than or equal to 60 phr.
19. Antiabrasive band (105) according to any one of the preceding Claims 13 to 17, characterized in that the said compound also comprises carbon black in an amount less than or equal to 50 phr.
- 10 20. Antiabrasive band (105) according to any one of the preceding Claims 13 to 19, characterized in that the said compound also comprises from 0.5 to 15 phr of a thermosetting resin.
21. Antiabrasive band (105) according to any one of the preceding Claims 13 to 20, characterized in that the said thermosetting resin
15 is chosen from the group comprising resorcinol/methylene-donating compound resins, epoxy resins, alkyd resins and mixtures thereof.
22. Antiabrasive band (105) according to Claim 21, characterized in that the said thermosetting resin is a resin based on resorcinol
20 and on a methylene donor.
23. Antiabrasive band (105) according to any one of the preceding Claims 21 and 22, characterized in that the said thermosetting resin is cured in situ.
24. Antiabrasive band (105) according to any one of the preceding
25 Claims 21 to 23, characterized in that the said methylene donor is HMMM or HMT.

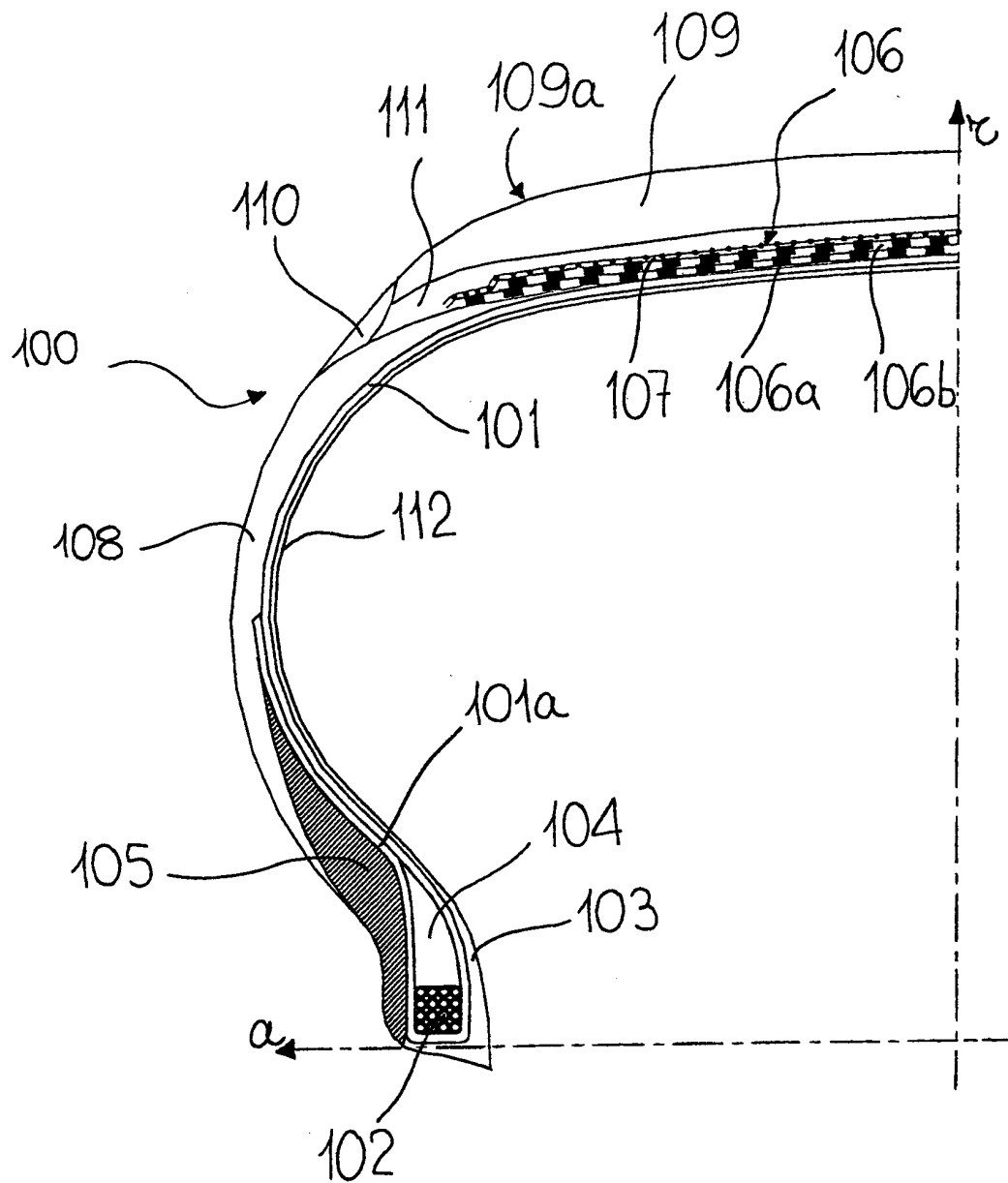


FIG. 1

INTERNATIONAL SEARCH REPORT

International Application No

PCT/EP 01/01284

A. CLASSIFICATION OF SUBJECT MATTER
IPC 7 B60C15/06 B60C1/00

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC 7 B60C

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practical, search terms used)

EPO-Internal, PAJ, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	EP 0 964 028 A (PIRELLI PNEUMATICI S P A) 15 December 1999 (1999-12-15) page 2, line 7 - line 9; table 5 page 2, line 58 -page 3, line 2 page 3, line 29 - line 31 ---	1-24
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A	GB 2 213 825 A (UNIROYAL ENGLEBERT GMBH) 23 August 1989 (1989-08-23) page 1, line 9 -page 2, line 15; claim 5 -----	1,13



Further documents are listed in the continuation of box C.



Patent family members are listed in annex.

* Special categories of cited documents:

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Date of the actual completion of the international search

12 July 2001

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Name and mailing address of the ISA

European Patent Office, P.B. 5818 Patentlaan 2
NL - 2280 HV Rijswijk
Tel. (+31-70) 340-2040, Tx. 31 651 epo nl,
Fax: (+31-70) 340-3016

Authorized officer

Baradat, J-L

INTERNATIONAL SEARCH REPORT

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