

Tyre Size Decoder And Record Sheet

Every field on a scooter tyre sidewall, what it means, and a record block for the sizes currently fitted to your machine.

Two marking systems are in use on scooter tyres and both appear on machines sold in the same year. Read the whole sidewall before ordering anything.

Reading a metric marking, using 130/60-13 as the example

FIELD	IN 130/60-13	MEANS
First number	130	Section width in millimetres — the widest point of the inflated tyre, not the tread width
Second number	60	Aspect ratio: sidewall height as a percentage of the section width. Here 60% of 130mm, so about 78mm
Dash or R	-	A dash is cross-ply construction. An R means radial. They are not the same tyre
Last number	13	Rim diameter in INCHES. The only inch measurement in a metric marking

Reading an older inch marking, using 3.50-10 as the example

FIELD	IN 3.50-10	MEANS
First number	3.50	Section width in inches
Dash	-	Cross-ply construction
Last number	10	Rim diameter in inches
PR if present	4PR	Ply rating — a load-carrying indication, not a literal count of plies

WE DO NOT PUBLISH AN INCH-TO-METRIC CONVERSION TABLE, AND HERE IS WHY

You will find charts claiming a 3.50-10 equals a 90/90-10, others saying 100/80-10, and others again saying 90/100-10. They cannot all be right, and we could not trace any of them to a tyre manufacturer's own data. An inch marking gives a width but no aspect ratio, so the conversion genuinely is not determinate. What you can do reliably is work out overall diameter and compare that — the arithmetic is on this sheet — and then check the result against the tyre maker's published chart for the specific tyre you are buying.

OVERALL DIAMETER — THE NUMBER THAT DECIDES IT

WORKING OUT OVERALL DIAMETER, WHICH IS THE NUMBER THAT DECIDES WHETHER IT FITS

Sidewall height = section width × aspect ratio. For 130/60-13 that is $130 \times 0.60 = 78\text{mm}$, which is 3.07 inches. Overall diameter = rim diameter + two sidewalls = $13 + 3.07 + 3.07 = 19.1$ inches. Do the same for the tyre you are considering. If the overall diameters differ by more than a few percent, the speedometer reading and the gearing change with them.

LOAD INDEX AND SPEED RATING

The two characters after the size — for example 60P — are the load index and the speed rating. The number is a coded maximum load per tyre and the letter is a coded maximum speed; neither is the value itself, both are table lookups. We have deliberately not reprinted those tables here, because getting one row wrong on a load rating is a safety matter and we could not verify a full table to a citable source. Read the codes off your sidewall, write them in the box below, and look them up on the tyre manufacturer's own chart.

TUBE OR TUBELESS — CHECK BEFORE YOU BUY, NOT AFTER

The sidewall says TT for tube type or TL for tubeless. If the marking has worn off, look at the valve: a valve moulded into the rim like a car wheel means tubeless, while a loose valve you can push into the rim belongs to a tube. A tube-type tyre can be run on a tubeless rim with a tube fitted; going the other way without one cannot hold air.

THE DATE CODE

Look for a four-digit number inside an oval on the sidewall. The first two digits are the week and the last two the year, so 2419 means the twenty-fourth week of 2019. A tyre with plenty of tread can still be old enough that the rubber has hardened, which is worth knowing on a machine that has spent years in a shed.

WHAT IS ON YOUR MACHINE

POSITION	FULL SIDEWALL MARKING	RIM SIZE IN	LOAD / SPEED	DATE CODE	MAKE AND PATTERN

Write *FRONT* in the first row and *REAR* in the second.

FRONT TREAD DEPTH

REAR TREAD DEPTH

DATE CHECKED

 mm

 mm

- ☐ Cracking in the sidewall or between the tread blocks
- ☐ Flat spot worn along the centre of the rear tyre
- ☐ Tread depth below the wear indicator bars
- ☐ Front and rear are the same construction
Mixing tube and tubeless types on one machine needs care
- ☐ Rim size on the tyre matches the rim size stamped on the wheel

THIS SHEET RECORDS, IT DOES NOT RECOMMEND

Nothing here tells you which part to buy. It tells you what you currently have, in the units a seller works in. Machines built to the same nominal specification were fitted with different components by different suppliers, sometimes inside one model year, so the only reliable reference is the item in your hand.

Need to work out what you actually own?

The Scooter Parts Registry is a free public record of the Chinese factories behind US-market scooters, ATVs and go-karts — brand, engine family, VIN prefix, factory and related machines. No account, no email.

thescooterparts.com/identify