Continental to Open Tire Technology Expo with Presentation on Tire Technologies for Autonomous…

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Continental to Open Tire Technology Expo with Presentation on Tire Technologies for Autonomous Driving

- International trade fair will showcase latest tire industry developments from March 3 to 5, 2026, in Hanover

- Four presentations from Continental experts: tire technologies for autonomous driving, identification of recovered carbon black, tire wear emissions and development challenges related to the Euro 7 standard

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says Dr. Andreas Topp, head of Platform Development and Industrialization for passenger-car tires at Continental

Hanover, Germany, February 18, 2026. Continental will open this year’s technical conference at the Tire Technology Expo in Hanover on March 4, 2026, with a presentation on tire technologies for autonomous driving. Dr. Andreas Topp, head of Platform Development and Industrialization for passenger-car tires at Continental, will show how the future of autonomous vehicles is becoming a reality and how the tire manufacturer is responding with innovative solutions.

> The future of self-driving vehicles has begun. We are developing tire technologies and products that meet the unique technical requirements of these vehicles,” says Dr. Andreas Topp. “This includes topics such as interaction with smart

vehicle dynamic controls, optimized fleet operations and tailored solutions for specific use profiles.

Continental will be giving three other presentations at the conference. These will focus on carbon black recovered from end-of-life tires and used as a filler material, tire wear emissions beyond currently captured tire and road wear particles and development challenges related to the Euro 7 regulation.

Identification of recovered carbon black (rCB) in vulcanized rubber compounds

Prof. Jorge Lacayo-Pineda, a materials evaluation expert at Continental, will speak about identifying recovered carbon black (rCB) in vulcanized rubber compounds.

Recovered carbon black is the first tire filler material available on an industrial scale from end-of-life tires. It is primarily obtained through the pyrolysis of end-of-life tires and can be reintegrated into new compounds as part of a circular-economy approach. The tire industry recognizes that carbon black recovered from end-of-life tires is not equivalent to conventional carbon black but should be regarded as a new class of filler. The differences arise from its heterogeneous composition, carbon-containing residues and thermal history. Analyzing recovered carbon black in vulcanized rubber opens up new opportunities from both a technological and a regulatory perspective. But how can it be reliably identified in new rubber compounds for tires? In his presentation, Lacayo-Pineda will discuss the challenges involved and suitable methods such as electron microscopy and molecular spectroscopy.

Tire wear emissions beyond captured tire and road wear particles (TRWP)

In his presentation, Dr. Frank Schmerwitz, senior test engineer for tire wear at Continental, will address tire wear emissions beyond currently captured tire and road wear particles (TRWP). Public discussions around tire-related emissions primarily focus on TRWP. However, the particles collected represent only part of a tire's measured mass loss. In his presentation, Schmerwitz takes a broader view to provide a more scientifically complete understanding of underlying emission pathways. He examines additional pathways, including the release of nanoparticles, the presence of tire wear residue on the road surface

and its degradation through exposure to atmospheric oxygen and ultraviolet radiation.

Current development challenges in light of new regulations

Developing modern tires involves balancing a variety of factors – from technical performance parameters and customer expectations to regulatory requirements – while maintaining the same high safety standards. When a new performance parameter becomes standardized and regulated, such as tire abrasion under the Euro 7 regulation, it directly impacts tire development. Binding limits for tire abrasion and standardized measurement methods under the Euro 7 standard provide both incentives and opportunities for innovation. In his presentation, Dr. Pavel Ignatyev, a Continental expert in the physics of rubber friction and wear, will explain the parameters that influence tire wear and how they relate to the new Euro 7 requirements. Using simplified models, he will illustrate the complexity of tire wear and outline the remaining industry-wide challenges for further research and development. A thorough understanding of these relationships is essential to advancing technology and translating new regulatory requirements into targeted innovations.

25-year success story: Tire Technology Expo celebrates its anniversary in 2026

The Tire Technology Expo celebrates its 25th anniversary this year. The exhibition and three-day technical conference, which brings together international experts from the tire industry, will take place from March 3 to 5 at the Hanover Exhibition Center. It is widely regarded as Europe's leading event for tire design and manufacturing. Further information on the Tire Technology Expo and the conference program is available here.

Spokeswoman Technology, Innovation & Original Equipment

Head of Global External Communications

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