

TIRE CONSERVATION

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1. GENERAL

1.01 This practice is issued to furnish motor vehicle operators with information about the use and care which should be given pneumatic tires in order to secure the maximum safe mileage from each tire.

1.02 Operators of motor vehicles should be familiar with the effects of the following factors which influence tire wear in order that they may cooperate with the garage forces in obtaining the maximum safe mileage from the tires on company vehicles.

(a) Inflation

(b) Driving habits.

(c) Overloading of vehicles.

(d) Mechanical defects of brakes and wheels.

1.03 Any defect in a tire or signs of excessive wear observed by the driver should be reported promptly in accordance with local routine.

2. INFLATION

2.01 The garage forces will check the inflation of tires as a part of their regular servicing of the vehicle. However, the operator should inspect the tires before driving and any that are soft or flat should be inflated or replaced.

2.02 Do not drive on a flat or partially flat tire. The weight on the tire chews and chafes the cords so that they become loose and broken and eventually sidewall failure results. A tire run almost flat for a considerable distance will generate an excessive amount of heat and the cords on the inside of the tire will become loosened or broken and chafe through the tube.

2.03 The air pressure within a tire will increase considerably during hot weather. Do not bleed a tire in order to reduce the increased air pressure due to heat. The tire is designed to withstand this increase in air pressure when operated under normal conditions. Bleeding the tire results in an underinflated condition when the tire cools off and increased flexing will occur when traveling. This increased flexing will generate additional heat which will result in the possibility of greater damage and more rapid wear than the increased air pressure.

2.04 Do not overinflate a tire in order to offset overloading. Overinflation actually weakens the cord body by reducing its ability to absorb road shocks which will result in broken cords and ultimate tire failure.

3. DRIVING HABITS

3.01 Drive at moderate speeds over rough roads so that chuck holes, bricks, etc., may be avoided. Hitting these at high speeds will result in bruising and damaging tires.

3.02 Do not make too short a turn when driving over a curb or backing over a curb at a loading dock.

3.03 Avoid riding edge of pavement on roads with soft or low shoulders. On dual tired units where the outer tire overhangs the pavement this throws an excessive load on the inner tire.

3.04 Anticipate stops in time to use brakes gradually so that sudden and improper use of brakes may be avoided. One severe application can start a flat spot and successive severe applications may result in the development of other flat spots around the circumference of the tire.

3.05 Start slowly and do not spin wheels.

3.06 During hot weather drive at a moderate rate of speed particularly with a heavy load. Excessive speed generates extreme heat which results in an increase in air pressure. In some cases during hot weather this increase may be as much as 15 to 20 pounds. If the tire strikes some road object or chuck hole at high speed, the localized impact on the highly strained and heated cords in the tire carcass results in individual cords being weakened or broken. While such breakage displays no immediate evidence, the rupture continues to grow and eventually a blowout may result.

4. MECHANICAL DEFECTS WHICH AFFECT TIRE WEAR

4.01 Grabbing brakes and wheels which are out of alignment contribute to rapid, uneven tire wear. The operator of any vehicle which exhibits these defects should report them promptly in accordance with local routine.