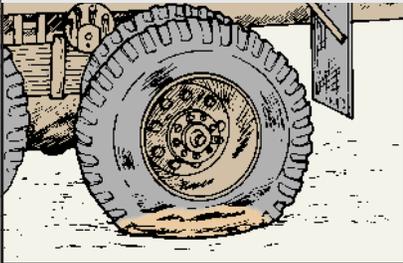


# Where the Rubber Meets the Road

TO KEEP YOUR WHEELED VEHICLES ROLLING, DRIVERS, YOU'VE GOT TO KEEP A TRAINED EYE ON YOUR TIRES. AFTER ALL, NOTHING ROLLS UNLESS YOUR TIRES DO. TRAIN YOUR EYE TO LOOK FOR THESE PROBLEMS...

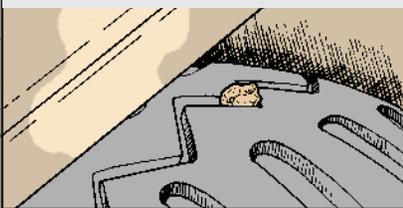
## Low pressure

Make sure all tires, including the spare, have plenty of air. If one looks low, put a gauge on it. Add air as necessary before operation, while the tire is cold. You'll get the right amount of air in the tire when it's cold. If the tire is warm or hot, the pressure in the tire will be higher because of the heat, meaning not enough air will be added.



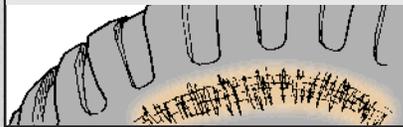
## Flat-makers

Look for nails, metal or rocks dug into the rubber. Find any? Report it.



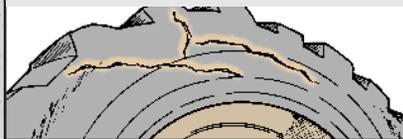
## Abrasions

Tires rubbed raw are a sore sight for good eyes. Abrasions that go through the rubber to the cord or steel below mean you change the tire.



## Cracks

Low tire pressure leads to sidewall cracks. Make sure the crack doesn't go to the cord or steel.



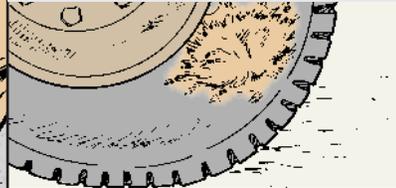
## Overinflation

Look for tires that are worn in the middle. Overinflated tires don't flex enough. The middle of the tire takes all the weight, causing rapid wear. When an overinflated tire hits a large rock or a rut, the cords or steel belts inside snap and break, weakening the tire.



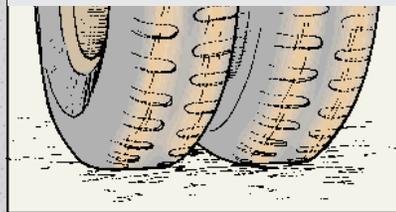
## Wall separations

Most bulges in the sidewall or tread make a tire unserviceable. Radial tires, however, need a closer inspection. Some bulges on radial sidewalls are not defects, but the result of how they are made. Let your mechanic make the decision.



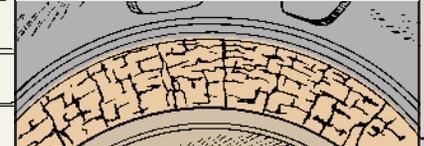
## Underinflation

A sure sign of underinflation is a worn tread at each side of the tire. Underinflated tires flex more than properly inflated tires. The flexing causes heat, which ruins tires.



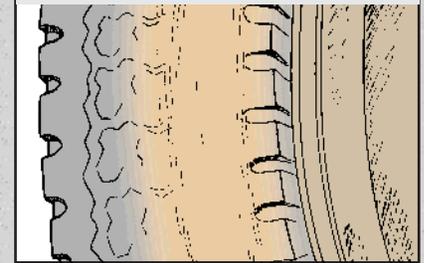
## Weather-checking

Ozone cracks weaken tires. If you find weather-checking that covers large areas of a tire, report it.



## Wrong caster/camber adjustment

A sure sign of misadjustment is wear on one edge. Tires worn on the inside or outside edge have caster/camber problems. Either way, report it so your mechanic can make adjustments.



## Balding tires

When tire tread gets below a certain height, a tire needs to be replaced. Report any tire you believe to be worn out to your mechanic. He'll measure tread using the wear gauge in the No. 1 and No. 2 Common shop sets to make the final decision.

