

Tires...

WHEN IT COMES TO TIRE MAINTENANCE IN THE MOTOR POOL, YOU CAN TRUST US. AFTER ALL, WE'VE BOTH GOT A LOT AT STAKE.

YOU, MAYBE. I THINK MY ROLLING DAYS ARE **FLAT DONE!**

# Air Holds the Load

SO WHY IS TIRE MAINTENANCE IMPORTANT? NOT ONLY WILL IT RESULT IN BETTER PERFORMANCE AND LONGER SERVICE, BUT GOOD MAINTENANCE CAN PREVENT A TIRE FAILURE THAT COULD RESULT IN VEHICLE DAMAGE, INJURY OR EVEN DEATH!

AND DON'T FORGET VEHICLE DOWNTIME, MOUNTING AND DISMOUNTING TIME, AND DRIVER DISSATISFACTION.

SPEAKING TO THE CHAIR, CHUM. I'M THE **POSTER CHILD** FOR DRIVER DISSATISFACTION!



THERE ARE SEVERAL DIFFERENT MEASUREMENTS THAT CAN BE USED TO TRACK TIRE PERFORMANCE. BUT THE MOST IMPORTANT ARE **WHEEL ALIGNMENT, TREAD-WEAR RATE AND INFLATION PRESSURE.**

HEY, COULD WE MAYBE MOVE INFLATION PRESSURE TO THE TOP OF THE LIST?

YOU GOT IT, BUDDY.

**PROPER TIRE INFLATION IS ONE OF THE MOST IMPORTANT MAINTENANCE ACTIONS YOU CAN TAKE. THESE NEXT TWO TIPS ARE JUST FOR YOU.**

**FIRST, MAKE SURE EVERY TIRE'S VALVE STEM HAS A CAP, N&N 2640-00-255-9346. THAT REDUCES VALVE STEM LEAKAGE. A LEAKY VALVE CORE TAKES AIR OUT OF A TIRE JUST AS FAST AS A NAIL.**



**NAIL!?** WHERE? **YIKES!** KEEP IT AWAY FROM ME!

COOL IT, PAL. THERE'S NOT MUCH A NAIL COULD DO TO YOU NOW, ANYWAY.



YOU OPERATORS SHOULD ALWAYS HAVE A **TIRE GAGE** HANDY AND USE IT REGULARLY, TOO. IT'S NO SECRET THAT **LOW AIR PRESSURE IS A BIG CAUSE OF TIRE PROBLEMS.**

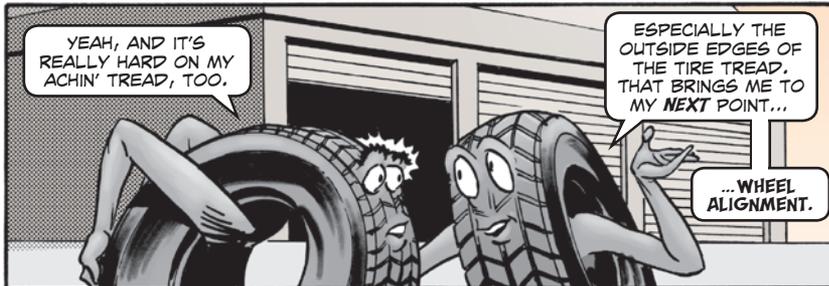
AS A GENERAL RULE OF THUMB, A TIRE THAT'S UNDERINFLATED 20 PERCENT WILL DECREASE GAS MILEAGE BY ABOUT 12 PERCENT. THE INSIDE AND OUTSIDE OF ANY TIRE THAT UNDERINFLATED SHOULD BE INSPECTED FOR DAMAGE.



YEAH, AND IT'S REALLY HARD ON MY **ACHIN' TREAD**, TOO.

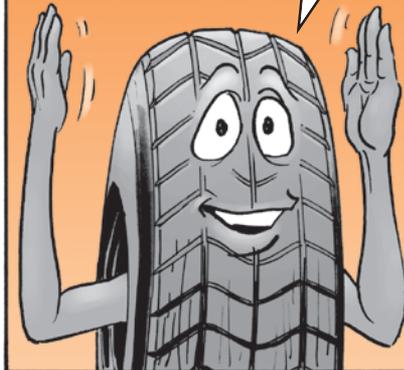
ESPECIALLY THE **OUTSIDE EDGES** OF THE TIRE TREAD. THAT BRINGS ME TO MY **NEXT POINT...**

...**WHEEL ALIGNMENT.**



**PROPER WHEEL ALIGNMENT WILL KEEP YOUR TIRES IN SERVICE FOR A GOOD LONG TIME. BUT IF YOU IGNORE IT, YOUR TIRES WILL PAY THE PRICE. HERE ARE SOME EXAMPLES...**

**FEATHERED WEAR** RESULTS FROM EXCESSIVE **TOE-IN** OR **TOE-OUT** SITUATIONS. **TOE-IN** MEANS THAT THE FRONTS OF THE TIRES ARE CLOSER TO EACH OTHER THAN THE REARS. **TOE-OUT** IS JUST THE OPPOSITE. EITHER ONE WILL CAUSE UNEQUAL WEAR TO THE TIRE.



PS MORE

IF THE CAMBER IS DIFFERENT ON ONE SIDE, THE VEHICLE WILL PULL TO ONE SIDE OR THE OTHER. THAT CAUSES EXCESSIVE WEAR ON ONE SIDE OF THE TIRE.



HEY, I THINK MY VEHICLE HAD THOSE PROBLEMS, TOO!

NOW YOU'RE JUST BEING A HYPOCHONDRIAC.



ANY TYPE OF TREAD WEAR CAN TAKE A WHILE TO SHOW. TIRE ROTATION WILL HELP SOME.

JUST REMEMBER THAT FOR DIRECTIONAL TIRES, THE ARROW ON THE TIRE SHOULD BE POINTING IN THE DIRECTION OF TRAVEL.

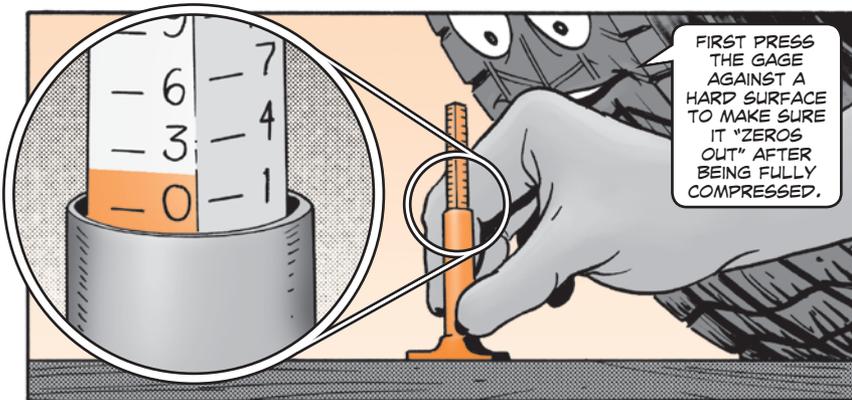


YOU CAN ALSO KEEP A CLOSE EYE ON YOUR TIRES' TREAD WEAR WITH A TREAD WEAR GAGE.



HOLD ON, BUDDY! JUST WHERE ARE YOU PLANNING ON STICKIN' THAT THING?

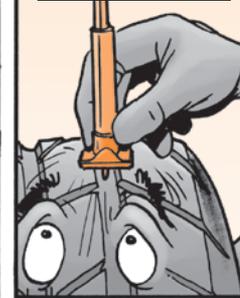
FIRST PRESS THE GAGE AGAINST A HARD SURFACE TO MAKE SURE IT "ZEROS OUT" AFTER BEING FULLY COMPRESSED.



PUSH THE MEASURING SCALE BACK INTO THE GAGE AS FAR AS IT'LL GO.



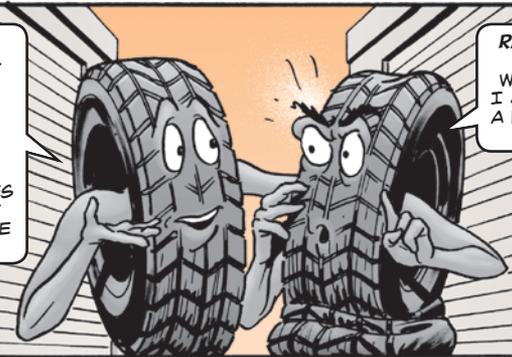
PLACE THE PROBE IN THE CENTER OF A TIRE GROOVE AND PRESS DOWN.



CAREFULLY REMOVE THE GAGE AND CHECK THE TREAD DEPTH READING. TAKE MORE READINGS AT DIFFERENT LOCATIONS AROUND THE TIRE AND COMPARE YOUR FINDINGS.



THOSE READINGS WILL GIVE YOU AN INDICATION OF EARLY WEAR PROBLEMS. THEY'LL ALSO LET YOU KNOW WHEN YOUR TIRES ARE WORN OUT AND NEED TO BE REPLACED.



REPLACED?! NOW WAITAMINIT. I JUST NEED A LITTLE AIR, BUB!

C'MON, OLD BUDDY. I KNOW A CRUSTY OL' MASTER SERGEANT THAT'LL BE GLAD TO CHECK YOU FOR DAMAGE AND AIR YOU UP.



THANKS, PAL!

PS END

The moral of the story?

PM keeps the rubber on your tire, not on the road!