

Tire Maintenance



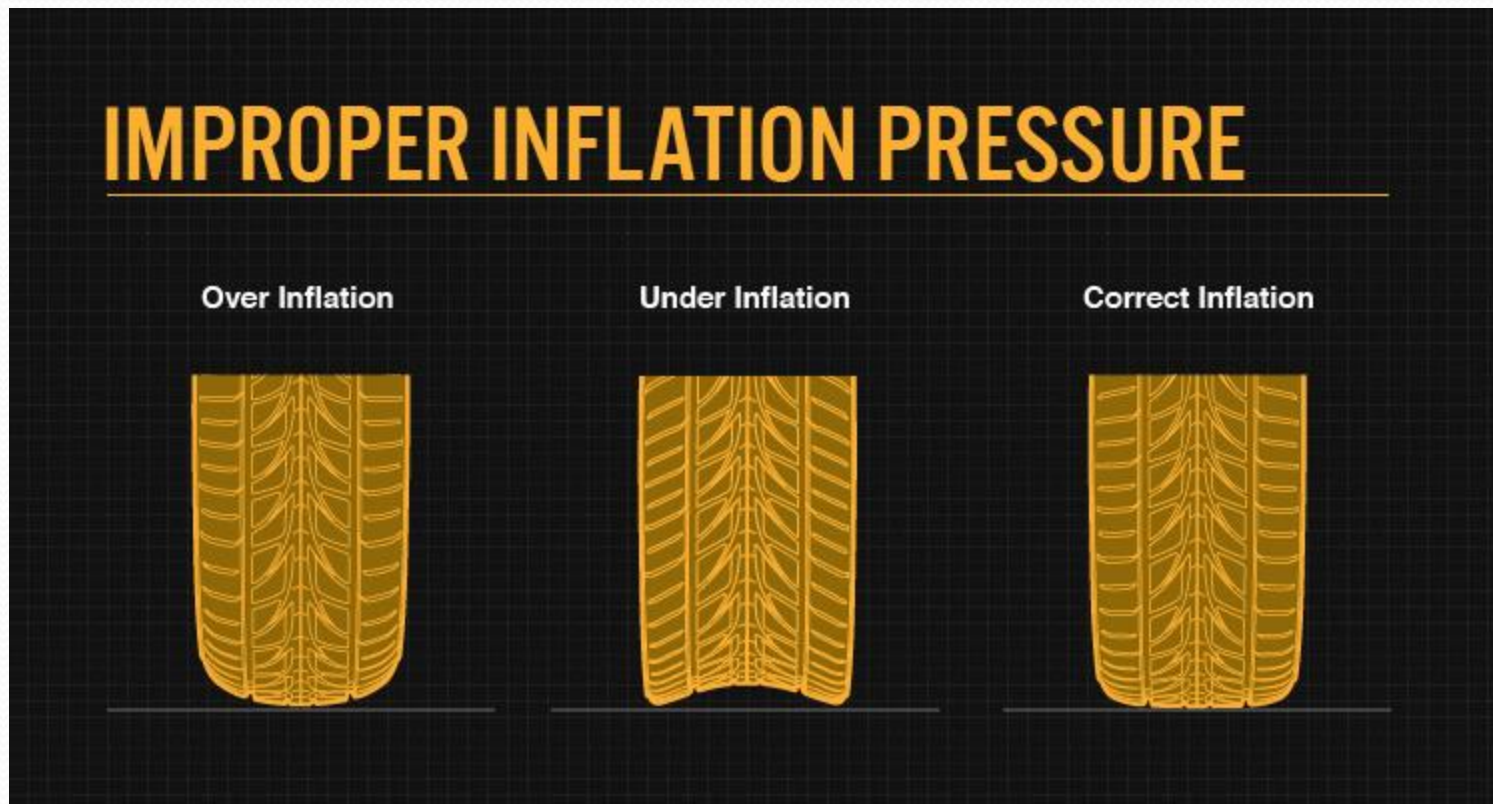
Even Wear

- All Parts of the Tire Wears at Same Rate
- Visible Sign that Alignment is being Optimized
- Indicates the organization is using proper maintenance methods

Even Wear



Tire Tread Wear Cause 1: Improper Inflation Pressure



Tire Tread Wear Cause 2: Out-of-Spec: Tire Alignment



Flat Spot

- Localized Spot of Excessive Wear Typically Found on Dual Trailer Tires
- Severe Cases Exhibit Wear to and/or Through Belt Package in Localized Area
- Typically Results from Brake Lock Up or Frozen Brakes (Dragging the Trailer)
- May Result from Excessive Use of Only Trailer Brakes to Stop Vehicle
- Can Lead to Ride/Vibration Problems
- Does Not Indicate Tire Problem

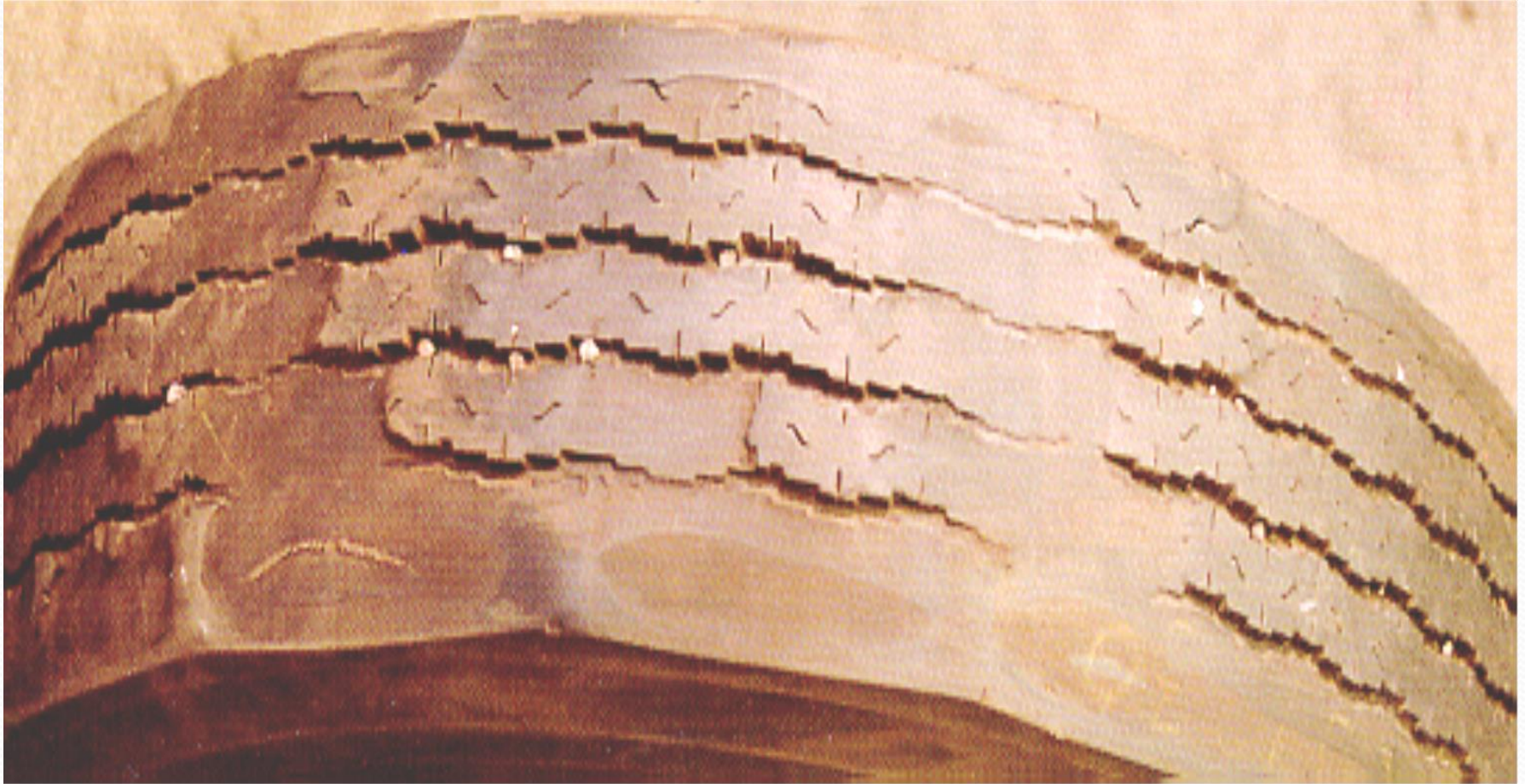
Flat Spot



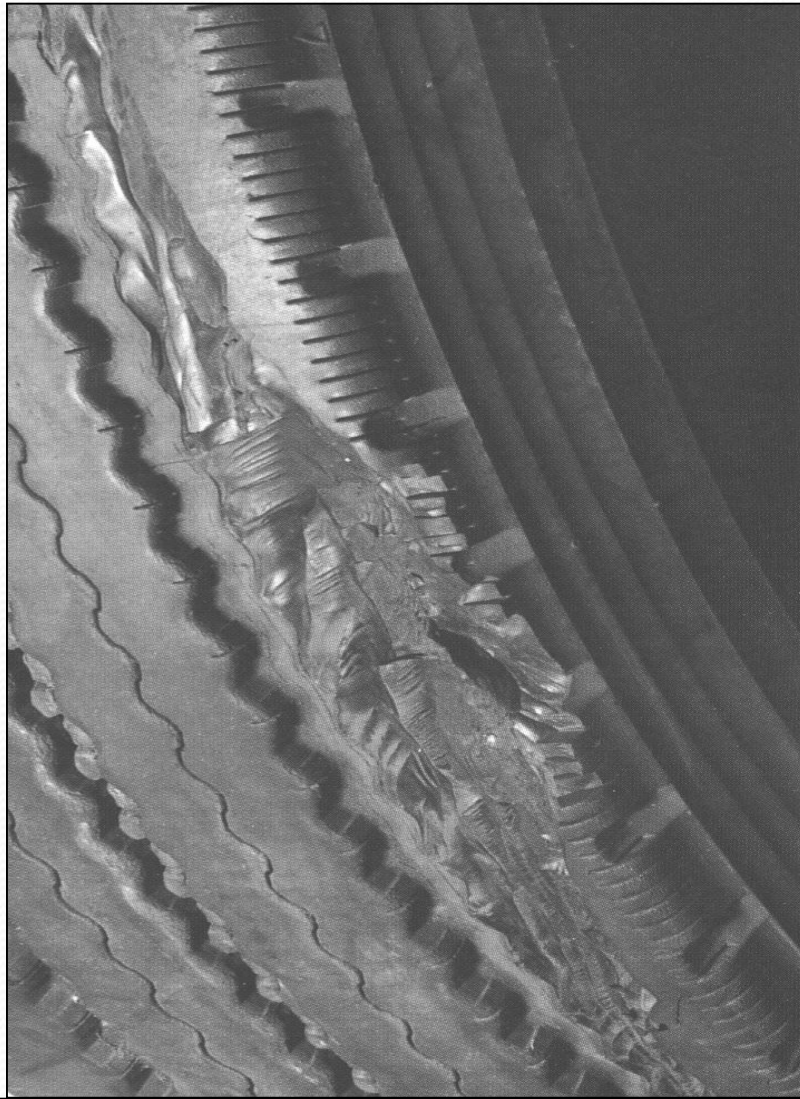
Diagonal Wear

- Typically Seen on Rib Trailer Tires
- Localized Flat Spot Condition That Occurs Diagonally Across Tread at 25-30° Angle
- May Repeat Several Times Around Tread
- Can Start as Brake Skid and be Aggravated by Very Light Loads and High Speed Operation
- Can be Caused by Mismatched Duals and Inflation Variation between Duals
- Can be Caused by Bad Bearings or Tire/Wheel Mismount

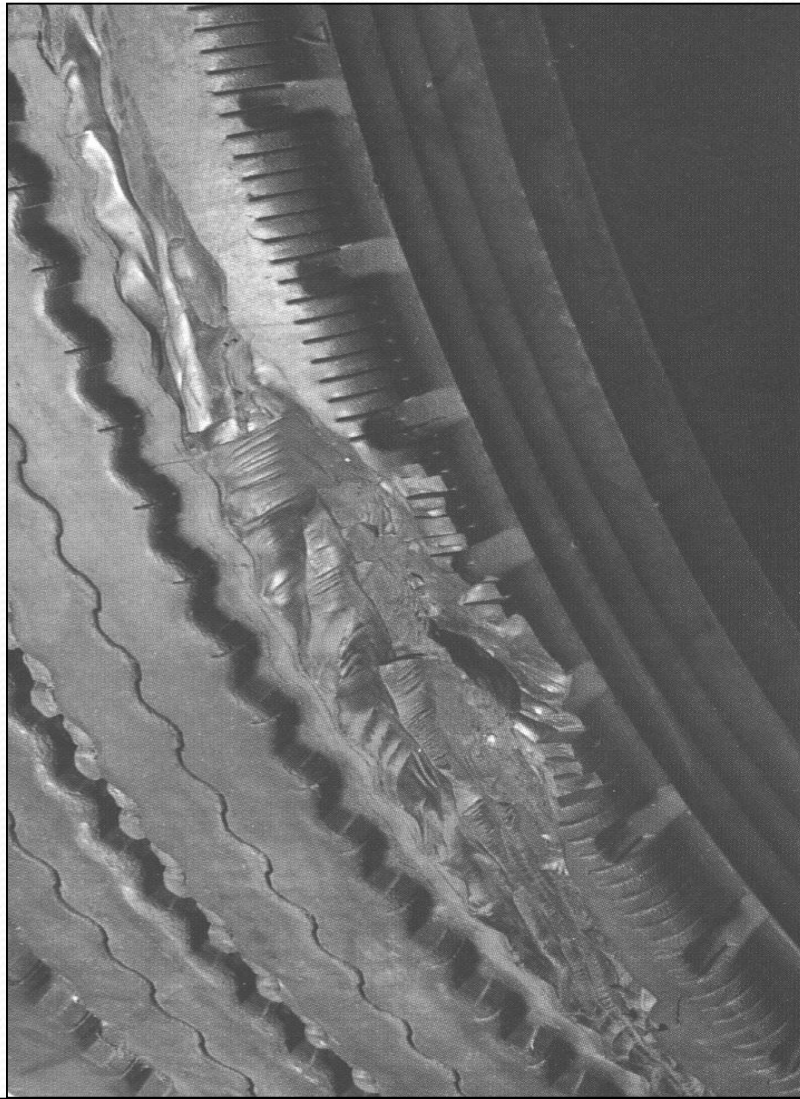
Diagonal Wear



Shoulder Wear



Shoulder Wear



Puncture



Our Maintenance Goals

- Reduce Downtime
 - Due to tire repairs
 - Due to road service calls
 - Due to DOT out of service
- Reduce Tire & Maintenance Costs
 - Pre-trip inspection
 - Enroute inspections
 - Post-trip inspections
- Increase Revenue Per Trailer
 - Reduce road service calls
 - Reduce down time of equipment
 - Increase miles moving America



References:

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