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DO TODAY'S TYRES GIVE OPERATORS A GOOD RIDE

INTRODUCTION

The "Concise Oxford Dictionary" defines a tyre as:
"A solid, or hollow inflated, rubber ring placed around the wheel of a vehicle to prevent jarring".

Let us add to the definition of this expensive, expendable component by looking at the functions this item performs for us -

Tyres, when standing still must support the gross vehicle weight.

Tyres, when in motion, those on driving axles must drive and support the load, those on steering axles must steer and support the load.

The design capabilities of a tyre must be equal to the capacity of the springs and axles, meet the torque demand of the driving axles, be capable of forming part of the unsprung weight of the vehicle and be capable of taking the full force of bumps, potholes and other roadway obstructions.

Thus tyres are the transport industries first line of defence against the elements. Neglecting them contributes to:-
- LOW SAFETY STANDARDS
- POOR VEHICLE PERFORMANCE
- HIGH RUNNING COSTS

Therefore tyres and their related application engineering, should be of interest to all those involved in transport engineering.

INFORMATION

Tyre application engineering must include the analysing of information supplied by the tyre manufacturer, the tyre retreader or their agents.

The tyre supply and retread industry are in business to sell rubber. To achieve this they offer information in two forms -

- Advertising or press releases in trade publications.
- Technical, designed to inform on their product design and its capabilities.

Don't be confused.

In a recent press release a particular re-tread manufacturer, when introducing a new product claimed -
"It is providing a significant interest to the dairy and oil companies whose vehicles take a real hammering on New Zealand roads".

Does this mean -

- Dairy and oil companies are only interested in the product, but are not using it.
- Other vehicles do not take a hammering on the same roads, so don't use the product.
- Dairy and oil companies are superior to the rest of you and you should follow their example.

What the same press release failed to tell you. This new product gives you less rubber for the same price.

On the other hand, the technical information available from leading manufacturers tell you all you need to know about their product. Such information includes -
- tyre dimensions
- recommended rim sizes
- flap and tube requirements, if applicable
- tread types available
- speed rating
- inflation pressures and load ratings
- recommended applications

etc, etc.

Read and understand the information available. When your tyres are giving you a good ride don't change for the sake of change. Evaluate any new product before changing.

GOOD INFORMATION ANALYSIS = IMPROVED TYRE LIFE

CONCLUSION

Do not blame tyre failures on the tyre manufacturer or retread shop until all the facts are known -

ARE ALL THE BRAKES CORRECTLY BALANCED AND ADJUSTED?

IS THE PROBLEM VEHICLE OR COMBINATION TRACKING CORRECTLY?

IS THE EQUIPMENT BEING CORRECTLY LOADED?

IS THE EQUIPMENT IN THE CORRECT APPLICATION?

HAVE YOU WHEEL OR RIMS SIZES MIXED ON THE PROBLEM VEHICLE?

HAVE YOU BEEN WRONGLY INFLUENCED BY THE ADVERTISING, PRESS RELEASES, ETC?

Most tyres and retreads available today are of high quality and "WILL GIVE YOU A GOOD RIDE" providing you use them correctly.

Assuming a reasonable level of understanding of tyre application engineering-
- Performance
- Continuity of supply
- After sales service
- Price (with apologies to the accountants)

in that order, form the basis of making tyre selection and purchases

IMPROVED TYRE LIFE = HIGH SAFETY STANDARDS

GOOD VEHICLE PERFORMANCE

LOW RUNNING COSTS