



COMMERCIAL FLEET TIRE DIGEST

*The authoritative guide to reducing commercial tire expenditures from
Pressure Systems International,
the manufacturer of the Meritor Tire Inflation System by PSI™*

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Measuring Success of Your Tire Program

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With the average price of a commercial truck tire at around \$500, fleets take tires very seriously. A successful tire program can be measured in many different ways. Overall low cost/mile is an obvious objective for every fleet. Cost/mile can be calculated for the original tire tread and for each subsequent retread. The overall cost/mile should include the total tire cost including repairs and retreading from birth to death over multiple retreads.

Cost/mile calculations should be determined separately for steer, drive, trailer, and dolly wheel positions. If all vehicles are running in the same service vocation, the calculations will be straightforward. However, if your fleet runs vehicles under various duty cycles such as linehaul, pickup and delivery, regional or mixed service, then a separate cost/mile calculation must be determined to make an appropriate apples-to-apples comparison.

Conducting a scrap tire pile survey and understanding the results are very important pieces of a tire program. This is where you learn what is working and what needs improvement. Tires in the scrap pile need to be analyzed on a regular basis to see what is going on with your tires. Recording information such as tire make & model, number of retreads, remaining tread depth, tire wear patterns, and probable cause of removal must be recorded into a database for further analysis. If your fleet's goal is to shoot for two retreads per casing then the scrap tire pile analysis should reveal very few new tires and first retreads. If you find the number one reason for removal is tire damage from hitting the curbs and running over large puncturing objects, then driver education may be recommended. Maybe

one tire brand is making it to the second retread and another has casing issues and early tire removals during the life of the second retread. This type of valuable information is necessary to determine how to improve tire performance.

If the tread depth of tires in the scrap pile is high, then it is important to determine the cause. Why is that tire coming out of service prematurely? It may be failing because of a casing issue. A successful tire program would show that most tires in the scrap pile are worn smooth to the legal tread depth limit of 4/32" for steer tires and 2/32" for all other wheel positions.

Vehicles misaligned will certainly lead to tire irregular wear and early removals. Running tires underinflated is a major reason why tires end up in the scrap pile early. When tires run underinflated, the tire sidewalls flex excessively and tire deflection increases. The result is excessive heat which leads to serious casing issues. Air is what carries the load, so running underinflated will only lead to problems. Heat is a tire's worst enemy. When the tire is running properly inflated, the footprint is optimal, tire mileages and fuel economy are maximized, and casing retreadability improves dramatically. If tires run with little or no air for an extended period of time, it can lead to those dangerous road alligators seen on the highway.

The bottom line is to review tire cost/mile numbers on a regular basis and to physically inspect tires that have been removed from service. Drivers are the early warning system to identify tire issues. It is always a good idea to work with your tire professionals who can assist in optimizing your fleet's tire program.



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Q&A PSI ANSWERS YOUR QUESTIONS

Q. When does the new GHG-2 regulations for reducing greenhouse gasses and improving vehicle fuel economy go into effect?

A. Sometime during spring or summer of this year the final rulemaking will be announced by EPA. It will be effective with model year 2018 which may mean tractors and trailers built in 2017 with a model year 2018 designation will be affected.