



COMMERCIAL FLEET TIRE DIGEST

*The authoritative guide to reducing commercial tire expenditures from
Pressure Systems International,
the global leader in Automatic Tire Inflation Systems*

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Common Fleet Questions:

P.S.I. representatives will be at the following September events:

- Booth #4556 at the new NACV show in Atlanta September 24-28
- IANA Expo in Long Beach, Sept 17-20 in the Meritor Booth #738
- Judging at the TMC Annual Skills Competition in Orlando Sept 16-21

In our travels to fleets across the country, we get many questions about tires – here are a few common ones with our recommendations:

How often should we check the pressure of our tires?

The best answer is “it depends”. For instance, it depends on how frequently you see the vehicles. Do they come back to the terminal every day, week, or only during their preventive maintenance scheduled time? It also depends on the specific service vocation. Pre-trip Inspection calls for drivers to check tires for any signs of punctures or damages and low pressure tires. Tires running on vehicles that are in city pickup and delivery service or in mixed service operations require more frequent inspection compared to tires running in line haul service. City and mixed service operations have much higher rates of sidewall damage and punctures. The other variable is the driver. Do you trust your drivers to use calibrated tire pressure gauges to check all eighteen tires during their daily vehicle walk-around?

What pressure should I be running in my tires?

Recommended tire pressure is first based on the specific tire make/model and load range. Is it running a single or dual configuration? And what is the heaviest load that the tire & wheel position will see in the real world? With that information, the recommended tire pressure can be found in load/inflation tables published on the website of all the tire companies. Air carries the load, so the heaviest load scenario is critical to determining the recommended tire pressure.

What is the recommended pull point for steer tires?

The DOT legal limit is 4/32” for steer tires.

However, this is not usually recommended for fleets who retread. Since retreads cost somewhere between one-third and one-half of a new tire depending on make/model, it is in the fleet’s best interest to protect the tire casing so it can survive the retread process. That means running tires down to about 6/32” tread depth range, which will give plenty of rubber protection to the casing from cuts, snags, and stone drilling.

Why do my tires lose air?

There are several reasons why tires lose air. Tires are like balloons, just sitting they will lose anywhere between 1-3 psi per month through osmosis. Tires that are produced with innerliner compounds that trap air inside the casing are the best for keeping tires inflated. Tires also lose air from leaking valve cores. Over and under tightening a valve core will lead to air leaks. Valve cores should be torqued to 4 inch pounds, using a proper valve core torque tool. These tools are readily available in the industry and are typically inexpensive. The leading cause of pressure leaks are tread punctures in the tread area. A common #20 penny nail puncture will create a loss of several psi per day. The result would be a serious inflation issue in just a few days.

What should drivers look for on tires and wheels during their daily vehicle walk-around?

Check tires for any that are worn down to the DOT legal limit of 4/32” for steers and 2/32” for the other wheel positions. Look for any signs of irregular or uneven tire wear, which would be possible indicators of alignment and/or improper tire pressure. Identify any tires with punctures and sidewall cuts/snags. Replace any missing valve caps. Check wheels for any evidence of cracking, as well as wheel nuts for any signs of loosening or missing nuts.

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Q&A PSI ANSWERS YOUR QUESTIONS

Q. What is California EPA (CARB) planning to implement if any federal GHG-2 rulemaking is rescinded?

A. On August 31 in Sacramento, CARB hosted a full day workshop regarding GHG-2 implementation. Regardless of any changes to the current national GHG-2 rulemaking, CARB plans to move ahead and continue to implement. Regardless of any changes to the pending EPA/NHTSA GHG-2 legislation, CARB plans to move ahead with implementing their own version that will be equivalent or even more stringent.