



END GAME:

**Proper air maintenance will
change your universe**



Mind Exercise

Q: How far can a dog run into the woods?

A: ½ way or until he starts running out

Q: How many cubic feet of dirt in a hole 4X4X1

A: 0 - There is no dirt in a hole

Q: A cowboy rides into a town on Friday, stays for 3 days and leaves on Friday. How is this possible?

A: The horse is named Friday



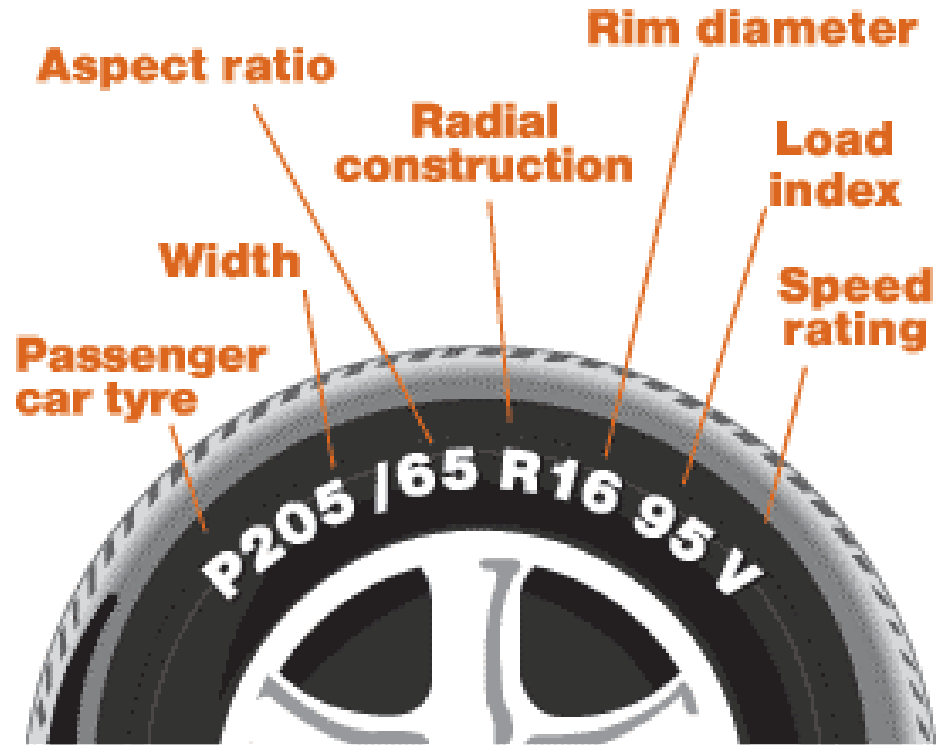


- **Tires**
- **Air Pressure**
 - Do's and Don'ts
- **Correct equipment/tools**
 - Mount/dismount
 - Gauges, torque, etc.
- **Cost controls**
 - Reporting
 - Dealer partners



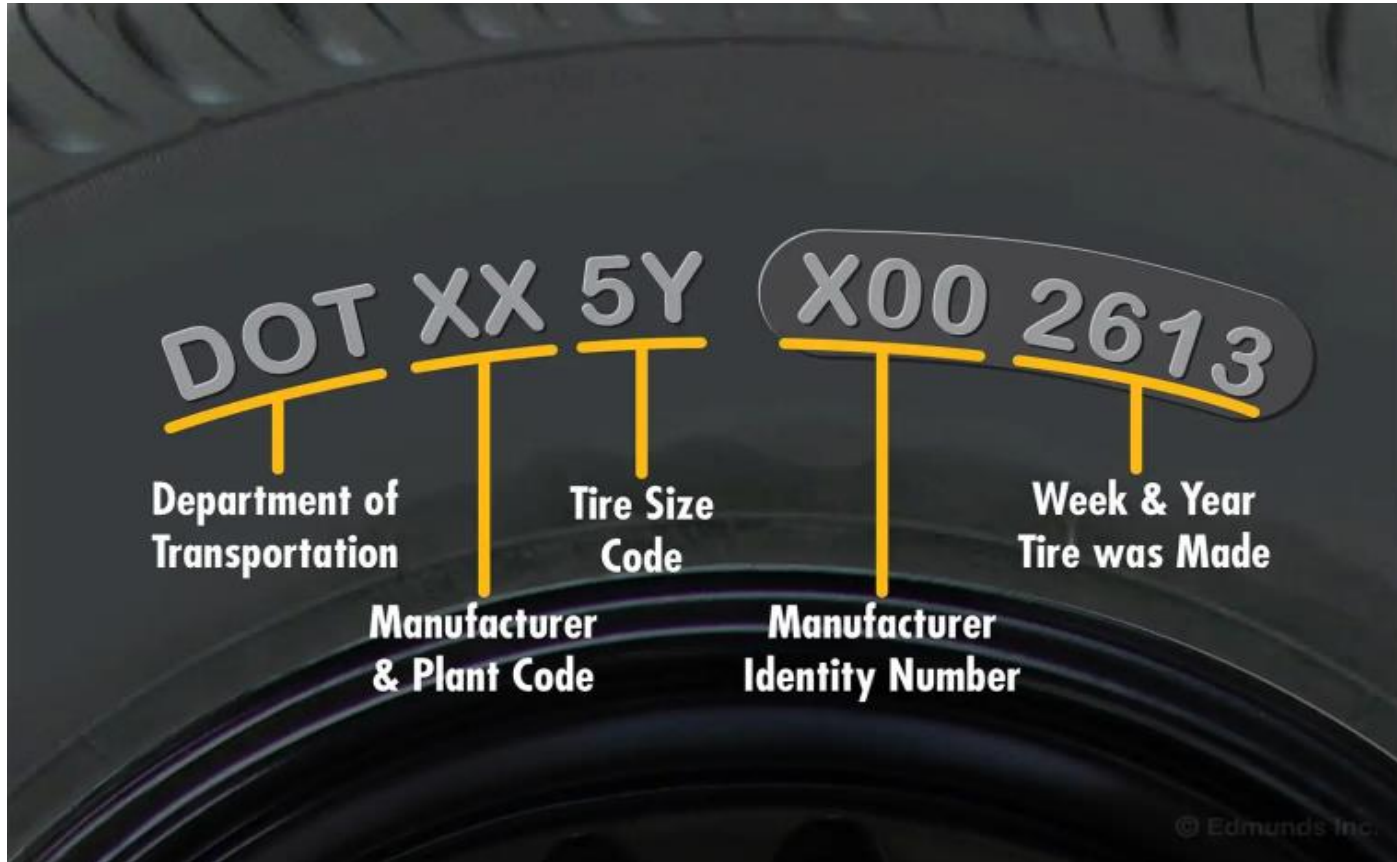
AGENDA

Tire Markings



Tire Markings: PLT

DOT Stamp



Tire Markings: Commercial



“Six”

Factors Affecting Tire Life

1. Low Air Pressure
2. High Air Pressure
3. Missing Valve Caps
4. Air Pressure “Mismatch”
5. Tread Depth mismatch or “height”
6. Irregular Wear



Air Pressure



Low Air Pressure

- #1 tire maintenance issue
- “Flex Point” issues
- 15% loss of tire life for 10% air pressure loss
- Casing Fatigue
- Increased heat
- Irregular wear – Larger footprint



Air Pressure



HIGH PRESSURE

- Increased “Road Shock” – More vulnerable to Impact failures
- Smaller Footprint
- Irregular wear
- Increased vibration – driver discomfort



Air Pressure



Missing Valve Caps

- Primary source of low air pressure
- Solution: Dual Seal – Flow Thru caps
 - Simplifies Pre trip air check
- Protects valve core from debris
- Primary seal if valve core leaks



Air Pressure



Air Pressure Mis match

- +/- 5 PSI - “Equal pressure”
- Causes permanent irregular wear - quickly
 - Potential loss: 5-20% in tire wear
- Reduces tire life



Air Pressure



Tread Depth Mismatch – “Height”

- +/- 4/32” tread depth
- Taller Dual: over fatigued prone to failure
- Shorter Dual: “Skips” causing irregular wear
- Reduces tire life
- Prone to pre mature failure



Air Pressure



Irregular Wear

- 12% loss of tread (Tier 1 Tire) on average
- Severe irregular wear can loss of 50% of usable tread due to early removal
- Un treated wear issues will continue to repeat resulting in significant cost
- Reduces tire life and handling



Air Pressure



Impact of proper air pressure

- Fuel Savings
 - Cost per /32nd
- Longer Tire Life
- Reduce Failures - Breakdowns
- Minimizes Repairs
- Increased Efficiency for Technicians



Air Pressure

Tools of the Trade



- Golden Tool – Don't be misled
 - Proper lubricant/Bead protection
- Dual Seal caps
 - Encourages Pre trip inspection
- Quality Air pressure Gauge – “Calibrate”?
- Tread depth gauge
- Air Checks when vehicle is cooled
 - Tires need 4hrs to cool for accurate pressure reading



Tire Maintenance program

Tire Options



“What will work for your fleet”

- Application
- Manufacturer
 - Chinese vs. Tier 1/ Tier 2
 - Cost per 32nds
 - Warranty
- Retread
 - Is it right for you?



COST CONTROLS

Reporting solutions



- Fleet condition – monthly/quarterly
- Minimize “spikes” in budgeting
- Mounted Wheel program
- Tag and Hold



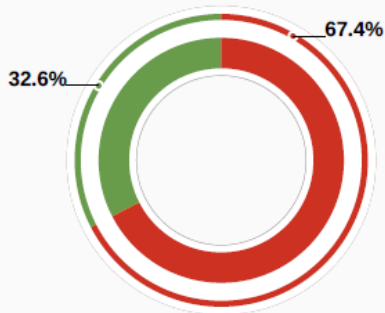
Cost Controls

Management Summary

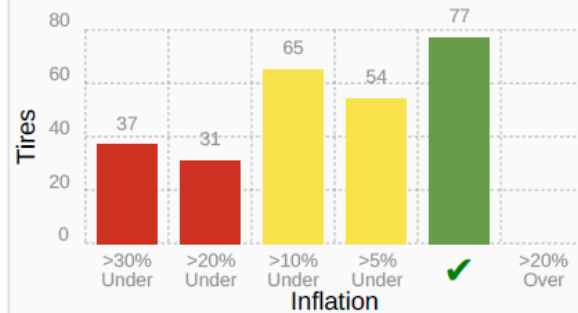


264 of 266 wheel positions inspected on 28 vehicles.

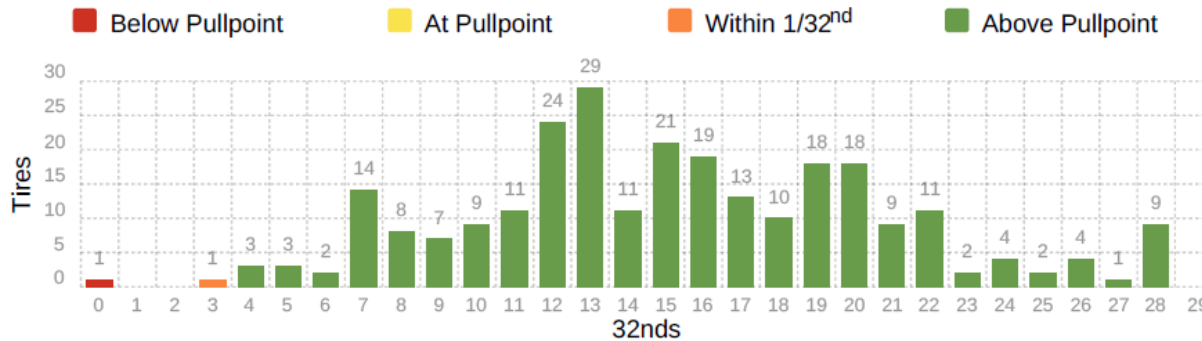
Immediate Action Conditions	Tires	%
Inflation Below Fleet Spec	137	51.9%
Tread Depth Mismatch	50	18.9%
Inflation Mismatch	46	17.4%
Below Pull Point	1	< 1.0%
No Conditions	86	32.6%



Inflation Distribution	Tires	%
> 30% Under-Inflated	37	14.0%
> 20% Under-Inflated	31	11.7%
> 10% Under-Inflated	65	24.6%
> 5% Under-Inflated	54	20.5%
5% Under to 20% Over	77	29.2%
> 20% Over-Inflated	0	



Remaining Tread Depth

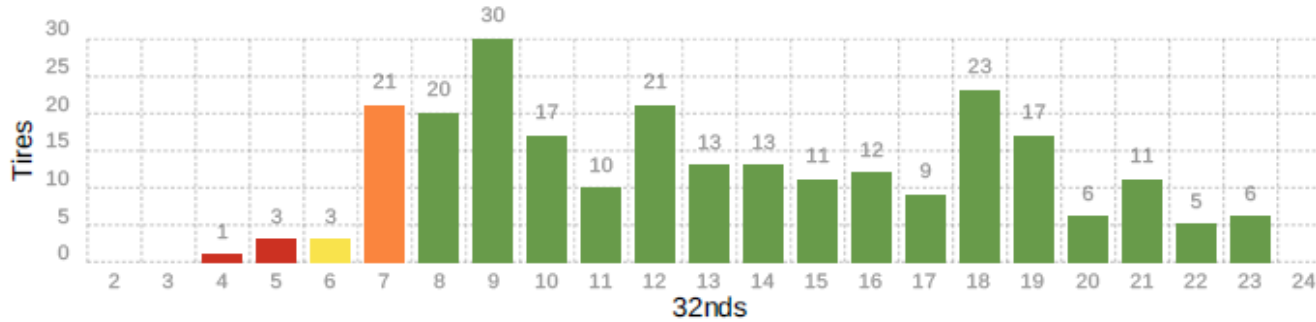


Cost Controls

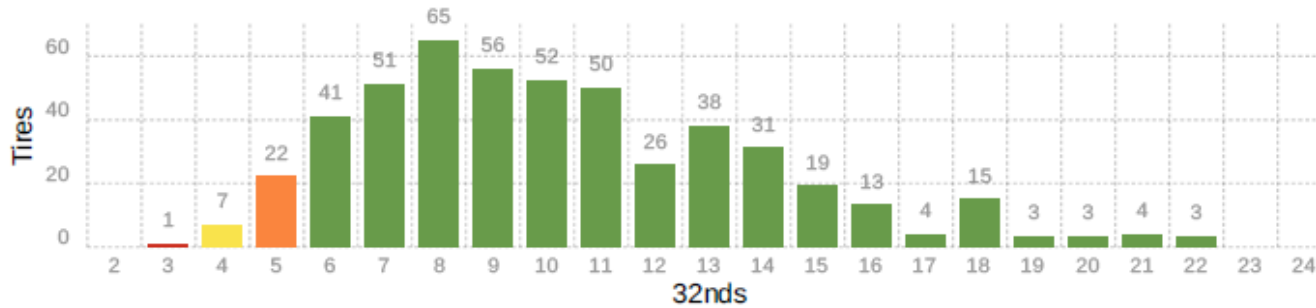


■ Below Pullpoint
 ■ At Pullpoint
 ■ Within 1/32nd
 ■ Above Pullpoint

Remaining Tread Depth: Steer Axles



Remaining Tread Depth: Drive Axles



Cost Controls

Dealer: Redburn Mesa - Mesa



	Position	Condition	Recommended	Actual Value
#83	Bus - School Bus 2S4D 255/70R22.5			
	2-2 LRI	Inflation Below Fleet Spec	110 psi	86 psi
	2-3 RRI	Inflation Below Fleet Spec Inflation Mismatch	110 psi	38 psi
	2-4 RRO	Inflation Mismatch	110 psi	91 psi
#84	Bus - School Bus 2S4D 255/70R22.5			
	2-1 LRO	Inflation Below Fleet Spec	110 psi	87 psi
	2-2 LRI	Inflation Below Fleet Spec	110 psi	86 psi
	2-3 RRI	Inflation Below Fleet Spec	110 psi	85 psi
#85	Bus - School Bus 2S4D 11R22.5			
	2-1 LRO	Inflation Mismatch	110 psi	99 psi
	2-2 LRI	Inflation Below Fleet Spec Inflation Mismatch	110 psi	69 psi
#86	Bus - School Bus 2S4D 11R22.5			
	1-2 RF	Pull Point Reached	6/32 ^{nds}	6/32 ^{nds}
#87	Bus - School Bus 2S4D 11R22.5			
	1-1 LF	Inflation Below Fleet Spec	110 psi	83 psi
	1-2 RF	Inflation Below Fleet Spec	110 psi	86 psi
	2-1 LRO	Inflation Below Fleet Spec Pull Point Reached	110 psi 4/32 ^{nds}	86 psi 4/32 ^{nds}
	2-2 LRI	Inaccessible Valve		
	2-3 RRI	Inflation Below Fleet Spec	110 psi	85 psi
	2-4 RRO	Inflation Below Fleet Spec	110 psi	87 psi
#89	Bus - School Bus 2S4D 255/70R22.5			
	2-1 LRO	Below Pull Point Tread Depth Mismatch	4/32 ^{nds}	3/32 ^{nds}
	2-2 LRI	Tread Depth Mismatch		8/32 ^{nds}



Cost Controls

Additional “Valuable” Reports

- OOSTA (Scrap)
- Casing Credit Report



Cost Controls



THANK YOU

QUESTIONS?



Tire Maintenance program