



DON'T GET TYRED OUT

Jon McGott gives some excellent advice on tyre maintenance.

Maintenance of tyres and wheels is one of the most important jobs in the workshop, because without working tyres in good condition your expensive machine, is effectively useless, and you then have to start counting the cost of downtime.

A little time spent once a day, or every two days at most, can pay dividends in spotting potential tyre problems before they bring your machine to a stop.

Check the outside of the tyres carefully for any cuts, bulges or penetrating objects. Any of these must be attended to before the tyre is put back into service. If your tyre dealer tells you the tyre is scrap, do not assume he just wants to sell you a new tyre, he may, but if he is worth his salt he will be giving good advice.

When you replace tyres, make sure the replacement is the same in terms of its carrying capacity, and speed rating. Many manufacturers have several versions of one size to suit different applications, and you need to ensure yours is correct.

Do not be tempted to try and re-use a tubeless tyre by inserting a tube. If the damage is sufficient to render the tyre non tubeless, it is probably sufficient to drastically shorten the working life of the tyre, as well as damaging the tube, and also many tubeless tyres have internal ribbing which will chafe tubes and ultimately cause a deflation.

If you are already using tubes, and have a puncture, do not repair the tube - replace it! Make sure the tube is the correct size for the tyre, and always use new tubes in new tyres.

None of this is "rocket science" - just common sense, but at the end of the day it is your licence, your contract, your livelihood, and possibly your life at risk if you do not do this most simple of tasks.

Jon McGott is Technical Support Manager for Trelleborg Wheel Systems UK Ltd.



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