

TIPS ON TYRE MANAGEMENT

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Currently a public and urban mass transport professional M. K. Soni has more than 21 years of global experience. His experience includes setting up of fleet operations (depot planning, recruitment, SOP's, security procedures etc.) from scratch, fleet maintenance and electric busses.

Q: What is a Tyre?

A: Tyre is a rubber ring placed over the rim of a wheel of a vehicle to provide traction and reduce road shocks. Your vehicle runs on tyre, it carries the entire weight of vehicle.



Tyre management program should be taken seriously if you want to keep cost under control and more important if you want your fleet/vehicle in good shape. A good tyre management program includes cradle-to-grave tracking, analysis, preventive maintenance and more. A fleet's tyre management program should be written, communicated, monitored and enforced.

Here are few tips for proper tyre management.

1. Inspection and receipt of new tyre:
 - a. Check evenness and smoothness of tread
 - b. Note the hardness of tread as per the specification
 - c. Inspect and ensure that no cords/wires exposed from Outer surface and inner surface
2. Each tyre comes along with unique code alternatively it could be customized or given by the company and it should be recorded by this serial number.
3. Separate tyre cards can be opened for each tyre this card should be carried along with the tyre from issuance to scrapping of tyre,
4. Tyre should be stored in covered and clean area away from lubricants and chemicals. It should not be stacked one above another as the weight transfer on

the lowest tyre may lead to damage of side walls. Tyres should be stacked vertically side by side and even better if it gets any kind of support like a wall, pillar or rack on one side.

5. Real tyre management starts from the day a tyre is issued.

a. It is advisable that new tyre should be issued along with new tubes and flaps as well.



b. Regular pressure checking should be done

c. Regular NSD (Non Skid Depth) should be taken after every 3000 KMS and it should be logged in the tyre log book. Tyre having less than 3M NSD should be removed and after careful inspection it can be sent for rethreading.



d. Stones trapped between the threads should also be removed as they may lead to tyre puncture.

e. Mechanical condition of the vehicle also plays important role in the life of tyre, some of the common problems are;

1. **Improper Wheel alignment** leads to Inside or outside tyre wear. If tyres are improperly wearing out, then the vehicle should immediately be taken for wheel alignment.
2. **Defective Hub Bearings** leads to spot damage.
3. **Brake binding** leads to uniform but rapid wear causing more heating of tyres thus decreasing their life. If this is noted then immediately replace brake liners. Attention should also be given to slack adjuster and greasing to s-cam

Scrap analysis of tyre should also be carried out to understand how the tyres are wearing and managed.



If tyres are properly managed it would help in reducing substantial costs.