



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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How to Calculate Your Fleet's Tire Budget

To All Fathers,
especially to those
serving in the
Armed Forces
**HAPPY
FATHER'S
DAY**

NOTICE:
If you have trailers
effected by the
flooding in the Mid-
west, contact your
ArvinMeritor repre-
sentative or PSI for
the Meritor Tire
Inflation System by
PSI inspection
procedure.

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Calculating your annual tire budget can be a complex and daunting task. The best way to begin is to look at and understand your fleet's costs in the following categories:

- New tire purchases (steer, drive, trailer, dollie)
- Retread purchases
- New tires/retreads purchased on-the-road
- Selling used casings
- Tire repair materials
- Valve stems and valve caps
- Warranty claims
- Annual tire rebates
- Labor cost to mount/dismount a tire.

Commercial truck tires can typically last for several years, but there are many variables that will determine how long they will last in your fleet. Here's one example:

If you purchase new steer tires for a line-haul operation where each truck travels 100,000 miles per year, those original steer tires should average from 120,000 to 175,000 miles to removal which equates to 14 to 20 months. At that point the casing gets sent out to be retreaded (takes about 1-2 weeks to get them back in service) with a deep 26/32" tread depth for the drive tire position. This first retread could last an-

other two years before it can be retreaded again for trailer use with a 12/32" tread depth. As a trailer tire, it may last another two or three years since the average trailer mileage may be only one third of the annual tractor mileage.

This is just one example; however the tread-wear or miles per 32nd of each tire will vary depending on specific vehicle make/model, route, load, driver, tire manufacturer and design. Any of these variables would change the above calculation, so you can see how quickly calculating an annual tire budget for an entire fleet can become very complicated. The more variables within a fleet the more complex the calculation is. For these reasons, larger fleets typically employ a tire manager to oversee the process and to maximize tire performance. There are numerous tire management software packages on the market to help the tire maintenance manager track these costs and make decisions about tires based on facts...real data generated by your fleet.

Treadwear can be dramatically affected in a negative way if all those highly engineered tires are not run at the specified air pressure ALL the time. Tire budgets will increase dramatically when tires are run underinflated because of the excess heat being generated. Tie this excessive heat with a tire footprint that has become distorted because of the low inflation pressure, and mileage will be significantly reduced...and the tire budget will increase.

Q & A PSI ANSWERS YOUR QUESTIONS

Q. How does water/moisture affect my tires?

A. Moisture is only bad where there is a puncture. Moisture can penetrate through the punctured inner liner and may cause rust/corrosion to occur to the steel casing. It is important to inspect all tires at every available opportunity and make necessary repairs on a timely basis.