



# 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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## Your scrap tire pile and what it can tell you to save you money

PSI Celebrates the 15th Anniversary of automatic tire inflation - developed in San Antonio in 1993. Today MTIS™ by PSI is the most widely used system in North America.

It's an excellent idea for fleets to analyze their scrap tire pile on a regular basis, because there is an amazing amount of information there that can save your company a lot of money.

Industry reports clearly show that over 75% of tires in a scrap tire pile did not come out of service simply due to being worn out (down to the minimum allowed DOT tread depth of 2/32" for drive and trailer tires). If you have a perfect tire management program & you retread, scrap tire analysis would reveal that there are NO virgin casings in the pile and the retreads were removed from service because they were worn out (no premature casing failures). But in the real world this just does not happen....issues such as low inflation, over loads, running too fast, and vehicle alignment all contribute to early tire removals. Most fleets (about 90%) utilize retreads because they typically cost about 1/3 of a new tire.

Fleets should work closely with their tire professionals to insure that they understand how to do a proper inspection. The information that should be recorded and entered into a computer database for easy analysis includes:

- Tire Make/Model
- Tire Size
- Original DOT Number
- Each Retread DOT Number
- Lowest tread depth
- Treadwear condition
- # casing repairs
- Removal Reason

Many tire companies offer software to help in this process, or you can use Microsoft Excel to create your own. It is fairly easy to record the appropriate data but the key to maximizing the benefits of having this information is the analysis. You will want

to play the "10 question" game – one question/answer will generate a follow up question/answer and ultimately bring you to some conclusions that can assist you in making decisions to mitigate the growing cost of commercial tires:

- How many tires in the scrap pile are original casings, how many are first retreads and how many are second caps?
- You can determine the average age of the casings in your scrap pile by analyzing the DOT numbers from both original tires and retreads. How does that average match up to your own specification for casing age?
- What is the average removal tread depth of the virgin tires and each group of retreads. If the average tread depth is significantly higher than 2/32" then the tires have come out of service prematurely. Why were the tires removed early? If you analyze the removal conditions, you can answer that question.
- If the majority of the second retreads had 10/32" of rubber remaining, this would indicate that you should NOT be retreading a second time...tires are probably experiencing some sort of fatigue/durability issue.
- If you discovered that the typical cause of removal of the new tires was sidewall damage that would indicate that the drivers need to be trained on how NOT to hit every curb.
- If you determine that tires had a high percentage of one sided shoulder wear, then you need to take a serious look at vehicle alignment issues.
- If your tires have circumferential shoulder/sidewall zipper breaks, this would let you know that tires are being run with little or no air for an extended period of time.

These are just a few examples of what you can do with real data. The key to success is to figure how to get the most miles possible from each tire – the cost of which continues to escalate.

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