

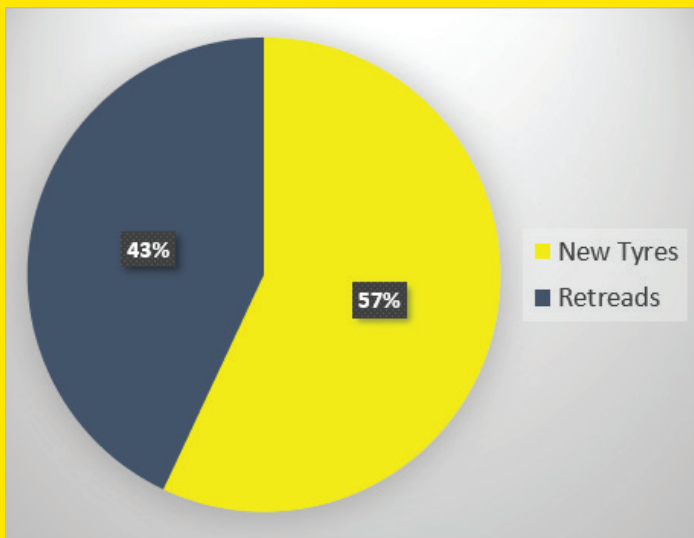
REAL Torque

February 2023

Contact maintenance for any questions on 0800 80 80 69

Tyres are an important part of keeping any vehicle on the road, they are where the rubber meets the road. To maximise safety, efficiency, and costs, there are many things to consider. At TR Group, we know the impact tyres have on our environment. Below are some of the ways TR are working to reduce that impact.

Last year we purchased over 13,000 tyres from many suppliers. Of those 13,000 nearly half are Retreads.



In the last 3 years, our rental fleet has made the following environmental savings.

Savings from using Retreads	
Oil Saved (Ltr)	429,438
Rubber Saved (Kg)	146,479
CO2-e Saved (Kg)	111,333

Why we run retreads:

It takes 80 litres of crude oil to produce one new truck tyre. It takes only 26 litres to turn a worn truck tyre into a fully functional retread. With approximately 350,000 retreads produced annually in New Zealand, retreads are already helping to save around 22 million litres of oil every year.




Myth: Retreads fail on hot days.

Fact: Retreads are no more likely to fail on hot days than any other tyre. Heat can damage all tyres, whether they're new or retreads. The true culprit behind heat damage is often under-inflation, so proper inflation is vital no matter what kind of tyre you have.



There are literally hundreds of types of tread patterns available. But the two most common drive tyre types we use are the Off road or Line haul type.

Off-Road Drive Design




Rock Lug Modified

An aggressive drive tread pattern that is designed for severe short haul and off - the - road applications. RLM has a deep skid depth that offers long mileage and increased penetration resistance

PO

Linehaul Drive Design



B729

The B729 is a drive tread pattern for on highway service. The B729 delivers long tread life and superior wet performance for on highway drive applications.

Available in NZ only.



Tyre pressures are critical to maximising not just the life of the tyre but also fuel economy. Just a small reduction in pressure can increase fuel consumption by 5-10%. Most of the tyres in our fleet run pressures anywhere between 85 PSI and 115 PSI.







Dual Tyre Matching:

Dual matching is very important for tyre wear and the overall load transferred across the dual set. Failure to do this will result in premature wear or heat damage ending in a blowout.



There are many types of tyre wear, below are some of the most common types of wear and what causes it.

THE USUAL SUSPECTS Irregular Steer Tyre Wear Patterns

		
One Sided Wear	Shoulder Step Wear	Erosion/River Wear
Appearance: Wear increasing from one side to the other.	Appearance: Partial or full depression of the inside or outside shoulder tread rib.	Appearance: Circumferential worn area situated on the sides of the tread ribs.
Probable Cause: Out of alignment specification parameters (camber, toe, axle parallelism).	Probable Cause: This condition is common on radial tires in slow wearing operations.	Probable Cause: Condition most commonly occurs on slow wearing radial tires in steer or trailer position (free rolling).
Corrective Action: Check alignment and inspect for worn parts.	Corrective Action: None	Corrective Action: None
Tire Disposition: Continue to run until minimum tread depth is reached.	Tire Disposition: Continue to run or rotate.	Tire Disposition: Continue to run.
		
Depression Wear (Intermediate)	Diagonal Wear	Radial Feather Wear
Appearance: One or more interior ribs (not center) depressed more than adjacent ribs.	Appearance: Manifests in the form of oblique wear patches. Can appear singularly or repeat around the circumference of the tire.	Appearance: Feathering at the edge of the tread ribs.
Probable Cause: Incorrect air pressure, worn mechanical part, or non-uniformity such as mismatch.	Probable Cause: Misalignment, radial and lateral runoff, severe out of balance, loose wheel bearings or steering parts.	Probable Cause: Usually the result of continued exposure to lateral force, such as excessive toe. Can also form as a result of counter-steering to compensate for drive axle misalignment.
Corrective Action: Check air pressure and mechanical issues.	Corrective Action: Check for mismatch and worn parts.	Corrective Action: Check alignment.
Tire Disposition: Rotate or retread.	Tire Disposition: Reverse direction of tire or retread.	Tire Disposition: Rotate to another position or retread.



Tips and Tricks

- ▶ Correct tyre pressure is critical to maximising the life of the tyre
- ▶ Daily prestart checks should include looking at the tyres. You want to look for signs of loose wheel nuts and cuts in the tyre, especially the side wall.
- ▶ To help increase tyre life, reduce harsh braking and rapid acceleration.
- ▶ Look for signs of uneven tyre wear, this may indicate low pressure, or a wheel alignment is needed.
- ▶ Look out for nails and objects embedded in the tyre – these will cause a puncture.
- ▶ With dual wheels, make sure the tread heights are even across the wheel.
- ▶ Tread patterns across and axle need to be the same.

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Making heavy vehicle fleet management easy for you