

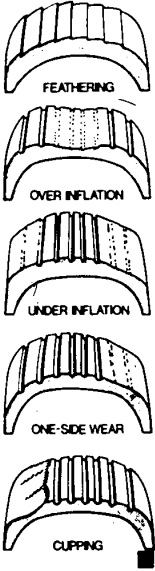
# Tire safety tips for summer driving

In the hustle and bustle of planning a summer trip in a recreational vehicle, trailer or family car, don't forget to check your tires. Failure to do so could result in a costly accident or delay which may be avoided.

Excessive road heat is a tire's greatest enemy. This is particularly true for small diameter trailer tires which normally rotate up to 80 percent faster than regular tires.

You don't need to be a tire expert to tell what shape your tires are in. First, look for potential trouble spots: cuts, fabric cracks, uneven or excessive wear. Remove nails, small stones or glass embedded in the tread. Have damaged spots repaired if they are deeper than the tread.

Treads worn below 1/16th inch or to the wear bars molded across the tread, should be replaced. Wear depth can be measured with a penny—the top of Lincoln's head shows when inserted into the tread, the tire needs replacing.



manufacturers for the building of new radial tires.

A booklet titled "What you don't know about tires" is available free from AMP Tire Equipment Division, 3715 Sunflower Avenue, Santa Ana, California 92705.

Few people realize that any tire—new or retread—needs a breaking-in period to adjust to the road. As a rule of thumb, hold your speed to less than 45 mph for the first 100 miles or so, until the tire's elements adjust and work as an integral unit.

### The Ups and Downs of Proper Inflation

Correct inflation is the most important rule for tire safety and life. Pressure should be checked before a long trip and periodically along the way. But be sure the tires are cool when checked—the reading will normally increase six pounds or more if the tires are hot from driving. Don't bleed tires to a normal level.

Inflate tires only to limits recommended by the manual. Never inflate beyond those limits in an attempt to compensate for loading and never underinflate a tire. Underinflation causes excessive heat build-up, uneven tread wear, and if you're towing a trailer, severe trailer sway, hitching and loss of control.

Also important are such factors as load weight and distribution. When packing for a trip, don't exceed the vehicle's rated load capacity. Overloaded tires increase the risk of tire failure through excessive heat build-up.

Equally critical is load distribution. For maximum efficiency and stability, equalize load to each tire. Following the manufacturer's recommendations. Loose items should shift during transit should be secured.

While surveys show that less than one percent of all highway accidents are directly attributable to tire failure, in more than half of those cases the tires were bald and worn to the cords. The Tire Industry Safety Council cautions that bald tires are 50 times more likely to suffer disintegration than new or retread tires—warning prospective vacationers should take to heart.

**Abnormal Tread Wear**

When tires wear rapidly or abnormally, the problem is often faulty or worn shock absorbers, wheel imbalance, improper wheel alignment, faulty or dragging brakes, or incorrect tire inflation. The most common problems are:

- Underinflation when most tire contact is on the outer tread, causing the edges to wear faster than the middle.
- Feathering when the tread ribs actually scrape down the road—common when the tire needs to be in or out of alignment.
- Cupping when wheels are out of balance or the shock absorbers and ball joints are worn, causing dips or humps to appear in the tread.
- One-sided wear when either the outer or inner shoulder of the tire wears faster than the rest. This is commonly caused by improper wheel alignment and can often be aggravated by underinflation.
- If the tire hasn't worn out completely, chances are that proper mechanical adjustment will stop abnormal wear. But if the tire has been severely damaged, it should be replaced.

**Consider a Retread**

When replacing a tire, con-

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