

**BRIDGESTONE**

**Firestone**



 OFF-THE-ROAD  
TIRES

The Bridgestone logo, featuring the word "BRIDGESTONE" in a bold, italicized, black font with a red and white checkered flag graphic to the left.The Firestone logo, featuring the word "Firestone" in a bold, red, serif font.The background of the slide features a collage of images. On the left, there is a close-up of a tire tread. In the center, there is a large, stylized tire tread pattern. On the right, there is a close-up of a tire tread. The background is overlaid with a stylized American flag, with the stars and stripes visible. The text "How to Manager Your OTR Tire Costs in a Down Market" is centered in a white box with a black border.

# How to Manager Your OTR Tire Costs in a Down Market

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# What can you do?

- You've got an operation to run but costs are more important than ever!
- Your operation depends on tires!
  - Just how much do you rely on tires?
  - Have you ever considered how much downtime costs you?
  - How much production is lost due to tire conditions?
  - How much production is at risk if you can't get a replacement tire when you need one?

# What can you do?

- You've got to "manage" what you've got!
  - You've got to "maintain" your tires!
  - You've got to "maintain" your operating conditions!
- You've got to "forecast" your needs!
- You've got to select the best tire that's available for each situation.

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# You've got to "Maintain" your tires!

- A very good tire maintenance program is required and must contain:
  1. A frequent, thorough, accurate air pressure maintenance program
  2. A thorough in-service inspection program
  3. A thorough out-of-service inspection program
  4. An active repair program
  5. An active rotation program

# 1. A Thorough Air Pressure Program

- a. **WEEKLY** air pressure checks are a must
- b. Stenciled hot and cold air pressures
- c. Use of calibrated air pressure gauges
- d. Correction of air pressures off by 5 psi
- e. Written report of actual and corrected pressures
- f. Review of pressures looking for trends

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## 2. You Must Have A Thorough In-service Inspection Program

- EVERYBODY must look at your tires
- Proper training of what to look for is essential for all employees
- Any abnormality must be reported so it can be inspected for possible action
- Any growth of damages must be identified and reported for possible action



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### 3. You Must Have A Thorough Out-of-Service Inspection Program

- The “tire boss” and the “tire team” must inspect every tire removed from service with your local supplier
  - Your “team” must identify damage trends
  - Operational issues must be identified for possible change



## 4. An Active Repair Program is a Must

- Every injured tire must be considered for possible repair if the result will be a **safe** tire
- In-service tire damages should be considered for possible repair in order to extend the overall life of the tire
- Economics (remaining tire hours) should not be the only consideration other than safety when deciding to repair or not to repair

## 5. An Active Rotation Program is Essential

- Tires should be rotated to minimize “odd” wear patterns
- Start new tires on front axle in **most** cases
- Rotate tires from machine to machine to match operating conditions
- Rotate tires to provide “matched” tires for duals and powered axles

# You've got to "maintain" your operating conditions!

- Operational conditions directly affect tire performance
  - Maintain the best possible operating conditions
    - to improve tire life (and to reduce the need for replacement tires)
    - to improve productivity
- Everything that improves tire life, improves productivity!

## Hauling road conditions affect tire performance and overall productivity

- Bumps and potholes
  - Increase the likelihood of impact damage to tires
  - The additional flex in the tire causes additional fatigue
  - Slows vehicles to improve operator comfort
- Rocks on the road
  - Increase the likelihood of cut damage to tires
  - Slows vehicles to improve operator comfort or to “drive around” the rocks

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## Look at:

- The condition of your haul roads
- Your curves: too sharp, no supers, etc.?
- The amount of road crown: too much/little?
- Your usage of water trucks
- Your loads: too much, centered?

# An Active Rim Program is Required

- OTR rims do not have an indefinite life
  - Most manufacturers claim rim life of only 10,000 to 15,000 hours!
  - Rust, corrosion, damages weaken this key component
  - Rim leaks can destroy tires by causing “run low” conditions

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# You've Got to Forecast Your Needs

- In this “costs are important” situation, you must anticipate your OTR tire needs
  - You need to know:
    - How often you use each size tire
    - The current status of each of your tires
    - How soon you will need tires by size
    - How current and future operating conditions will affect tire needs

# Tire Forecasting

- The ONLY way to accurately forecast your OTR tire needs is by using actual tire performance information
  - You need to know
    - Current status: RTD, damages, repairs, positions, etc.
    - Wear rates
    - Failure rates
    - Failure types
    - Failure trends

# Anticipating Needs

- Tire records must be maintained
  - On paper
  - On spreadsheets
  - On tire recordkeeping software (ie: Treadstat)
- Tire data must be analyzed frequently
  - Looking for trouble areas
  - Looking for trends

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# Select the “Best” Option

- If you need an OTR tire, it is important to select the best available tire that suits your application
- Tires have different limits and abilities
  - Choosing the wrong fit for your operation can cause higher expenses, lower production and more hassles

# Different Abilities

- OTR tires have different abilities
  - Different tire constructions have different abilities
    - Radial Tires
      - Steel radials
      - Nylon radials
    - Bias Tires
    - Bias Belted Tires
      - Steel belted
      - Nylon belted

# Different Limitations

- OTR tires have limits
  - How much air pressure they can contain
  - How much load they can support
  - How much impact they can withstand
  - How much traction they can provide
  - How much ride comfort they offer
  - How easy they cut



# Selecting the Best Available Tire

- You must select the best combination of:
  - Tire type (radial or bias)
  - Ply/star rating
  - Tire type (E-3, E-4, L-4, L-5)
  - Tread pattern
  - Tread compound
  - Tread depth
  - Overall tire size

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# Ask the Question: How will this tire perform in my operation?

- The wrong choice may:
  - Cause you to slow the vehicle down to avoid overheating the tire
    - Less production from that vehicle
    - May slow other vehicles resulting in lower overall production
  - Cause you to lighten the load on the vehicle
    - Loss of production

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# The wrong selection may adversely affect your operation

- The pattern may not provide the cut protection or the traction you need for your operation
- The compound may overheat the tire or cause more and deeper cuts
- The casing strength (ply/star rating) may not be high enough to withstand the air pressures you need to support the loads

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# Consider Many Things When Selecting an OTR tire

- Consider:
  - Cost versus expected performance
  - Warranty
  - Support of supplier/manufacturer
  - How the tire will perform in your operation
  - How the tire will affect your machine's performance

# Get Involved

- Forecast your needs
  - Know where you've been, where you are and how your tires are trending
  - Anticipate, based on data, your needs for at least a year out
- Select the best tire available that fits your specific needs

# Use Your Assets

- You have help available – use it
  - Manufacturers' reps
  - Local supplier reps
  - OEMs
  - Repair/retread shops
  - Training courses
  - Trade organizations

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# Thank you!

- Thank you for your time and attention!
- If I can help you, please contact me
- Be Productive, but be SAFE!