

THE USUAL SUSPECTS

Irregular Drive Tire Conditions



Multiple Cuts/Chunking

Appearance	Numerous small cuts to the tread surface with portions of tread removed, giving a rough appearance.
Probable Cause	Vehicle operation on rough surfaces (misapplication of tread compound).
Corrective Action	Review tire selection and operation.
Tire Disposition	Minor damage should return to service. Consult retreader for possible repair and retread.



Vehicle/Spin Damage

Appearance	Cuts or lines 360 degrees around the tire.
Probable Cause	Contact with vehicle components (mud flap brackets, bumpers), or spinning the tires on ice or loose road surface.
Corrective Action	Analyze cause. Ensure tire does not contact vehicle components. Review driver practices.
Tire Disposition	Return to service if damage is not below base of tread groove. If deeper, retread or scrap.



Brake Skid Damage

Appearance	Localized spot of excessive wear across tread face showing abrasion marks. Damage may extend into casing.
Probable Cause	New brakes (not worn in), unbalanced brake system, frozen brake lines, driver abuse.
Corrective Action	Check brake system.
Tire Disposition	May be repaired or retreaded if casing is undamaged; otherwise, scrap.



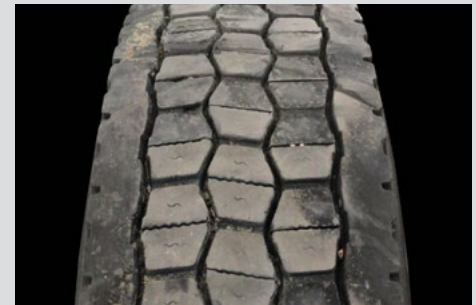
Stone Retention/Drilling

Appearance	Stones or gravel imbedded between tread blocks, sometimes reaching steel cables.
Probable Cause	Condition is common with vehicles operating on gravel surfaces. Overinflation, misapplication of the tire.
Corrective Action	Remove stones & return to service. Maintain proper inflation pressures.
Tire Disposition	Continue to run unless there are multiple spots reaching steel cables. Consult retreader or tire manufacturer.



Heel/Toe Wear

Appearance	Each lug around tire worn high to low from front to back edge.
Probable Cause	Mismatched inflation pressure or tire diameters in a dual assembly. High torque conditions, mountainous terrains, and high inflation pressures aggravate this condition.
Corrective Action	Review tire maintenance practices. Consult tire manufacturer when selecting tire for operation.
Tire Disposition	Continue to run. If severe, change direction of rotation.



Cupping/Scallop/ Alternate Lug Wear

Appearance	Localized cupped-out areas of fast wear around the tire. Alternate lugs worn to different tread depths around the tire.
Probable Cause	Mismatched inflation pressure or tire diameters in a dual assembly. Aggravated by slow rate of wear, poorly maintained suspension components.
Corrective Action	Check for mechanical problem.
Tire Disposition	Check for worn components, inflation pressures and matching tread depths.

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