

## What to Check

- Adequate tread depth.
- Uneven tread wear.
- Bulges, cuts, and other tire damage.
- Proper tire inflation.

## Warning Signs

You may be experiencing tire problems if you notice any of the following:

- A side-to-side “waddle” at slow speeds.
- An increased shimmy or vibration at highway speeds.
- A sharp pull to the side.
- Weaving or fishtailing.

## Maintenance Schedule

Frequency	Maintenance Item
10,000 kilometres	Wheel balance, rotation
19,000 kilometres or tire wear	Check front-end alignment
Weekly	Check tire pressure

*These maintenance intervals are based on normal driving conditions.*



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# MAKE SENSE of CAR CARE

ADVICE FROM CAA

# TIRES



*For more information about your tires and how to care for them, contact your local CAA Approved Auto Repair Service facility.*

*To locate the AARS facility nearest you, call your local CAA office.*

*Approved Auto Repair Services are not available at all locations. Check with your local club for availability.*



## TIRES: YOUR KEY TO SAFETY

TIRES ARE ONE OF THE MOST IMPORTANT PIECES OF SAFETY EQUIPMENT ON YOUR CAR. It doesn't matter how well the engine, transmission, suspension, or even the brakes work if the tires cannot grip the road properly. No tire traction — no control.

To provide good traction and safe handling, the tires must have adequate tread to shed water and grip the road effectively. Tires must also maintain the correct inflation pressure to ensure good contact with the road and safe cornering. Unfortunately, tires are often the most neglected component on today's vehicles.

**BY CONDUCTING REGULAR INSPECTIONS, YOU CAN HELP PREVENT PREMATURE WEAR AND EXTEND THE LIFE OF YOUR TIRES.**

## KNOW YOUR TIRES

CHECKING YOUR TIRES ON A REGULAR BASIS IS AN IMPORTANT STEP IN PROTECTING YOUR SAFETY AS WELL AS YOUR AUTOMOTIVE INVESTMENT. Although you should have a professional technician look at your tires as part of your regular maintenance schedule, basic tire inspection can be done in your own driveway. These inspections should be done weekly, as some tire problems, like nail punctures, can develop quickly, yet go unnoticed when you are driving.

When examining your tires, there are three areas that need to be checked: **the tread, the sidewalls, and the tire's inflation pressure.**

## Tread

A TIRE'S TREAD SHOULD BE CHECKED FOR OVERALL TREAD DEPTH AND UNEVEN WEAR PATTERNS. To check tread depth, it is best to get a depth gauge, which is available from most automotive parts stores. However, a small, narrow ruler with 1-millimetre graduations can be used.

Place the gauge or ruler in the tread grooves near the outside edge, inside edge, and center of the tire, and read the tread depth. The more tread the tire has remaining, the higher the reading will be. The readings should be even across the tire. Uneven wear indicates improper inflation or the need for a wheel alignment.



*Place the gauge or ruler in the tread grooves near the outside edge, inside edge, and center of the tire, and read the tread depth.*

When any of the readings decrease to 5 millimetres, it is time to shop for a new tire. When the reading becomes 3 millimetres, the tread wear has reached its legal limit in most provinces, and the tire should be replaced very soon.

At the 3-millimetre range, you may also notice some small, regularly spaced "bald stripes" running straight across the tire's tread at six or more locations around the tire. These are wear indicators, which signal that this tire is at the end of its safe driving life.

The old method of checking tire tread with a penny — insert the penny into the tread groove with the top of Lincoln's head at the bottom of the groove — is really no better than relying on a tire's wear indicators. If Lincoln's entire head is exposed, you have less than 3 millimetres of tread left on the tire.

## Sidewalls

WHILE YOU ARE CHECKING THE TREAD, LOOK CLOSELY AT THE SIDEWALLS, FROM THE WHEEL ALL THE WAY TO THE TREAD'S EDGE, FOR DEEP CUTS, BUBBLES, OR BULGES, ANY OF WHICH MEAN IMPENDING TROUBLE. Surface scrapes from curbs and small indentations from the tire manufacturing process will not cause problems.

## Inflation Pressure

THE ONLY ACCURATE WAY TO TELL THAT A TIRE IS PROPERLY INFLATED IS TO USE A PRESSURE GAUGE, WHICH IS AVAILABLE AT MOST AUTO PARTS STORES. Dial-type gauges are easier to read than pen or stick designs. Simply remove the cap from the tire valve, and press the gauge tip firmly and squarely into the valve stem so that it seals off any escaping air. If you hear air escaping, you will not get an accurate reading.

Compare your gauge reading with the recommended inflation pressure found on your vehicle's tire placard. The placard is a small label that is usually located on the edge of the driver's door or on the inside of the glove-compartment door. The recommended pressures are for cold tires, so the best time to check tire pressure is first thing in the morning before driving the car. If the car has been

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driven, the tires are considered hot, and the pressure reading will increase from 1 to 2.2 kilograms, depending on their temperature. Even cold tire pressures will vary with seasonal temperature changes, as much as 2.2

kilograms or more from midsummer to midwinter.

Spending a few minutes with your tires each week can help your car perform as it was designed to and preserve your safety, as well as help you get the longest life from your tires.