

GOODYEAR

10

**EASY WAYS TO IMPROVE YOUR
TIRE PERFORMANCE AND PROTECT
AGAINST WEAR.**



You don't have to be an aircraft mechanic or even a tech expert to get the most out of your tires. Follow these Top Ten Tire Tips from Goodyear and you'll begin benefiting on your next flight — and landing after landing into the future.

>> To learn even more, go to www.GoodyearAviation.com for a **FREE** downloadable copy of our new Goodyear Tire Care & Maintenance Manual.



TOP
10
TIRE TIPS



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WHAT **YOU** NEED TO KNOW
ABOUT YOUR AIRCRAFT TIRES.

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1

CHECK TIRE PRESSURES DAILY. Daily pressure checks are critical because aircraft tire assemblies can lose as much as 5% of inflation pressure in 24 hours.

Aircraft tire pressure must be checked when the tires are cool (at ambient temperature) because heat generated during taxi, takeoffs, and landings can result in elevated pressure readings.

2

REMOVE TIRES THAT ARE MORE THAN 10% UNDERINFLATED, if they have been taxied. Under-inflation greatly increases tire stress in service, wearing the tire shoulder area faster and damaging the tire's innerliner — potentially making the tire unserviceable.

3

AVOID OVERINFLATION AS IT OFTEN LEADS TO UNEVEN TREADWEAR and reduced traction, making the tread area more susceptible to cuts and placing greater stress on aircraft wheels and landing gear.

4

WAIT 12 HOURS BEFORE PUTTING NEW TIRES IN SERVICE AFTER INITIAL INFLATION. All tires will stretch after the initial inflation, causing a volume increase and thus a drop in pressure. Tires should not be placed in service until they've been inflated for a minimum of 12 hours. The pressure should then be checked and inflation added, if necessary.



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RE-CHECK INFLATION 24 HOURS after the 12-hour stretch period to make sure the assembly is still holding inflation properly. This is especially important for tubeless assemblies, because they can lose pressure from multiple locations, such as the wheel valve, o-ring, fuse plug, overpressure plug, wheel cracks and similar areas.

6

MINIMIZE VIBRATION WITH PROPER TIRE AND WHEEL ASSEMBLY.

All tires are balanced at the factory. The red balance dot on the sidewall is to be aligned with the inflation valve for optimum tire and wheel assembly balance with less vibration. Gear misalignment, worn or loose gear components, improperly torqued axle or wheel nuts, flat-spotted tires, and similar problems can cause vibration on an aircraft.

7

AVOID THE #1 CAUSE FOR EARLY TIRE REMOVAL – FOREIGN OBJECT DAMAGE.

By diligently clearing all foreign objects from hangar floors and ramps, foreign object damage can be reduced. Even something as innocuous as a washer can cut a tire that is under heavy load.

8

REMOVE DAMAGED TIRES IF FABRIC PLY CORDS ARE VISIBLE, and cord exposure exceeds acceptable limits. Cuts, cracks, and other conditions may require removing the tire from service. For specific information, see the Goodyear Aviation Tire Care & Maintenance manual.

9

EXAMINE TIRES FOR UNEVEN WEAR, AND CORRECT THE CAUSE such as gear misalignment or improper tire inflation. Tires with camber-induced asymmetric wear can be demounted and mounted in the reverse direction to extend the tire's life.

10

REMOVE TIRES WHEN TREAD IS WORN TO THE BASE of any groove at any spot, or to the depth stated by the aircraft manufacturer.

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& Maintenance Manual!

See back page for details.

