







Т	RA Clas	ssificati	ons
TRA Classification	Tread Type	Bridgestone Radial	Tread Pattern Bias
	E= Earthmov	ver (Haulage Service)	
E-2	Traction	VUT VKT VSB	
E-3	Rock	VET VHS VSW VLT VMT VTS	WL RL VL2
E-4	Rock Deep	L317 VLTS VSNT VMTS VMTP VZTS VZTP VELSL VELS VRLS VREP VRDP VRPS VROP	RLS ELS2
E-7	Flotation	VSJ	SCP2
	(G=Grader	
G-1 G-2 G-3 G-4	Rib Traction Rock Rock Deep	VUT VKT VSW	RG GL FG RL
	L=Loader & Doz	er (Slow Speed Servic	e)
L-2 L-3 L-4 L-5 L-5S	Traction Regular Rock Regular Rock Deep Rock Extra-Deep Smooth Extra-Deep	VUT VKT VSW VLT VJT VTS VLTS VSNT VSNL VSDT VSDL VSDR VSMS	GL FG RL VL2 RLS NL DL STMS
	C=Com	pactor Service	
C-1 C-2	Smooth Grooved		RR AL2
	LS=Lo	ogging Service	
LS-2	Intermediate	VSB	
	Mobile Crane	Service (High-Speed)	
Mobile Crane Service	Indu	VGT VHB VHS VSW	
Industrial Service		VHB VEL VCH VCHD VCHR VCHS VELS VRLS VSDL VSMS	RL RLS ELS2 STMS YS2















Tire Selection – Motor Graders



What type of operations do motor graders work in?

Maximum speed 25 mph Continuous operation

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What are some potential factors that may threaten tire life on grader tires?

- Heat generation
- Cut potential

Uneven wear



Tire Selection - Loaders



What about load and carry? What is the difference? What factors must you consider?

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- Load and carry operations tend to generate a lot of heat in tires when distance and speed play a major role.
- Load capacities will determine what code designation will be needed
- L3 & L4 tread depths can be used when possible
 - This allows for greater distances or higher speeds
- Between bias and radial tires, the radial runs cooler.













Recommended Inflation Pressure

The "correct" air pressure for the application: Based on accurate/realistic weights?

- "Book" values
 - Adjusted for options/modifications
 - Relevance of "Book" value to actual data
- Actual weight study data
 - Accuracy of data
 - How representative of actual conditions is the data

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Tire Pressure Maintenance

Having the correct shape of the tire ensures the maximum performance of all aspects of the tire:

The <i>best</i> resistance to road T	he <i>best</i> braking
hazards	
The <i>best</i> flotation The	he best cornering control
The <i>least</i> fatigue	he least separations
The <i>best</i> side cut resistance T	he best resistance to heat

Tire Pressure Maintenance

- Operating a tire, even for a short period of time, with the improper shape can result in:
 - increased tire costs
 - increased downtime
 - decreased production
- Abnormalities in air pressure must be recorded (not just corrected) and follow-up action must be taken in a timely manner (hours not days)

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Tire Inflation Pressure Maintenance



Using a tire above the rated load capacity or underinflated can significantly reduce tire life



This tire was ruined by being run low and eventually flat. Not only tread wear, 43/32nds RTD, was lost but also casing retreadability.

It also poses a safety issue due to rapid air loss and possible debris coming from the tire.

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Nitrogen Inflation

How does nitrogen help?

While both nitrogen and oxygen can permeate rubber, nitrogen does it much more slowly. It might take six months to lose 2 psi with nitrogen, compared migrate through sidewalls, to just a month with air. And, nitrogen is far less reactive. up to 2 ps per month, even when valves and to construct the sective. steel or aluminum, and it doesn't

beads seal properly and there are no punctures. steel or alumin degrade rubber. Wheel surfaces stay smooth and clean, rubber remains supple and resilient. Inflation

losses are minimized - and retreadability is enhanced.

Benefits of Nitrogen Inflation

- Less inflation pressure loss
- Less inflation pressure fluctuation with heat
- Reduced wheel corrosion
- Improved retreadability

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Flatproofing



Eliminate Flat Tires Forever!

Even in the most hazardous environments, tires filled with TyrFil can never go flat. Our tire fill product allows equipment to operate over broken glass, nails, sharp metal, rocks, etc. TyrFil's durability has been proven in

thousands of demanding applications including construction, mining, municipality, waste, and rental equipment. Despite cuts and punctures, TyrFil will keep your tires rolling, increasing productivity and eliminating downtime. Find a TyrFil Dealer near you!

Also, no other tire flatproofing technology absorbs G-Force Shock as well as TyrFil. Only the TyrFil Treatment gives you a **smooth, safe** ride that means less injury to your team, less wear on your equipment, and totally flatproof tires. Watch this video to find out more:



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Tire Purchasing

Government contract http://batogovtires.com

Local servicing tire dealers Dealer locator https://commercial.bridgestone.com

2016 Local Roads Conference



	ad	Inf	ila	tic	n											
TIREE MOUNTED ON 13" DROP CENTER RIME TIREE MOUNTED ON 13" DROP CENTER RIME Tre Load Linking Rg/RJ. at variance Cell Infinition Pressures Used in the Minimum for the Load/		,	Radial	Me Ply ME	ediui TRIC Tire	m Co	omn ucks, Bu	nerci	ial '	Truc s Used i	k F	Ra	dials I Highwa	y Serv	ice	
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		SINGL	E kg.	2050	2160	2260	237	0 250	0(F) 0(F)	2600 5730	270	0	2800(G),# 6175(G)**	2870 6320	2940 6465	3000(H) _{HE} 6610(H) ^{HE}
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Tire Speed Restrictions

- •All tires have a speed rating
- •Speed rating is listed in
- manufactures tire specs
- •Speed rating is based on two other factors
 - •Weight
 - •Air pressure

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Fuel Efficient Tires

Compounding

Majority of fuel efficient properties are in the compounding
Rubber returns energy put in more

•Rubber returns energy put in more efficiently

•Tread Design

•Designed to have less side to side movement

Casing

•Some brands design the casing to have less rolling resistance.

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Kevin Jacobs <u>jacobskevin@bfusa.com</u> Aaron Brown <u>brownaaron@bfusa.com</u> Thank you!

BRIDGESTONE

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