



AUTOMOTIVE SERVICES & MECHANICAL REPAIRS

Get a grip on the road



Tyre Safety

Will your tyres pass a safety check? Car tyres are not on most drivers check list and it's not until we have a puncture, steering problem or accident that tyres get inspected.

All there is between the roads you travel on and the safety of you and your passengers is approximately 8mm of tread and that's new tyres, the minimum legal tread depth in Australia is 1.5mm. Old and worn out tyres are dangerous to drive on. As the tread wears the tyres ability to disperse water and achieve grip is reduced dramatically, it takes longer to slow or stop.

About Tyres

When your tyres are new you will notice the tread wear bars. These are raised sections located on the bottom of tread grooves. When these bars become

flat with the face of the tyre this tells you it's time to replace them sooner than later. As your tyres lose their function to grip the road surface your ability to stop safely in an emergency is diminished.

One simple but often overlooked aspect of tyre care is tyre pressure. Car manufacturers give general guidelines in their handbooks as to what pressures should be maintained for optimal safety and performance. Tyre manufacturers may offer guidelines depending upon the type of car, the use of the vehicle, for example towing or carrying heavy loads and city or highway driving.

Tyre Tips

Here are some quick tips to tyre inspection in between your regular service schedules. Some visual indicators of under and over inflated tyres –

Improperly inflated tires – especially under inflated –
Under inflated tires do not effectively push away water



Over inflated tires do not provide maximum traction or “grip.”

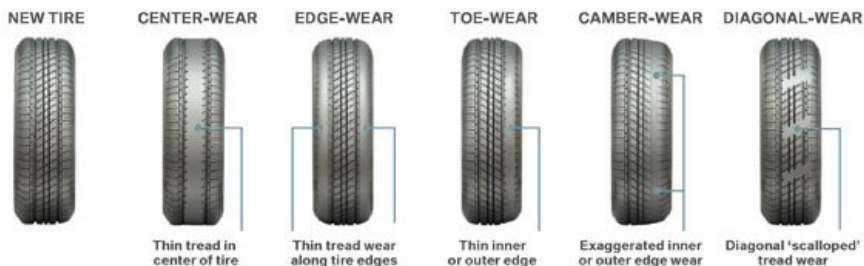
Do not inflate your tyres to the pressure shown on the tyre itself, that is the maximum pressure the tyre can hold, not the recommended pressure for the vehicle. It can get confusing so its best to check with your friendly mechanic.

Tyres worn on the outside edges can indicate under inflation. Tyres worn in the centre, over inflation.

Where only one side of a tyre is worn and not the other this could indicate a camber angle issue, either positive or negative and you should arrange for an inspection and wheel alignment check.

Reading Tire Wear

Tire wear patterns can serve as indicators of vehicle condition. Learning to read the early warning signs can often prevent premature shortening of tire life and indicate the need for service such as a front-end alignment.



Proper diagnosis required to determine actual cause of wear.
(eg. low tire pressure, alignment, vehicle overload, worn or damaged suspension components, etc.)

Tyre cupping is usually caused by worn shock absorbers or struts. Tyres that are out of balance can also contribute to cupping. Any abnormal tyre wear should be attended to as a matter of urgency. Tyre wear can indicate worn steering or suspension components or wheel alignment geometry out of specifications. Feathered tyre wear across the tread may indicate worn ball joints, worn tie rods or other components. The toe angle is affected by changes in camber and caster angles and is always the last angle to be adjusted during the wheel alignment process. Any change in the caster and camber angles will immediately change the toe angle.

Other serious tyre conditions are when you can visually see any steel belt showing through the tyre or any bulges from any part of the tyre.

Safe motoring.

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