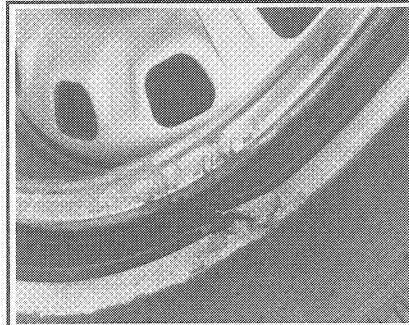


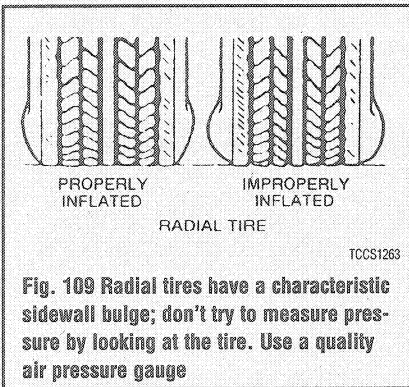
TCCS1097

**Fig. 106** Tires should be checked frequently for any sign of puncture or damage



TCCS1095

**Fig. 107** Tires with deep cuts, or cuts which bulge, should be replaced immediately



TCCS1263

**Fig. 109** Radial tires have a characteristic sidewall bulge; don't try to measure pressure by looking at the tire. Use a quality air pressure gauge

tire's ability to perform as intended. A tire will lose some air in day-to-day use; having to add a few pounds of air periodically is not necessarily a sign of a leaking tire.

Two items should be a permanent fixture in every glove compartment: an accurate tire pressure gauge and a tread depth gauge. Check the tire pressure (including the spare) regularly with a

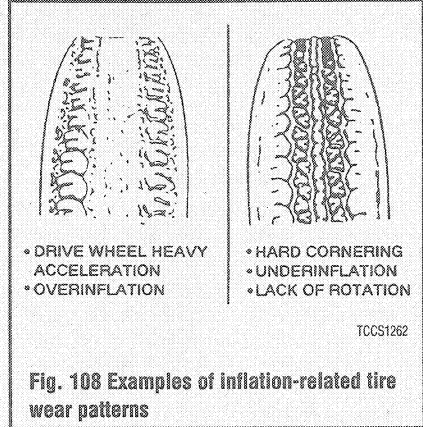
pocket type gauge. Too often, the gauge on the end of the air hose at your corner garage is not accurate because it suffers too much abuse. Always check tire pressure when the tires are cold, as pressure increases with temperature. If you must move the vehicle to check the tire inflation, do not drive more than a mile before checking. A cold tire is generally one that has not been driven for more than three hours.

A plate or sticker is normally provided somewhere in the vehicle (door post, hood, trunk or trunk lid)

This shows the proper pressure for the tires. Never counteract excessive pressure build-up by bleeding off air pressure (letting some air out). This will cause the tire to run hotter and wear quicker.

### CAUTION

**Never exceed the maximum tire pressure embossed on the tire! This is the pressure to be used when the tire is at maximum loading, but it is rarely the correct pressure for everyday driving. Consult the owner's**



TCCS1262

**Fig. 108** Examples of inflation-related tire wear patterns

**manual or the tire pressure sticker for the correct tire pressure.**

Once you've maintained the correct tire pressures for several weeks, you'll be familiar with the vehicle's braking and handling personality. Slight adjustments in tire pressures can fine-tune these characteristics, but never change the cold pressure specification by more than 2 psi. A slightly softer tire pressure will give a softer ride but also yield lower fuel mileage. A slightly harder tire will give crisper dry road handling but can cause skidding on wet surfaces. Unless you're fully attuned to the vehicle, stick to the recommended inflation pressures.

All tires made since 1968 have built-in tread wear indicator bars that show up as 1/2 in. (13mm) wide smooth bands across the tire when 1/16 in. (1.5mm) of tread remains. The appearance of tread wear indicators means that the tires should be replaced. In fact, many states have laws prohibiting the use of tires with less than this amount of tread.

When replacing tires, only the size, load range

CONDITION	RAPID WEAR AT SHOULDERS	RAPID WEAR AT CENTER	CRACKED TREADS	WEAR ON ONE SIDE	FEATHERED EDGE	BALD SPOTS	SCALLOPED WEAR
EFFECT							
CAUSE	UNDER-INFLATION OR LACK OF ROTATION	OVER-INFLATION OR LACK OF ROTATION	UNDER-INFLATION OR EXCESSIVE SPEED*	EXCESSIVE CAMBER	INCORRECT TOE	UNBALANCED WHEEL	LACK OF ROTATION OF TIRES OR WORN OR OUT-OF-ALIGNMENT SUSPENSION.
CORRECTION	ADJUST PRESSURE TO SPECIFICATIONS WHEN TIRES ARE COOL ROTATE TIRES			ADJUST CAMBER TO SPECIFICATIONS	ADJUST TOE-IN TO SPECIFICATIONS	DYNAMIC OR STATIC BALANCE WHEELS	ROTATE TIRES AND INSPECT SUSPENSION

\*HAVE TIRE INSPECTED FOR FURTHER USE.

TCCS1267

**Fig. 110** Common tire wear patterns and causes