

# **WATLING TYRES**

## **Under Inflated Tyres - Health & Safety Statement**

There would appear to be no industry standard on what percentage of 'Air loss' would deem the tyre to be 'Flat' or 'Under Inflated', with respect to 'should you attempt to repair'.

The Commercial Vehicle Safety Alliance (America) is currently exploring how to define underinflation for enforcement purposes. CVSA has already settled on a definition of a 'Flat' tyre: 50% of the max cold inflation pressure stamped on the sidewall of the tyre. That's clean and simple; now the CVSA wants a similarly clean and simple definition of under inflated.

Health and Safety Executive – (INDG433) 'Safety during tyre inflation in motor vehicle repair' states: Cuts and splits should be clearly visible by inspection and there are industry standards on whether a repair should be attempted. However, damage to the internal steel or textile cords may not be obvious. This can be caused by impact or if the tyre is run significantly under inflated (normally taken as 80% of its recommended pressure).

One major tyre manufacture states: Do not attempt to re-inflate a tyre that shows a pressure less than 30% of normal running pressure; 70% of its recommended pressure.

Therefore, we have decided that it is now **Company Policy** that any punctured or under inflated truck tyre that has less than 50% of its normal operating pressure must **NOT** be repaired.

A replacement tyre is to be fitted and the punctured or under inflated tyre must be sent away for possible major repair and subsequent pressure testing.

### **Procedure to reduce risk:**

- Before deflating a tyre, check the pressure and chalk the reading on the sidewall. Remember, low tyre pressure may have caused tyre wall damage.
- Do not inflate any tyre that has been significantly under inflated until it has been adequately checked. Examine wheels and tyres (externally and internally) for signs of damage, eg: cracks, 'marbling' (black lines), bulging, soft spots or exposed steel cord in the tyre carcass. If in doubt, **do not** re-inflate the tyre.
- When re-inflating, follow all precautions and keep to the Blast Zone. Watch and listen for signs that might indicate a zipper failure. If you suspect a problem, do not approach the tyre to deflate it – use the quick-release connection at the operator's end of the hose.

### **Do not put yourself at risk.**