

# TRAILER TIRES

## Trailer Tire Applications

\*Trailer tires are designed for use on trailer axle positions only. They are not built to handle the loads applied to, or the traction required by, drive or steering axles.

\*An “LT” designation on a trailer tire size specifies load range only. It is not designed for use on light trucks.

\*Do not mount “ST” or “LT” trailer tires on passenger cars or light trucks.

## Load Carrying Capacity

\*All tires must be identical size for the tires to properly manage the weight of the trailer.

\*The combined capacity of the tires must equal or exceed the Gross Vehicle Weight (GVW) of the axle.

\*The combined capacity of all of the tires should exceed the loaded trailer weight by 20%.

\*If the tires are replaced with tires of larger diameter, the tongue height may need to be adjusted to maintain proper weight distribution



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## **Load Carrying Capacity**

\*If the actual weight is not available, use the trailer GVW. If a tire fails on a tandem axle trailer, you should replace both tires on that side. The remaining tire is likely to have been subjected to excessive loading.

## **Speed**

\*All "ST" tires have a maximum speed rating of 65mph.

\*As heat builds up the tire's structure starts to disintegrate and weaken.

\* The load carrying capacity gradually decreases as the heat and stresses generated by higher speed increases.

## **Mileage**

\*Trailer tires are not designed to wear out.

\*the life of a trailer tire is limited by time and duty cycles.

\*the mileage expectation of a trailer tire is 5,000-12,000 miles.



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## Time

- \*Time and the elements weaken a trailer tire.
- \*In approximately three years, roughly one-third of the tire's strength is gone.
- \*Three to five years is the projected life of a normal trailer tire.
- \*It is suggested that trailer tires be replaced after three to four years of service regardless of tread depth or tire appearance.

## Why Use An "ST" Tire

- \*They feature materials and construction to meet the higher load requirements and demands of trailering.
- \*The polyester cords are bigger than they would be for a comparable "P" or "LT" tire.
- \*The steel cords have a larger diameter and greater tensile strength to meet the additional load requirements.
- \*"ST" tire rubber compounds contain more chemicals to resist weather and ozone cracking



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## **Storage**

- \*The ideal storage for trailer tires is in a cool dark garage at maximum inflation.
- \*Use tire covers to protect the tires from direct sunlight.
- \*Use thin plywood sections between the tire and the pavement.
- \*For long term storage, put the trailer on blocks to take the weight off the tires. Then lower the air pressure and cover the tires to protect them from direct sunlight.

## **Inflation**

- \*Always inflate trailer tires to the maximum inflation indicated on the sidewall.
- \*Check inflation when the tires are cool and have not been exposed to the sun.
- \*If the tires are hot to the touch from operation, add three psi to the max inflation.