

Sumitomo Safety

Truck Tire Warnings!

Important: Be sure to read this safety information. Make sure that everyone who services tires or vehicles in your outlet has read and understands these warnings.

SERIOUS INJURY OR DEATH CAN RESULT FROM FAILURE TO FOLLOW SAFETY WARNINGS.

No matter how well any tire is constructed, punctures, impact damage, improper inflation, improper maintenance or service factors may cause serious tire failure creating a risk of property damage and serious or fatal injury to you and/or your customer.

Encourage your customers to examine their tires frequently for snags, bulges, excessive treadwear, separations or cuts. If such conditions appear, advise them to demount the tire, use the spare, and see you immediately. If you spot any of the above conditions, bring them to the customer's attention immediately. For safety, comply with the following warnings.

Tire and rim servicing can be dangerous and must be done only by trained personnel using proper tools and procedures. Failure to read and comply with all procedures may result in serious injury or death to you or others.

Re-inflation of any type of tire/rim assembly that has been operated in a run-flat or underinflation condition (80% or less of recommended pressure), can result in serious injury or death. The tire may be damaged on the inside and can explode while you are adding air. The rim parts may be worn, damaged or dislodged and can explosively separate.

Use of starting fluid, ether, gasoline or any other flammable material to lubricate, seal or seat the beads of a tubeless tire can cause the tire to explode or can cause the explosive separation of the tire/rim assembly resulting in serious injury or death. The use of any flammable material during tire servicing is absolutely prohibited.

Any inflated tire mounted on a rim contains explosive energy. The use of damaged, mismatched or improperly assembled tire/rim parts can cause the assembly to burst apart with explosive force. If you are struck by an exploding tire, rim part or the air blast, you can be seriously injured or killed.

Re-assembly and the inflation of mismatched parts can result in serious injury or death. Just because parts come in together does not mean that they belong together. Check for proper matching on all rim parts before putting any parts together.

Mismatching tire and rim diameters is dangerous. A mismatched tire and rim assembly may explode and can result in serious injury or death. This warning applies to 14", 14.5", 16" and 16.5" tires and rims as well as other similarly mismatched size combinations. Never assemble a tire and rim unless you have positively identified and correctly matched the parts.

If the tire is 20% below the recommended operating pressure it must be considered flat. The tire must be removed, dismounted and inspected for punctures or other damage.

Mounting And Demounting

A tire cannot perform properly unless it is mounted properly on the correct size rim or wheel. The following are general instructions for demounting and mounting tube-type and tubeless tires. For detailed instructions on mounting and demounting truck tires on particular types of rims and wheels, refer to the instructions of the rim and wheel manufacturer or the Rubber Manufacturer Association (RMA) wall charts.

1. SELECTION OF PROPER COMPONENTS AND MATERIALS:

- All tires must be mounted with the proper tube and flap (if required) and rim or wheel as indicated in the application data books.
- Make certain that rim/wheel components are properly matched and of the correct dimensions for the tire.
- Always fit new tube in a new mounting. Since the tube will exhibit growth in size through normal use, an old tube used in a new mounting increases the possibility of tube creasing and chafing, possibly resulting in failure.

- Always install a new flap in a new mounting. A flap through extended use becomes hard and brittle. After limited time, it will develop a set to match the tire and rim in which it is fitted. Therefore, it will not exactly match a tire/rim combination. See Section Five for flap recommendations.
- Always install new valve cores, and metal or hard plastic valve caps containing plastic or rubber seals. On tubeless truck tire valve stems, replace the rubber grommet. For tires requiring 'O' Rings, be sure to install a new one at every tire change.
- Always use a safety device such as an inflation cage or other OSHA approved device when inflating. Never stand over tire or in front of a tire when inflating. Always use a clip on valve chuck with hose extension and stand to the side when inflating.

2. TIRE AND RIM LUBRICATION:

It is essential that an approved vegetable oil base soap solution tire lubricant be used for mounting of tubeless and tube-type tires. The lubricant serves the following purposes:

- Minimize the possibility of damage to the tire beads from the mounting tools.
- Eases the insertion of the tire onto the rim by lubricating all contacting surfaces.
- Assists proper bead seating (tire/rim centering) and helps prevent eccentric mountings.

A. TUBELESS TIRES - Apply lubricant to all surfaces of the bead area of the tire. When applying lubricant to the rim, lubricate the entire rim surface from flange to flange.

B. TUBE-TYPE TIRES - Apply clean lubricant to all portions of the tire bead area and the exposed portion of the flap using sufficient but sparing quantities of lubricant. Also lubricate the entire rim surface. Avoid using excessive amounts of lubricant which can become trapped between the tire and tube can result in tube damage and rapid air loss.

CAUTION: It is important that tire lubricant be clean and free of dirt, sand, metal shavings or other hard particles. The particles may lodge between the tube and the flap edges resulting in splits in the tube. The following practice is recommended:

- Use a fresh supply of tire lubricant each day, drawing from a clean supply and placing the lubricant in a clean portable container.
- Provide a cover for the portable container and/or other means to prevent contamination of the lubricant when not in use.

We suggest the following method, which has proven to be successful in minimizing contamination and preventing excess lubricant from entering the tire casing: Provide a special cover for the portable container which has a funnel-like device attached. The small opening of the funnel should be sized so that when a swab is inserted through the opening into the reserve of lubricant and then withdrawn, the swab is compressed, removing excess lubricant. This allows the cover to be left in place providing added protection. A mesh false bottom in the container is a further safeguard against contaminants. The tire should be mounted and inflated promptly before lubricant dries.

3. PREPARATION OF WHEELS, RIMS AND TIRES:

Never weld or apply heat to a rim or wheel on which a tire is mounted.

- Always wear safety goggles or face shields when buffing or grinding rims or wheels.
- Inspect wheel/rim assemblies for cracks, distortion, deforming of flanges, side rings, lock rings, etc. Using a file and/or emery cloth, smooth all burrs, welds, dents, etc. that are present on the tire side of the rim. Inspect the condition of bolt holes on the wheels.
- Remove rust with a wire brush and apply rust inhibiting paint.
- Remove any accumulation of rubber or grease which might be stuck to the tire, being careful not to damage it. Wipe the beads down with a dry rag.
- Make sure there is no water, dirt, or foreign material inside the tire before inserting the tube.