BRIDGESTONE

OFF THE ROAD
PRE-SHIFT INSPECTION

IMPROVE SAFETY - INCREASE PRODUCTIVITY - REDUCE DOWNTIME

OFF-THE-ROAD TIRES AND RIMS/WHEELS should be inspected by operators or tire service personnel *before every shift*. Such inspections should be done in conjunction with a tire preventative maintenance program and software such as TreadStat™. Identifying and reporting abnormal tire and rim/wheel conditions increases safety, improves productivity and reduces downtime.

AREAS / CONDITIONS TO INSPECT

Report tire and rim/wheel damage to your supervisor immediately. Do not use a potentially unsafe tire or rim/wheel.

VRQP
E-4 EARTHMOVER

TREAD & SHOULDER
Irregular wear or flat spots
Cuts down to steel or casing cord
Embedded rocks or objects
Cut induced detachments
Wear out or worn through belts
Bulges or separations from belt
Torn lugs or deep cracks
Repairs that may be failing

SIDEWALL
Repairs that are failing
Oil leaks from vehicle
   will cause rubber degradation
Bent, damaged, or missing
   rock ejectors
Growing cuts, snags, splits
   or cracks
Bulges or separations
Rocks or other foreign objects
   stuck between duals

INFLATION
Low air pressure (5+ PSI)
Hot air pressure (15+ PSI)
   over recommended
Never bleed a hot tire

BEADS
Cracks, splits, leaks or breaks
Bulges or separations
Visible burned rubber or smell
Excessive erosion behind the flange

VALVE
Loose or damaged valve stem
Leaking valve core
Missing valve caps

WHEEL & RIM
Rust or corrosion of components
Fatigue / stress cracks in the flange
Damage to the flange
Cracks in rim base
Liquid additive leakage
Missing or broken lug nuts and studs
Broken welds

RECOMMENDED
Wash or wipe off fuel, oil, and grease
   from all tire areas (causes degradation)
Stencil the recommended cold and
   hot air pressures on equipment
Air pressures should be
   checked daily, if possible

OFF THE ROAD TIRES
Commercial.Bridgestone.com

TREADSTAT™
TIRE AND RIM MANAGEMENT SOLUTION