

# Daytona

AUTOMOTIVE EQUIPMENT



CANADIAN OWNED AND OPERATED  
SINCE 1999

## WHAT CAUSES TIRE WEAR?

# UNEVEN TIRE WEAR?



**Uneven tire wear compromises the life and performance of your tires, the handling of your vehicle, and your safety.**

**That's why it's so important to spot signs of uneven tire wear early and take corrective action.**



## THE CAUSE:

### Misalignment

One-sided wear results when the top of the tire leans away from or toward the vehicle. This is your camber, and your wheels aren't parallel. When your tires are pointed toward or away from the road, there's a problem with the toe and your vehicle isn't set straight.

### Mechanical parts

Bent, damaged or worn out front-end parts such as tie rods and ball joints can also cause uneven outside wear

## THE RISKS:

- Reduces steering response
- Decreases tire life

## THE SOLUTION:

**Get a wheel alignment** from the tire experts . They'll determine what's wrong with your suspension system and use computerized alignments to ensure your wheels are parallel and your vehicle is set straight.



## THE CAUSE:

### Underinflation

Underinflation wears your tires on both outside shoulders because the edges are making excessive contact with the road.

## THE RISKS:

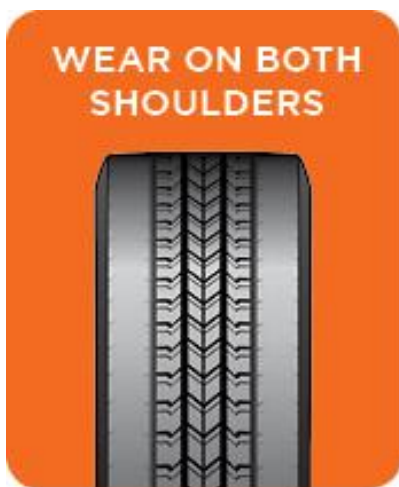
- Reduces tire life by 15 per cent or more
- Decreases fuel economy by as much as 15 per cent because underinflated tires make your engine work harder

## THE SOLUTION:

### Pump up your tires

Pump up your tires to the right tire pressure according to your manufacturer's recommendations.

Use a tire air pressure gauge and check your pressure regularly, if possible in the morning when your tires are cold.



## THE CAUSE:

### Overinflation

The culprit behind rapid and uneven centre wear. Too much air causes the middle to bulge and make more road contact.

## THE RISKS:

- Speeds tire wear
- Compromises braking and traction
- Increases risk of blowouts because bald strips can't dissipate heat

## THE SOLUTION:

**Deflate your tires** to the recommended PSI specified in your owner's manual or the sticker in your door jam.

The 'max. press' number on a tire sidewall is the maximum, not the optimum for everyday driving.



## THE CAUSE:

**Mechanical parts** problems can cause cupping, spotting, feathering or scalloped wear because the tire isn't tracking straight.

A range of issues could be at work: loose wheel bearings, worn suspension components, imbalanced or mismounted wheels or aggressive braking.

## THE RISKS:

- Reduces tire life
- Compromises braking and traction
- leads to unsafe driving

## THE SOLUTION:

**Visit an auto service centre** so you can get a diagnosis from the experts as well as the repairs your vehicle needs to get your tires tracking straight and hitting the road uniformly.