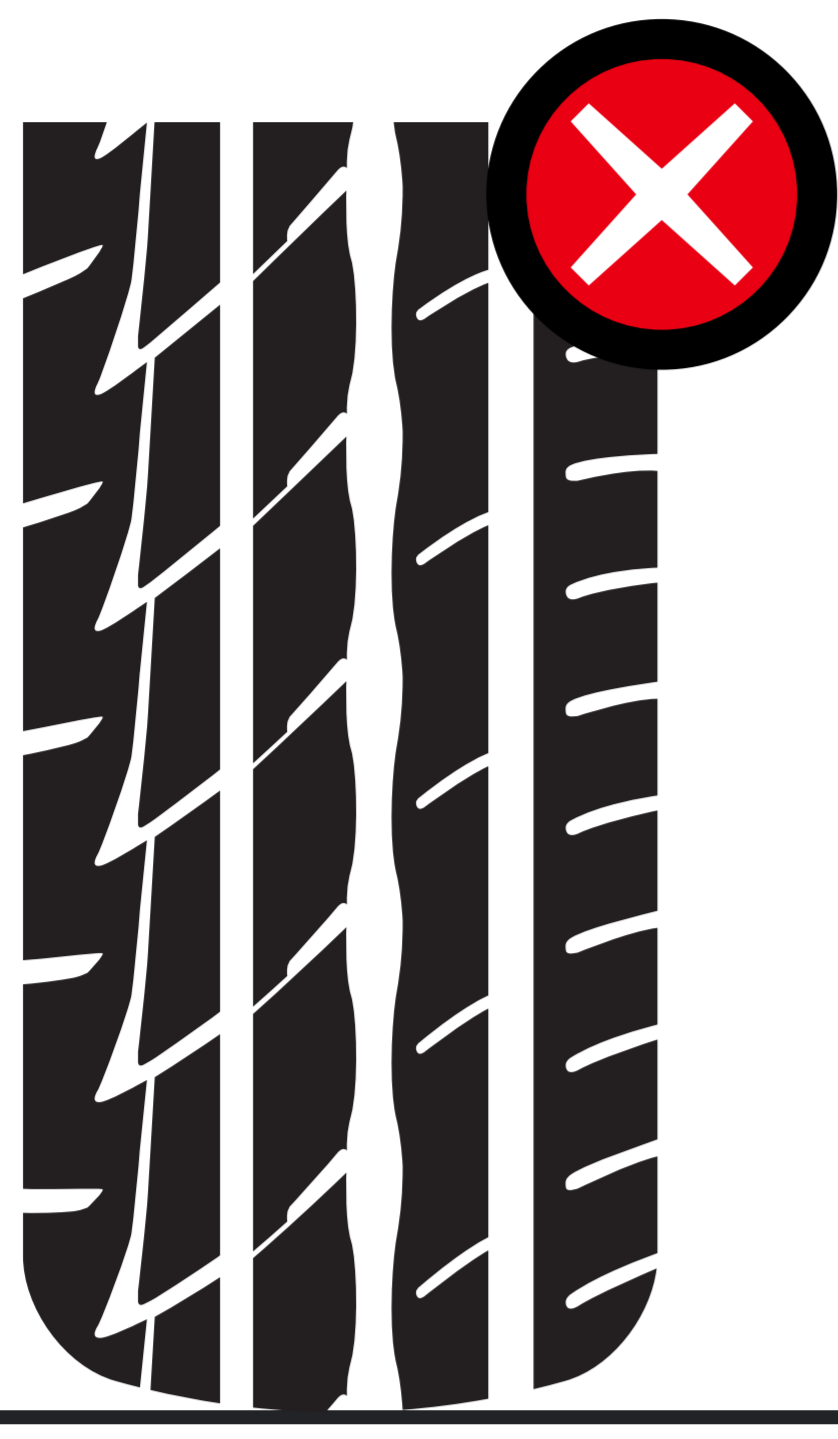


THE HARD TRUTH BEHIND PREMATURE TYRE CHANGES

“Overinflating my tyres saves petrol!”

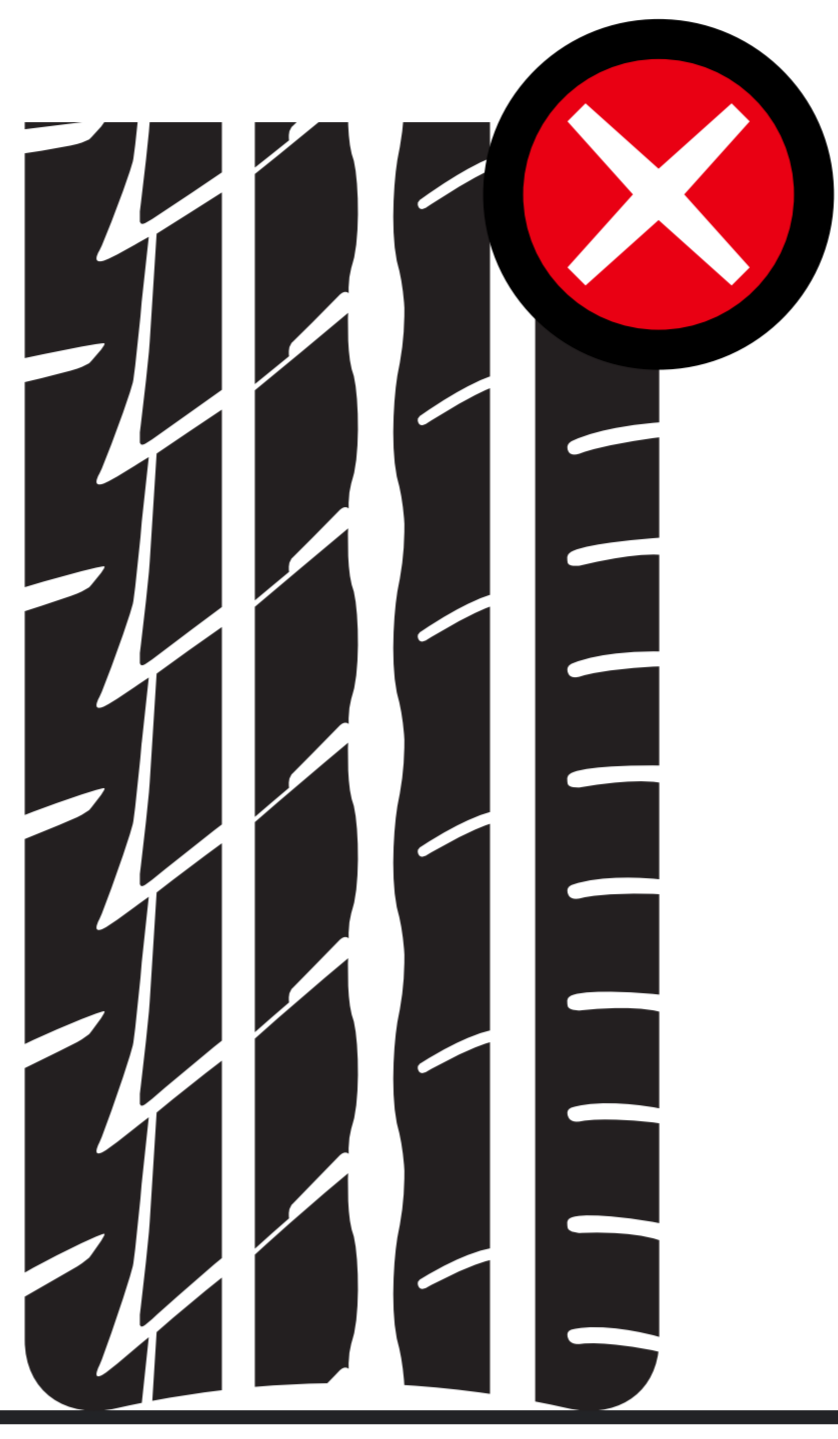
Top tip!

Check all your tyre pressures every month, including the spare. The recommended pressure specifications are on a label affixed to the driver's door jam.



Over Inflation

- Accelerates tyre wear
- Severe tyre centre wear
- Compromises braking and traction
- Increases the risk of a tyre blowout



Under Inflation

- Reduces tyre life
- Severe tyre shoulder wear
- Increases fuel consumption by up to 15%



Correct Inflation

- Maximises tyre lifespan
- Allows for optimal tyre performance

Your car's manufacturers specifies the inflation pressures for the front and rear tyres to optimise all-round performance - which includes ride comfort, handling, fuel economy, and tyre wear. The recommended inflation pressures ensure an even distribution of vehicle load, acceleration, braking, and cornering forces in the tread.

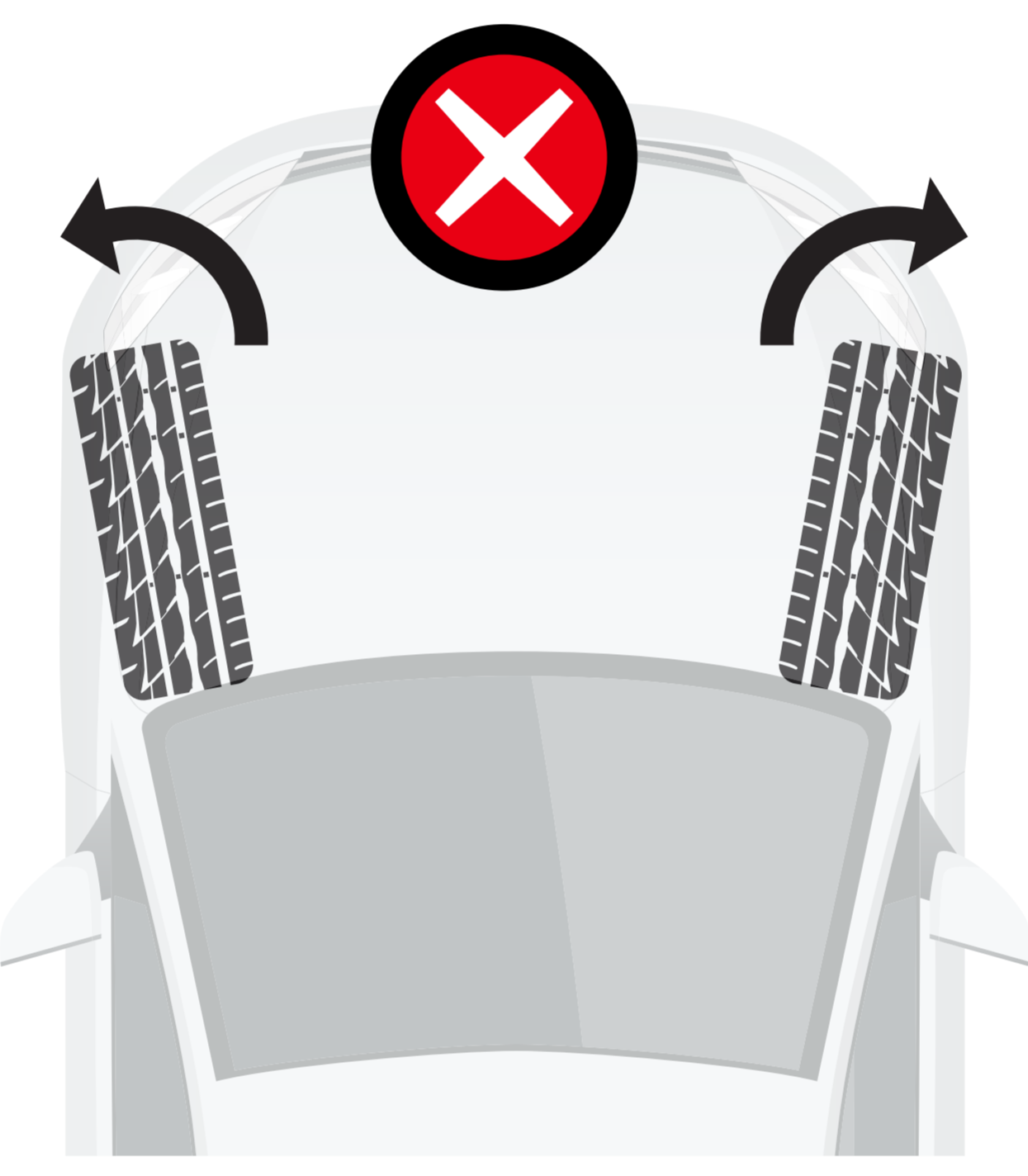
“Tyre alignment is a waste of time!”

Top tip!

Get your tyres aligned once every two years, or whenever you replace your tyres.



Toe In



Toe Out



Zero Toe

Tyre alignment encompasses the adjustment of both the vehicle's steering and suspension components - the system that connects and controls the motion of the wheels. When the vehicle encounters a puddle that causes only one tyre to lose grip, the other tyre's toe setting will push (excessive toe-in) or pull (excessive toe-out) the vehicle to the side.

“My car looks cooler with aggressive camber!”

Top tip!

Always stay within your vehicle manufacturer's acceptable 'minimum' and 'maximum' camber specification range.



Negative Camber

- Inner rib of tyres wear out faster
- Tyre's contact patch is not fully utilised
- Tyre lifespan is significantly shortened



Positive Camber

- Outer rib of tyres wear out faster
- Tyre's contact patch is not fully utilised
- Tyre lifespan is significantly shortened



Zero Camber

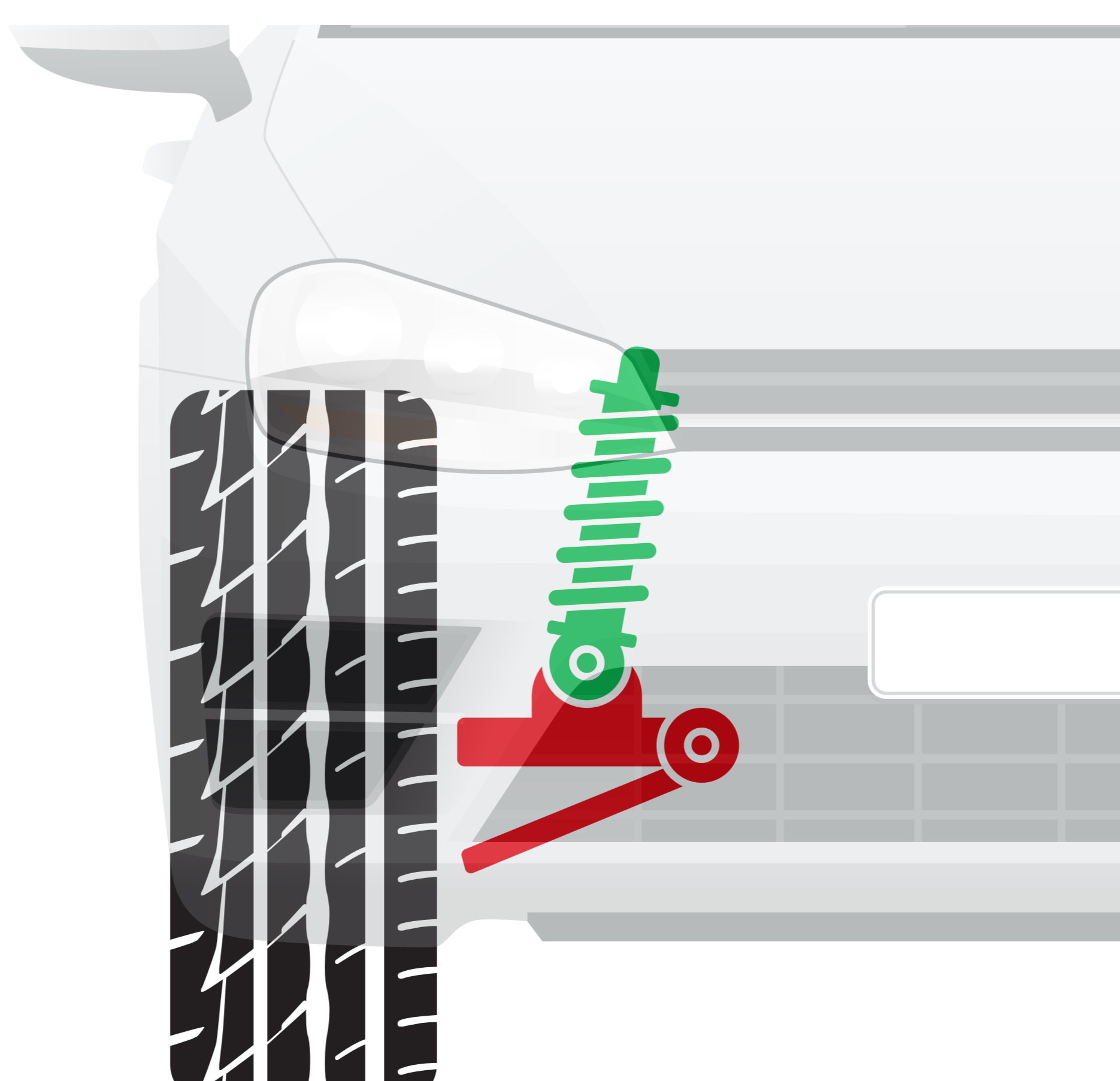
- Tyres wear evenly
- Tyre lifespan increases

The camber angle identifies how far the wheel and tyre slants away from vertical when viewed directly from the front or back of the vehicle. Appropriate camber settings that take into account the vehicle and driver's aggressiveness will help balance optimal tread lifespan with maximum cornering performance.

“I don't need to replace suspension components!”

Top tip!

The lifespan of your car's suspension components vary with usage, so it's best to have them inspected periodically.



If your car's suspension components - such as the tie rod ends, control arm bushings or shock absorbers - haven't been replaced in a while, they could be causing uneven tyre wear. The abnormal wear patterns can be similar to of aggressive toe or camber settings, and it's best that you bring your car to a workshop for a thorough diagnosis.