

## 5.7.2. Checking pressures



Most damage to tyres is a direct result of incorrect inflation pressure, or is made worse by this.



The inflation pressure is determined according to load per axle. Over or under-inflation affects comfort, adhesion and durability of the tyres. Tyre pressure increases with distance travelled. This is a self-regulation phenomenon which opposes too high an increase in temperature due to successive flexing of the tyres.

Tyre pressures must be systematically modified to the load carried and the use to which the vehicle is put. Weighing per loaded axle is the only way of defining the correct pressure.

Check and adjust tyre pressures on receiving the vehicle, then every week, depending on the load per axle applied (see table below).

Tyres mounted in pairs				Tyres mounted in simple				
Load per axle (Kg)	Pressure (bar) 215/75 R. 17,5	Pressure (bar) 245/70 R. 17,5	Pressure (bar) 255/60 R. 19,5	Load per axle (Kg)	Pressure (bar) 285/70 R. 19,5	Load per axle (Kg)	Pressure (bar) 275/70 R. 22,5	Pressure (bar) 295/60 R. 22,5
5570	5.5	-	-	4940	6.5	5330	6.5	7.0
6010	6.0	-	-	5280	7.0	5660	7.0	7.5
6900	7.0	-	-	5620	7.5	6020	7.5	8.0
7790	8.0	-	7	5960	8.0	6360	8.0	8.5
8240	8.5	-	7.5	6300	8.5	6700	8.5	9.0
8630	-	7.0	8	6700	9.0	7000	9.0	-
9190	-	7.5	8.5	-	-	-	-	-
<b>Default pressure</b>	<b>8,5 ±0, 5</b>	<b>7,5 ±0, 5</b>	<b>8,5 ±0, 5</b>	<b>Default pressure</b>	<b>9,0 ±0, 5</b>	<b>Default pressure</b>	<b>9,0 ±0, 5</b>	<b>9,0 ±0, 5</b>



Pressures must be checked when the tyres are cold, not forgetting the spare tyre, using an accurate pressure gauge (manometer). See the truck manual for checking the truck tyre pressures.



Never reduce the pressure in a hot tyre.