

**TEMECULA
TIRE SAFETY SEMINAR**

By
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Steve Malysiak, Michelin America's Truck Tires Field Engineer, will present a seminar specifically aimed at the GMC Motorhome's wheel and tire safety. The information will cover:

- 1) the original 16.5" bias and radial tire combinations
- 2) the common replacement 16" Alcoa Classic wheels with LT225/75R16 tires
- 3) load range D and E and different tire constructions of tread and sidewall materials of fabric and/or steel.
- 4) how to get the most from your tires, what to inspect for, criteria to use to determine when tires should be replaced
- 5) information for you to use in selecting replacement tires.
- 6) driving safety tips including how to best correct for rapid pressure loss (blowout) and the resulting changes in steering forces
- 7) major changes and improvements in tire technology over the last 30 years as they pertain to the GMC Motorhome

Individual tire loads (weighing) will be conducted during rally registration on both Sunday, for those who come a day early, and on Monday the 28th. It is free and optional. It will be a drive through method so those with tows do not need to disconnect and may also weigh their tow. For those who want to be weighed, come in full travel weight for the best maximum weight measurements. All sites have full hook ups so full liquid tanks can be dumped after hook up.

[A tire information sheet](#) has been added to the newsletter. We are requesting that this sheet be filled out and mailed to the address shown above, by every GMC owner, not just those attending the rally. This will provide the largest database of questions for Steve to answer at the rally. **After the rally, the results of the seminar, questions, and answers will be published in the GMCWS Newsletter. It will also be placed on the GMCWS Technical Information web page for future new GMC owners to access.**

Keeping the tire information on one sheet of paper required that subjects be abbreviated. The abbreviation explanations are expanded here:

- 1) wheel placement is either on the Driver's side (D) or Passenger's side (P)
 - 2) wheel placement along the coach with Front (F), Middle (M), and Rear (R).
- As an example, Driver's side Front wheel becomes DF while the Passenger's side Middle wheel becomes PM.

We are requesting data for each tire position for this safety seminar. The spare was not included because it is usually a temporary wheel/tire combination.

Wheel: All GMC's were delivered with 16.5" steel wheels and 8.75 16.5 bias ply tire from 1971 through 1975. Starting in 1976, 8.75R 16.5 radial tires with radial steel wheels were a major option, but some vehicles were still delivered with the bias ply tire and wheel combination. Steel wheels for radial tires are all stamped "RADIAL" on the outer rim and were designed to resist the larger wheel loads created by the radial tires. Radial tires mounted on non-radial approved rims can cause wheel cracking resulting in slow or even rapid pressure loss. This is a major safety issue. We are requesting each owner to inspect and record each steel/aluminum wheel to assure that it matches the tires on the vehicle. The 16" Alcoa Classic is approved for all E load rated radials.

Tires: Brand name/style is molded in raised letters on the sidewall. Size and Load range molded on the sidewall. For standard size tires, this will be either 8.75 16.5 D load range, 8.75R 16.5 D or E load range, or the LT225/75R16 D or E load range.

DOT #: The last group of digits molded on the sidewall is the tire manufacture date. There are changes in the meaning of the digits over the years. 1980 and 1990 used the last three digits and starting in 2000, four digit were used.

In the 1980's the first two digits determined the week of the year it was made and the last digit determined the year (198X). If it has 019, the tire was made in the first week of the year 1989 and the tire is more than 14 years old.

In the 1990's, the same code was used plus there was a small triangle to the right of the three digits. A tire with 019 <| was made in the first week in the year 1999. That tire is now more than 4 years old.

Starting in 2000, the first two digits remained the week of the year manufactured but the last two digits are the year. A tire with 0101 was manufactured in the first week of 2001. As of the 4/29/2003 rally, that tire would be 2 years and 17 weeks old.

F/S or S/S: Tire construction with the number of plies and material is molded on the sidewall for both tread and sidewall.

Tread plies: Some tires have a combination of tread plies such as X plies fabric (F) + X plies steel (S). This should be recorded as F+S/. Some will only list Steel and be recorded as S/. Slash (/) separates tread from sidewall.

Sidewall plies: X plies fabric (F) or X plies steel (S). This should be recorded as F or S.

A radial tire with steel tread and sidewalls would be recorded on the sheet as S/S while a radial with steel tread or combination of fabric and steel with fabric sidewalls would be recorded as F+S/F.

Press: List your current tire pressures (psi).

Truck ruts sensitivity: This is a subjective value with 10 meaning highly sensitive and 0 meaning not bothered by truck ruts. People who are dissatisfied with their coach's

handling often bring their suspension wear and alignment up to snuff first. If truck rut sensitivity is still high, some owners modify the suspension. Tire selection and pressures also seem to impact sensitivity. The idea is to have each owner rate their coach's truck rut sensitivity and list what suspension modifications have been made. This data will be used to relate tire selection, pressures, and suspension changes to truck rut sensitivity values. Collecting data from as many owners as possible will make the truck rut sensitivity correlation more accurate.

Suspension modification: List any known changes from the original design.

Questions for the Michelin Tire Engineer will be collated, grouped, and answered at the seminar. Here is your chance to ask the tire expert any question that applies to the GMC Motorhome.