



*The incorrect tire pressure has many impacts on the "tire life time". To avoid premature wastage, the calibration pressure should be the one indicated by the manufacturer of the vehicle or of the tire.*

Contribution by: <http://www.somaxsolutions.com>



Dear Sirs,

*Every year, thousands of accidents are caused by under-inflated and neglected tires. This tragic incident prompted the US government to create legislation requiring low pressure warning systems on all new passenger cars, vans and light trucks. In fact, the legislation is expected to expand to include commercial trucks, buses, recreational vehicles, and importantly, motorcycles. Other countries around the world are looking at similar legislation.*

**How often do you check your tires?**

*Proper tire pressure is critical for both rider safety and motorcycle performance. As maintenance studies and any mechanic will confirm, almost 50% of all motorcycle tires are under-inflated,*

often to dangerous levels. So, If you're not checking your tires pretty well every time you get on the bike, then it's simply not enough.

**But I can tell by looking!**

A very dangerous practice is to judge tire pressure by visually gauging the tire's sidewall deflection (how flat the tire looks). However, with the stiff sidewalls of today's tires, you just can't tell by looking.

**Why check while it's cold?**

Because recommended tire pressures are always given as cold inflation values, it is always necessary to check tire pressures when the tires are cold. The pressure inside a tire naturally increases as temperature increases so checking a tire when its cold is the only way to get an accurate reading that you can compare to the recommended inflation pressure.

Read more: <http://www.onewheeldrive.net/index.php?option=content&task=view&id=138&Itemid>